



**Environmental
Planning
Commission**

*Agenda Number: 6
Project Number: 1006761
Case #: 12EPC 40071/40072
November 8, 2012*

Staff Report

Agent	Consensus Planning, Inc.
Applicant	Lord Constructors, Inc.
Requests	Zone Map Amendment, Site Development Plan for Building Permit
Legal Description	Southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8
Location	Fortuna Road NW, between 76 th Street NW and I-40
Size	Approximately 6.8 acres
Existing Zoning	SU-1 for IP
Proposed Zoning	SU-1 for IP with Truck Sales & Service

Staff Recommendation

APPROVAL of Case 40071 based on the Findings beginning on Page 20, and subject to the Conditions of Approval beginning on Page 23.

APPROVAL of Case 40072 based on the Findings beginning on Page 23, and subject to the Conditions of Approval beginning on Page 25.

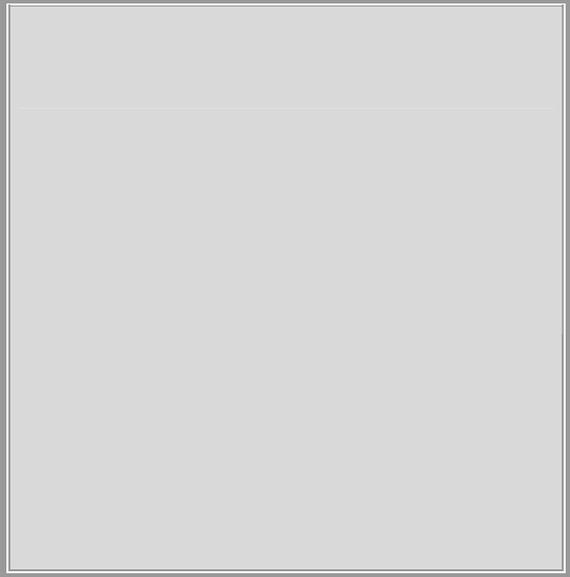
Staff Planner
Randall Falkner, Planner

Summary of Analysis

This is a request for a zone map amendment from SU-1 for IP to SU-1 for IP with Truck Sales and Service, and a site development plan for building permit.

The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet. The site is located in the Established Urban Area of the Comprehensive Plan and is within the boundaries of the West Side Strategic Plan. The subject site is within a vacant area just north of the Atrisco Business Park.

Staff finds that the applicant has adequately justified the requests for a zone map amendment and a site development plan for building permit, based on a preponderance of applicable policies found in the Comprehensive Plan. Staff is recommending approval with conditions.



City Departments and other interested agencies reviewed this application from 10/1/2012 to 10/12/2012
Agency comments used in the preparation of this report begin on Page 28.

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 IP	Established Urban West Side Strategic Plan	Vacant
<i>North</i>	No Zoning (I-40)	”	I-40
<i>South</i>	IP	”	Vacant, Warehousing & Storage
<i>East</i>	SU-1 for IP, R-2	”	Vacant, Single-Family Residential
<i>West</i>	No Zoning (I-40)	”	I-40

II. INTRODUCTION

Proposal

This is a request for a zone map amendment from SU-1 for IP to SU-1 for IP with Truck Sales and Service, and a site development plan for building permit. The legal description of the site is as follows: southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8. The property is on Fortuna Road NW, between 76th Street NW and I-40 and comprises approximately 6.8 acres.

The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet. The site is located in the Established Urban Area of the Comprehensive Plan and is within the boundaries of the West Side Strategic Plan. The subject site is within a vacant area just north of the Atrisco Business Park.

The Environmental Planning Commission (EPC) is hearing the case because zone map amendments must receive approval from the EPC, and development of an SU-1 zone may only occur in conformance with an approved site development plan. The applicant has provided justification for the zone map amendment to R270-1980 and has also provided an accompanying site development plan for building permit. The case before the EPC is a quasi-judicial matter.

Context

The site is mostly surrounded by industrial and vacant land. The properties to the south are located in the Atrisco Business Park, are zoned IP, and consist of either industrial or vacant land.

The recently developed FedEx facility is located to the south. To the north and west of the site is I-40. To the immediate east is vacant land that is zoned SU-1 for IP and is also owned by the applicant. Further east and on the east side of 76th Street is single-family residential that is zoned R-2 (approximately 470 feet from the subject site). West Mesa High School is located further east on Fortuna Road (approximately 2,200 feet from the subject site). Truck traffic heading east on Fortuna Road towards the residential neighborhood and West Mesa High School would be a concern. However, the applicant has stated that the primary route for trucks to and from the subject site to access I-40 is Unser Boulevard, Los Volcanes Road, and Gallatin Place. Unser is west of the subject site, while the residential neighborhood and the high school are east of the site.

The 2011 Traffic Flow Map, produced by the Mid-Region Council of Governments (MRCOG) shows an average weekday traffic flow of 3,200 along Fortuna, between Gallatin and Coors, and an average weekday traffic flow of 2,900 along Gallatin, between Fortuna and Los Volcanes. The site has pleasant views of the Sandia Mountains to the east.

History

In August 1984 the EPC approved an annexation (AX-84-18) and O-1 zoning (Z-84-86) for a portion of the subject site (Tracts 183 and 184, Airport Unit, Town of Atrisco Grant). The applicant was seeking C-2 zoning and the staff planner had recommended R-D zoning; however, O-1 zoning was approved because it would act as a good buffer between the residential use to the south and I-40 to the north, and because it was better received by the neighborhoods. After the annexation and zoning were approved by EPC the request went to Land Use Planning and Zoning (LUPZ). LUPZ rejected it on the grounds that it was in the Developing Urban Area and because it would only give a residential classification to this Area. In December 1985, when it was recognized that the site was in the Established Urban Area, the EPC approved the annexation (AX-85-21) and the zoning (Z-85-89) to R-2. Planning staff has been unable to find the Official Notice of Decision or Zoning Certification for the date when the subject site changed from R-2 to SU-1 for IP zoning. However, the August 2000 Zone Atlas shows the site as R-2 zoning and the July 2001 Zone Atlas shows the site as SU-1 for IP zoning. In addition a note from AGIS shows that they made the zone change in their system on August 30, 2000. As a result, the site most likely changed to SU-1 for IP zoning sometime in 2000.

In 2007 the ZHE approved a conditional use (07ZHE 80055) to allow for automotive sales, rental, service, repair, and storage in an IP zone for the subject site. However, the conditional use expired since the property was not developed within a year.

In June 1973, the property to the south (the Atrisco Business Park) was annexed (AX-73-9) to the City and the zoning (Z-73-41) was amended to SU-1/Special Use for a Planned Development Area. Then in April 1984 the zoning was changed to SU-1 for Industrial Park Uses (Z-84-87) for all of Atrisco Business Park.

Transportation System

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

Fortuna Road and Gallatin Place are local roads.

There is an existing bicycle lane along Fortuna Road.

There are no existing public transit routes that run by the site. The nearest bus routes are on Coors Boulevard, which is approximately 4,300 feet to the east of the site.

Public Facilities/Community Services

See attached Public Facilities Map for details.

III. ANALYSIS

Albuquerque Comprehensive Zoning Code

The current zoning is SU-1 for IP. The SU-1 zone provides sites suitable for uses that are special, and for which the appropriateness of the use to a specific location depends on the character of the site design. Development of an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to EPC review. The applicant has provided a site development plan for building permit to satisfy this requirement. IP zoning provides suitable sites for a wide range of industrial and commercial uses, provided such uses are conducted in a compatible and harmonious manner within industrial environments achieved through a Development Plan.

The applicant is proposing SU-1 for IP with Truck Sales and Service. This would allow truck sales and service in addition to what is currently allowed with SU-1 for IP. The proposed use (truck sales and service) is not currently allowed under the existing zoning. Automotive sales, rentals, service, repair and storage are first permissive in the M-1 zone. However, the ZHE previously approved a conditional use in 2007 that allowed automotive sales, rental service, repair and storage. The conditional use expired since the property was not developed within a year. The proposed truck service would occur inside the proposed building.

Resolution 270-1980 (Policies for Zone Map Change Applications)

This Resolution outlines policies and requirements for deciding zone map change applications pursuant to the Comprehensive City Zoning Code. There are several tests that must be met and the applicant must provide sound justification for the change. The burden is on the applicant to show why a change should be made, not on the City to show why the change should not be made.

The applicant must demonstrate that the existing zoning is inappropriate because of one of three findings: there was an error when the existing zone map pattern was created; or changed neighborhood or community conditions justify the change; or a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

Analysis of Applicant's Justification

Note: Policy is in regular text; *Applicant's justification is in italics; staff's analysis is in bold italics*

- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The applicant states that the proposed zone change will not jeopardize the health, safety, and welfare of the city and that it furthers multiple goals and policies of the Comprehensive Plan.

The zone change would be consistent with the health, safety, morals and general welfare of the City. The request for SU-1 for IP with Truck Sales and Service would complement adjacent zoning, which is IP to the south and SU-1 for IP to the east. The site is located just south of I-40 and would not jeopardize the health, safety and welfare of the City. The proposed truck service would occur inside the proposed building. The primary truck route would be to I-40 via Unser, Los Volcanes and Gallatin.

- B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

The applicant states that the stability of land use and zoning will be preserved and enhanced with this change and that the FedEx Facility is located immediately to the south and is in the Atrisco Business Park. The applicant also states that in 2007 the ZHE approved a request (07ZHE 80055) for a conditional use to allow for automotive sales, rental service, repair, and storage in an IP zone for the subject site. The conditional use expired since the property was not developed in a year. City Zoning indicated that since the property is zoned SU-1 (as it was in 2007) that a conditional use is not appropriate and that this should be done through a zone map amendment that adds this specific use to the existing SU-1 for IP zoning.

The request provides stability of land use and zoning. The subject site is located adjacent to I-40 on the north and west and IP zoning to the south and east. Atrisco Business Park is located immediately south of the site which is zoned for IP uses.

- C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments thereto, including privately developed area plans which have been adopted by the city.

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated Established Urban by 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:

Established Urban

Policy II.B.5.d: 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, recreational concern.

The applicant states that the property is currently zoned IP and is appropriate for non-residential uses, the site is not adjacent to residential property, and is complementary to the existing Fed Ex facility located adjacent to the subject property.

The zone change request respects neighborhood values by allowing zoning that is consistent with that found to the east (SU-1 for IP) and to the south (IP). To the north and west is I-40. The request does not abut a residential neighborhood. The closest residential homes are approximately 470 feet to the east of the site. In addition, Tracts 181 and 182 (to the east of the subject site) are in between the subject site and the residential neighborhood to the east. The applicant has stated that the primary route of trucks to and from the proposed facility is to I-40 via Unser, Los Volcanes and Gallatin. The proposed truck service would occur inside the proposed building. The request would have little to no impact on natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern. The request furthers Policy II.B.5d.

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.

The applicant states that the property is currently vacant and is adjacent to existing city services, zoned IP, and adjacent to existing non-residential development.

The request will provide infill development on a site that is vacant. Full urban services are currently available along Fortuna Road, which is adjacent to the proposed subject site. The integrity of the neighborhood would be ensured by adding similar uses to what is already in the area (FedEx facility to the south). The proposed truck service would occur inside the proposed building. Residential neighborhoods do not abut the site and are approximately 470 feet to the east. The request furthers Policy II.B.5e.

Activity Centers

The Activity Center Goal is “to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs and which enhance the identity of Albuquerque and its communities.”

Policy II.B.7a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services.

The applicant states that while the proposed development is not within the Activity Center it is in close proximity and is currently zoned SU-1 for IP. As a result, the close proximity of the subject

site to the existing activity center furthers Comprehensive Plan policies by presenting a new opportunity for growth in the area. The proposed use is also compatible with existing uses in the activity center.

The subject site is actually not located in an Activity Center. The site is located just north of the Atrisco Business Park, which is considered to be a Major Activity Center (the northernmost boundary of the Atrisco Business Park is Fortuna Road). While the subject site is not in a Major Activity Center it does offer new job opportunities and is compatible with the existing uses in the Atrisco Business Park. The site also meets the primary purpose of a Major Activity Center, which is to provide the most highly concentrated locations of commercial, service and employment uses in conjunction with area-wide needs.

The site is primarily auto oriented and not particularly pedestrian oriented (although there is a patterned colored concrete sidewalk that connects the primary entrance to the public sidewalk along Fortuna Road). The site is not located on an arterial or collector and does not have transit service as suggested in Major Activity Centers in the Comprehensive Plan. The request partially furthers Policy II.B.7a.

Economic Development

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural and environmental goals.

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.

This specific Policy was not mentioned by the applicant; however, staff believes it is applicable. The request will provide new employment opportunities which will accommodate a wide range of occupational skills and salary levels, while locating new jobs convenient to areas of most need. The request is projected to add 32-47 jobs to the area. The request furthers Policy II.D.6a.

Policy II.D.6b: Development of local businesses enterprises as well as the recruitment of outside firms shall be emphasized.

The applicant states that Inland Kenworth is an international corporation that is attempting to expand their business at the proposed Albuquerque location and is promoting the development of this property to provide new employment opportunities.

The request will emphasize the development of an outside firm that provides the opportunity to be staffed primarily by local residents. The request will help to alleviate the jobs-housing imbalance on the West side by adding jobs to the area. The request furthers Policy II.D.6b.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and amended in 2002 to help promote the development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is in the Atrisco Park Community, which is the triangular wedge of land located between I-40 and Central Avenue and west of Coors Boulevard. It contains 1,700 acres of land, which includes the approximately 400 acre Atrisco Business Park. The Atrisco Business Park is one of the three major employment areas on the West Side and is the current home of several manufacturing facilities. Staff has reviewed the WSSP against the request.

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.

The applicant states that the proposed zone change will permit the establishment of a truck dealership and service center and that an estimated 32 jobs will be generated from this business to start with and ultimately up to 47 jobs in the future. The proposed use and development will foster employment opportunities on the West Side, avoiding the perpetuation of cross-metro trips.

The request would provide for a mix of land uses on the West Side, offer opportunities for employment, and minimize the needs for cross-metro trips. The request is projected to provide 32-47 jobs, thereby minimizing the need to cross the river to Albuquerque's East Side. The request furthers Objective 1 of the WSSP.

Objective 8: Promote job opportunities and business growth in appropriate areas of the West Side.

The applicant states that the proposed project will allow for additional business growth on the West Side and is located just north of the Atrisco Business Park.

The request would promote job opportunities and business growth in an appropriate area of the West Side. The subject site is located just north of the Atrisco Business Park which is a Major Activity Center. The site contains uses that are compatible with neighboring uses (industrial) and is close to I-40. The subject site is vacant and the request provides appropriate infill development in an area that would benefit the West Side and the City. The request furthers Objective 8 of the WSSP.

Policy 1.6: Large areas dedicated to employment uses shall be preserved on the West Side at Seven Bar Ranch, Atrisco Business Park, and Double Eagle II Airport. Additional employment center development is also encouraged. The City of Albuquerque and Bernalillo County economic development programs shall actively encourage employers to locate in these employment centers.

The applicant states that the requested zone would allow for the development of a truck sales and service dealership on the subject site and the use would fall under “multipurpose retail...[and] supporting service commercial uses” within the list of typical Employment Center uses provided within the West Side Plan. The proposed use for the land just north of the Business Park boundary would be an appropriate location for the expansion of the existing Employment Center. The WSSP encourages the development of new Employment Centers.

While the subject site is not located in an Employment Center (Atrisco Business Park) it is just north of the Business Park and would actively encourage more employers to locate in this important area, which would help to improve the jobs-housing ratio of the West Side. The jobs/housing ratio of the West Side is 0.63, which is well below the 1.5 jobs/housing ratio that is the recommended target standard. Additional employment would help to further this Policy. The request furthers Policy 1.6 of the WSSP.

Policy 3.33: It is appropriate for new development, both residential and non-residential, to occur in this Community. Redevelopment efforts associated with the existing 5 acre tracts in this area shall be encouraged.

The applicant states that the subject property is part of the antiquated 5 acre tracts and is currently zoned IP.

The request is appropriate for new development, and will help to develop a site that is vacant and has never been developed. The request will provide jobs for the West Side, provide infill development, and is not adjacent to residential housing. The request furthers Policy 3.33 of the WSSP.

Policy 3.34: The City of Albuquerque Planning Department and Economic Development Office shall work with AED, industrial real estate brokers, the State of New Mexico Economic Development Office, the landowners, and others to promote job growth within the Atrisco Business Park. Expansion of existing local businesses in this area will be initiated.

The applicant states that the property is adjacent to the Atrisco Business Park and that the development of these former 5 acre tracts will create needed jobs in the area.

The request will promote job growth in the area. The request will not promote job growth in the Atrisco Business Park, since it is not actually in the Business Park. The business is not a local business. The request partially furthers Policy 3.34.

- D. The applicant must demonstrate that the existing zoning is inappropriate because:
1. There was an error when the existing zone map pattern was created; or
 2. Changed neighborhood or community conditions justify the change; or

3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The applicant states that the existing zoning is inappropriate because a different use is more advantageous to the community as articulated in the City Policies. The applicant also makes reference to the conditional use that was approved by the ZHE in 2007 to allow for automotive sales, rental, service repair, and storage on the subject property.

The applicant has shown that a different use category is more advantageous to the community by furthering a preponderance of policies in the Comprehensive Plan and the West Side Strategic Plan.

- E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood, or the community.

The applicant states that the zoning for the subject site will remain SU-1 for IP and incorporate truck sales and service and that the FedEx facility located within the Atrisco Business Park presents a compatible, existing use that can be found adjacent to the subject property.

The request would not be harmful to adjacent property, the neighborhood, or the community. The site is surrounded mostly by industrial and vacant land uses. The nearest residential neighborhood is approximately 470 feet to the east and West Mesa High School is approximately 2,200 feet to the east. The primary truck route will be west to Unser and not to Coors to the east. The request is compatible with adjacent uses and zoning.

- F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:
 1. Denied due to lack of capital funds; or
 2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The applicant states that the proposed zone change will not necessitate the need of capital improvements. The development will be incorporated with the existing street networks and all infrastructure will be funded by the developer.

The request does not require major or unprogrammed capital expenditures by the City.

- G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

The applicant states that the cost of land and other economic considerations pertaining to the applicant are not a determining factor to the proposed zone change. The cost of land is no longer a consideration for the applicant as Inland Properties currently own the proposed site.

The cost of land or other economic considerations are not the determining factor for the proposed zone change.

- H. Location on a collector or major street is not in itself sufficient justification for apartment, office, or commercial zoning.

The applicant states that the subject site is located on Fortuna Road NW between 76th Street NW and I-40. While there is no direct access to the site from the interstate, the site will be visible to those driving on I-40, just northwest of the subject site. While Fortuna Road may not be considered a major street, it does provide a point of entry to the subject site and is adjacent to the Atrisco Business Park. There is also direct access to the site from Gallatin Street.

The site is not located on a collector or major street. Fortuna Road is considered a local street.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a “spot zone.” Such a change of zone may be approved only when:

1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The applicant states that the zone change request to SU-1 for IP with Truck Sales and Service is not considered a spot zone and is appropriate because it fits with the existing surrounding context of zoning and land uses. The subject site is adjacent to a FedEx freight location. The property is currently zoned SU-1 for IP.

Technically the request could be considered a spot zone since the proposed SU-1 for IP with Truck Sales and Service is different from any surrounding zoning; however, the zoning is very similar to that surrounding the subject site, and the applicant has clearly facilitated realization of the Comprehensive Plan and the West Side Strategic Plan.

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called “strip zoning.” Strip commercial zoning will be approved only where:

1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not

suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The applicant states that the proposed zone change does not classify as strip zoning because it is keeping with the current zoning trends of the surrounding area.

The request would not result in a strip zone.

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

The applicant is requesting a site development plan for building permit on a site that is vacant. The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet.

§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 of the Comprehensive Plan, (and other applicable Plans).

APPLICABLE ORDINANCES, PLANS AND POLICIES

Note: Policy is in regular text; *Applicant's justification is in italics; staff's analysis is in bold italics*

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated Established Urban by 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.5.d: 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, recreational concern.

The applicant states that the property is currently zoned IP and is appropriate for non-residential uses, the site is not adjacent to residential property, and is complementary to the existing Fed Ex facility located adjacent to the subject property.

The request respects neighborhood values by allowing a site plan that is consistent with that found to the south (FedEx property). To the north and west is I-40, and to the east is vacant land that has the same property owner and is zoned SU-1 for IP. The request does not abut a residential neighborhood. The closest residential homes are approximately 470 feet to the east of the site. Tracts 181 and 182 (to the east of the subject site) act as buffers and are in between the subject site and the residential neighborhood to the west. The proposed truck service would occur inside the proposed building. The applicant has stated (on the site development plan for building permit) that the primary route of trucks to and from the proposed facility is to I-40 via Unser, Los Volcanes and Gallatin Place. Fortuna Road would not be used. The request would have little to no impact on natural environmental conditions and carrying

capacities, scenic resources, and resources of other social, cultural, or recreational concern. The request furthers Policy II.B.5d.

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.

The applicant states that the property is currently vacant and is adjacent to existing city services, zoned IP, and adjacent to existing non-residential development.

The request will provide infill development on a site that is vacant. Full urban services are currently available along Fortuna Road adjacent to the proposed subject site and the integrity of the neighborhood would be ensured by adding similar uses to what is already in the area (FedEx facility to the south). The proposed truck service would occur inside the proposed building. Residential neighborhoods do not abut the site and are approximately 470 feet to the east. The request furthers Policy II.B.5e.

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.

The applicant states that the property is currently zoned IP, had a conditional use for truck sales and service previously approved in 2007, is not adjacent to residential, and has direct access to the south on Gallatin providing easy access to Unser Boulevard and I-40.

Adverse effects of development (lighting, pollution, traffic, and noise) have been minimized by appropriate site design. The site is in a location that is surrounded by similar land uses and zoning and is generally isolated from most residential uses. Large truck traffic could be a concern for the neighborhood to the east; however, the applicant has stated that the primary route to I-40 will be via Unser, Los Volcanes and Gallatin (away from the neighborhood to the east). The neighborhood to the east is approximately 470 feet to the east. Lighting consists of 30 foot tall fully shielded lights. Noise affecting the neighborhood to the east will be mitigated by the trucks using the applicant's stated primary route via Unser, by large vacant lots (Tract 181 & 182) that act as buffers, and by landscaping along the eastern boundary of the site. The constant traffic and noise from I-40 also acts to alleviate some sound from the subject site. The request furthers Policy II.B.5i.

Policy II.B.5k: 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.

This policy was not justified by the applicant however staff believes it is applicable. The subject site is not adjacent to an arterial street (Fortuna and Gallatin are local streets) and the applicant has stated that the primary route to I-40 is via Unser, Los Volcanes and Gallatin. To the east of the site along Fortuna is a residential neighborhood and La Mesa High School.

There is really no incentive for the trucks to go east along Fortuna and disturb the neighborhood or the school because the stated primary route for the applicant to I-40 is via Unser. The request furthers Policy II.B.5k.

Policy II.B.5.1: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The applicant states that the property is designed with street trees, landscape buffers, on-site water harvesting, and finished building materials that are appropriate to the industrial nature of the site and consistent with the Atrisco Business Park Community.

Staff believes that the request is a quality design; however, it is not particularly innovative. The request partially furthers Policy II.B.5l.

West Side Strategic Plan (Rank 2)

The West Side Strategic Plan (WSSP) was first adopted in 1997 and amended in 2002 to help promote the development of Neighborhood and Community Activity Centers. The WSSP identifies 13 communities, each with a unique identity and comprised of smaller neighborhood clusters. The subject site is in the Atrisco Park Community, which is the triangular wedge of land located between I-40 and Central Avenue and west of Coors Boulevard. It contains 1,700 acres of land, which includes the approximately 400 acre Atrisco Business Park. The Atrisco Business Park is one of the three major employment areas on the West Side and is the current home of several manufacturing facilities. Staff has reviewed the WSSP against the request.

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.

The applicant states that the proposed zone change will permit the establishment of a truck dealership and service center and that an estimated 32 jobs will be generated from this business to start with and ultimately up to 47 jobs in the future. The proposed use and development will foster employment opportunities on the West Side, avoiding the perpetuation of cross-metro trips.

The request would provide for a mix of land uses on the West Side, offer opportunities for employment, and minimize the needs for cross-metro trips. The request is projected to provide 32-47 jobs, thereby minimizing the need to cross the river to Albuquerque's East Side. The request furthers Objective 1 of the WSSP.

Objective 8: Promote job opportunities and business growth in appropriate areas of the West Side.

The applicant states that the proposed project will allow for additional business growth on the West Side and is located just north of the Atrisco Business Park.

The request would promote job opportunities and business growth in an appropriate area of the West Side. The subject site is located just north of the Atrisco Business Park which is a Major Activity Center. The site contains uses that are compatible with neighboring uses (industrial) and is close to I-40. The subject site is vacant and the request provides appropriate infill development in an area that would benefit the West Side and the City. The request furthers Objective 8 of the WSSP.

Policy 1.6: Large areas dedicated to employment uses shall be preserved on the West Side at Seven Bar Ranch, Atrisco Business Park, and Double Eagle II Airport. Additional employment center development is also encouraged. The City of Albuquerque and Bernalillo County economic development programs shall actively encourage employers to locate in these employment centers.

The applicant states that the requested zone would allow for the development of a truck sales and service dealership on the subject site and the use would fall under “multipurpose retail...[and] supporting service commercial uses” within the list of typical Employment Center uses provided within the West Side Plan. The proposed use for the land just north of the Business Park boundary would be an appropriate location for the expansion of the existing Employment Center. The WSSP encourages the development of new Employment Centers.

While the subject site is not located in an Employment Center (Atrisco Business Park) it is just north of the Business Park and would actively encourage more employers to locate in this important area, which would help to improve the jobs-housing ratio of the West Side. The jobs/housing ratio of the West Side is 0.63, which is well below the 1.5 jobs/housing ratio that is the recommended target standard. Additional employment would help to further this Policy. The request furthers Policy 1.6 of the WSSP.

Policy 3.33: It is appropriate for new development, both residential and non-residential, to occur in this Community. Redevelopment efforts associated with the existing 5 acre tracts in this area shall be encouraged.

The applicant states that the subject property is part of the antiquated 5 acre tracts and is currently zoned IP.

The request is appropriate for new development, and will help to develop a site that is vacant and has never been developed. The request will provide jobs for the West Side, provide infill development, and is not adjacent to residential housing. The request furthers Policy 3.33 of the WSSP.

Policy 3.34: The City of Albuquerque Planning Department and Economic Development Office shall work with AED, industrial real estate brokers, the State of New Mexico Economic Development Office, the landowners, and others to promote job growth within the Atrisco Business Park. Expansion of existing local businesses in this area will be initiated.

The applicant states that the property is adjacent to the Atrisco Business Park and that the development of these former 5 acre tracts will create needed jobs in the area.

The request will promote job growth in the area. The request will not promote job growth in the Atrisco Business Park, since it is not actually in the Business Park. The business is not a local business. The request partially furthers Policy 3.34.

Site Plan Layout / Configuration

The subject site is approximately 6.8 acres in size. The site is vacant and has never been developed. The applicant intends to develop a sales and service center for trucks. The proposed truck service would occur inside the proposed building. The proposed building is 30,233 square feet. The building will have two major functions, which include an office portion and a warehouse portion. The proposed site is in a fairly isolated industrial area. North and west of the site is I-40, to south is a FedEx facility, which is located in the Atrisco Business Park. To the immediate east of the site are Tracts 181 and 182, which are vacant and zoned SU-1 for IP. Further east of the site (approximately 470 feet to the east) is a residential neighborhood and West Mesa High School (2,200 feet to the east). The site development plan for building permit has a note that the primary facility truck access shall be taken along Gallatin Place, Los Volcanes, Unser Boulevard, and I-40.

Customer parking is located along the primary façade (west side) of the building. Additional parking for employees and truck service is located along the northeastern side of the site. An area for trailer parking has been provided while the trucks are being serviced. This area is located in the southeast corner of the site, adjacent to Tract 182. A 6' tall wrought iron security fence as well as landscaping helps to shield the trailer park area from the adjacent site to the east. The dumpster is located on the far eastern side of the site and is buffered by an enclosure, a 6' tall wrought iron security fence, and landscaping (including a 6' evergreen hedge, which is required in the IP Zone).

The height of the warehouse portion of the building is 29' to the top of the parapet, while the height of the office portion of the building is 24'. Structures in an IP zone are allowed up to 120'. EPC has discretion when it comes to the height of buildings in an SU-1 zone. The vicinity map indicates the southern ½ of Tract 182 is included as part of the site development plan for building permit. This needs to be corrected. A signature block for DRB approval is required on the site development plan for building permit.

Public Outdoor Space

The site contains one public outdoor space on the primary (western) façade of the building, near the entrance. The public outdoor space is 403 s.f. and contains landscaping for shade and a bench.

Vehicular Access, Circulation and Parking

Vehicles will be able to access the site at an entrance along Fortuna Road. The entrance is approximately 50' wide to accommodate big trucks. The geometry pathway (turning template) for trucks is shown on the site plan. The concrete pavement on the site development plan for building permit is considered as a means to reduce the overall heat island effect across the entire site.

The site plan for building permit shows 52 parking spaces required and 52 parking spaces provided. Zoning Enforcement has stated the 52 total parking spaces required on the site plan for building permit has been calculated incorrectly and the calculation should be based upon the total s.f. of the building. The applicant uses the following calculation (21,733 s.f. of truck service/2,000 =10 cars and 8,500 s.f. sales/200=42 cars). In the off-street parking regulations a warehouse allows one space per 2,000 square feet of net leasable area and an office allows one space per 200 s.f. of net leasable area. The applicant shall reconfigure the required parking calculation based upon the building footprint of 30,233 s.f. When calculated the parking requirement would be as follows: 30,233/200=151 cars. However, it should be pointed out that while 21,733 s.f. of the building is not used for warehousing is not entirely office either. Unfortunately, there is not a category in the off-street parking regulations of the zoning code for this type of building that has an office component and a truck service component. It should also be noted that in an SU-1 zone the EPC has discretion when it comes to parking.

The customer parking area is located on the west side of the building, close to the entrance. Employee parking and truck service parking is located on the northeast portion of the site. In addition, although they are not listed as actual parking spaces, the site plan identifies 7 trailer parking spaces. This area is provided while the trucks are being serviced. The site plan also identifies a truck sales area on the western portion of the site. An appropriate number of handicapped, motorcycle, and bicycle spaces have been provided.

Pedestrian and Bicycle Access and Circulation, Transit Access

Pedestrian access is provided from the street (Fortuna Road) to the primary façade of the building. The pedestrian walkway that crosses the truck access area consists of colored textured concrete and is 8' wide. The sidewalk in front of the primary façade of the building is also 8' wide. The 6' sidewalk along Fortuna Road ends abruptly where the pedestrian connection goes north towards the building. The applicant has stated on the site plan that "a separate permanent sidewalk waiver shall be obtained during DRB approval process." The applicant's justification for ending the sidewalk at this location is that the western portion of Fortuna Road dead ends into the freeway right-of-way. The nature of the site (truck sales and service) does not make it very pedestrian friendly. Trucks will be entering and exiting the site throughout the day.

Walls/Fences

A 6' tall wrought iron security fence has been placed around the entire site. The fence will provide security and act as a buffer between the subject site and adjacent properties.

Lighting and Security

Parking lot light poles (30' in height) will be located throughout the site. The light pole detail shows the lights as full cut-off fixtures.

Landscaping

Abundant landscaping has been placed throughout the site, including street trees along Fortuna Road to help buffer the site from the road. The applicant has placed a 10 foot landscape strip along the northern property boundary between the parking area and I-40, pursuant to Section 14-16-2-19(H)(3). Trees and landscaping have been provided in the public open space in front of the primary façade. The width of the landscape buffer along Fortuna is approximately 20 feet. The southwest corner of the site will serve as a detention basin.

The applicant has provided an evergreen hedge on the east side of the dumpster. A 6' evergreen hedge or solid wall is required to screen all outdoor storage and trash collection areas, pursuant to Section 14-16-2-19(G). There is a 6' tall wrought iron security fence next to the dumpster and landscaping; however, the Zoning Code requires a solid wall or 6' evergreen hedge. Trees shall not be in conflict with proposed external lighting.

Grading, Drainage, Utility Plans

A private storm drain system will be installed to collect on-site runoff from two main basins. This will then free discharge to the existing public storm drain system within Fortuna Road. The site has two drainage basins. Drainage Basin 1 is located on the northern portion of the site, while Drainage Basin 2 is located on the southern portion of the site. There is a desiltation basin on the far northern portion of the site and another one on the far southwest portion of the site. The plan proposes grading on Lot 182 (not part of the subject site), which abuts the subject site immediately to the east. However, Lot 182 has permission to grade because they have the same owner as the subject site (stated on the grading and drainage plan). Existing water, sewer, and fire lines will be extended north into the site from Fortuna Road.

Architecture

The building contains two major functions, which are reflected in the architecture. The main façade (facing west) contains a warehouse portion (114' long) and an office portion (93' long). The office portion consists of gray split face CMU, aluminum expanded metal in aluminum framing, slate gray insulated wall panels, an anodized aluminum canopy, and glass. The warehouse portion of the building contains slate gray insulated wall panels, aluminum expanded metal in aluminum framing, and a small portion of split face CMU on the bottom across the primary façade. The south and north elevations contain white sectional doors, white standing seam insulated roof panels, while the east elevation contains slate gray insulated wall panels with gray and red accent trim, gray gutters, and a small section of split face CMU. The garage doors will be used to allow trucks to enter the building and be serviced inside the building. The building is appropriate for an industrial use in an industrial zone (SU-1 for IP).

Signage

The applicant is proposing building-mounted signage on the west and south elevations. The west façade is the primary façade and contains a 5'4"x 32'3" (172 s.f.) building-mounted sign with the company name (sign takes up 3% of the west façade). The south façade contains the company logo (40 s.f.) as well as a 4'4"x 26' (113 s.f.) building-mounted sign (combined 5.5% of the south façade).

The applicant is also proposing a 150 s.f. pylon sign to face west to I-40. The IP regulations allow a free-standing sign of 100 s.f. if the most important abutting street is a collector or arterial street or freeway (Section 14-16-2-19(A)(25)(c)(b)). As a result the sign is 50 s.f. too large for the IP area. The applicant intends to seek a variance from the ZHE for this sign. Zoning Enforcement has the following condition: The size of the proposed free-standing sign shall not exceed 100 s.f. as per Section 14-16-2-19(A)(25)(c)(1)(b) of the Zoning Code or a variance to size required. Additional signage detail is needed from the proposed pylon sign. The detail states that the support column and CMU perimeter base will match the building; however, the actual color needs to be shown. In addition, the internally illuminated sign cabinet needs more detail to determine if they are plastic or channel letters. The sign detail for the proposed pylon sign (Sheet A1.3) shall state the color of the steel support column, CMU perimeter base, and the sign letters. The pylon sign detail (Sheet A1.3) shall indicate the type of letters contained (plastic, channel or other).

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City departments and other interested agencies reviewed this application from 10/1/2012 to 10/12/2012. Agency comments begin on page 28. These comments have been addressed either through a revised site plan for building permit or conditions of approval.

Neighborhood/Public

The affected neighborhoods and/or Homeowner Associations and Coalitions include the following: Los Volcanes N.A., Laurelwood N.A., Parkway N.A., South Valley Coalition of N.A.'s, South West Alliance of Neighbors, and the Westside Coalition of N.A.'s. A facilitated meeting was not proposed by the Office of Neighborhood Coordination. Planning staff has received no letters of opposition to the request. Planning staff did receive a phone call from a neighbor that was concerned about the project and the effect it would have on the neighborhood to the east.

V. CONCLUSION

This is a request for a zone map amendment from SU-1 for IP to SU-1 for IP with Truck Sales and Service, and a site development plan for building permit. The legal description of the site is as follows: southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco

Grant, Unit 8. The property is on Fortuna Road NW, between 76th Street NW and I-40 and comprises approximately 6.8 acres.

The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet. The site is located in the Established Urban Area of the Comprehensive Plan and is within the boundaries of the West Side Strategic Plan. The subject site is located in a vacant area just north of the Atrisco Business Park.

Staff finds that the applicant has adequately justified the requests for a zone map amendment and a site development plan for building permit, based on a preponderance of applicable policies found in the Comprehensive Plan. Staff is recommending approval with conditions.

FINDINGS – 12EPC 40071, November 8, 2012, Zone Map Amendment

1. This is a request for a zone map amendment from SU-1 for IP to SU-1 for IP with Truck Sales and Service. The legal description of the site is as follows: southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8. The property is on Fortuna Road NW, between 76th Street NW and I-40 and comprises approximately 6.8 acres.
2. The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet and will contain office and truck sales and service uses.
3. The proposed use (Truck Sales and Service) is not permissible under the current zoning (SU-1 for IP). Automotive sales, rentals, service, repair and storage are first permissible in the M-1 zone. In 2007 the ZHE approved a request for a conditional use (07ZHE 80055) on the subject property to allow for automotive sales, rental, service, repair, and storage in an IP zone. However, the conditional use expired since the property was not developed within a year.
4. The site is located in the Established Urban Area of the Comprehensive Plan and is within the boundaries of the West Side Strategic Plan. The subject site is within a vacant area just north of the Atrisco Business Park.
5. The Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. A request for a site development plan for building permit (12EPC 40072) accompanies this request.
7. The applicant provided an adequate justification for the zone change request pursuant to Resolution 270-1980:
 - A. The zone change would be consistent with the health, safety, morals and general welfare of the City. The request for SU-1 for IP with Truck Sales and Service would complement adjacent zoning, which is IP to the south and SU-1 for IP to the east. The site is located just south of I-40 and would not jeopardize the health, safety and welfare of the City. Truck servicing will occur inside the building. The

primary truck route would be to I-40 via Gallatin Place and not along Fortuna Road. The proposed truck service would occur inside the proposed building.

- B. The request provides stability of land use and zoning. The subject site is located adjacent to I-40 on the north and west and IP zoning to the south and east. Atrisco Business Park is located immediately south of the site which is zoned for IP uses.
- C. The request furthers applicable policies of the Comprehensive Plan and the West Side Strategic Plan, including the following:
 - 1. Policy II.B.5d – The zone change request respects neighborhood values by allowing zoning that is consistent with that found to the east (SU-1 for IP) and to the south (IP). To the north and west is I-40. The request does not abut a residential neighborhood. Truck servicing will occur inside the building. The request would have little to no impact on natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.
 - 2. Policy II.B.5e – The request will provide infill development on a site that is vacant. Full urban services are currently available along Fortuna Road, which is adjacent to the proposed subject site. Residential neighborhoods do not abut the site and are approximately 470 feet to the east.
 - 3. Policy II.D.6a – The request will provide new employment opportunities which will accommodate a wide range of occupational skills and salary levels, while locating new jobs convenient to areas of most need. The request is projected to add 32-47 jobs to the area.
 - 4. Policy II.D.6b – The request will emphasize the development of an outside firm that provides the opportunity to be staffed primarily by local residents. The request will help to alleviate the jobs-housing imbalance on the West side by adding additional jobs to the area.
 - 5. WSSP Objective 1 – The request would provide for a mix of land uses on the West Side, offer opportunities for employment, and minimize the needs for cross-metro trips. The request is projected to provide 32-47 jobs, thereby minimizing the need to cross the river to Albuquerque’s East Side.
 - 6. WSSP Objective 8 – The request would promote job opportunities and business growth in an appropriate area of the West Side. The subject site is located just north of the Atrisco Business Park which is a Major Activity Center. The site contains uses that are compatible with neighboring uses (industrial) and is close to I-40. The subject site is vacant and the request provides appropriate infill development in an area that would benefit the West Side and the City.
 - 7. WSSP Policy 1.6 – The subject site is located just north of the Atrisco Business Park and would actively encourage more employers to locate in this

important area, which would help to improve the jobs-housing ratio of the West Side.

8. WSSP Policy 3.33 – The request is appropriate for new development, and will help to develop a site that is vacant and has never been developed. The request will provide jobs for the West Side, provide infill development, and is not adjacent to residential housing.
 - D. The applicant has shown that a different use category is more advantageous to the community by furthering a preponderance of policies in the Comprehensive Plan and the West Side Strategic Plan.
 - E. The request would not be harmful to adjacent property, the neighborhood, or the community. The site is surrounded mostly by industrial and vacant land uses. The nearest residential neighborhood is approximately 470 feet to the east and West Mesa High School is approximately 2,200 feet to the east. The primary truck route will be west to Unser and not to Coors to the east. The request is compatible with adjacent uses and zoning.
 - F. The request does not require major or unprogrammed capital expenditures by the City.
 - G. The cost of land or other economic considerations are not the determining factor for the proposed zone change.
 - H. The site is not located on a collector or major street. Fortuna Road is considered a local street.
 - I. Technically the request could be considered a spot zone since the proposed SU-1 for IP with Truck Sales and Service is different from any surrounding zoning; however, the zoning is very similar to that surrounding the subject site, and the applicant has clearly facilitated realization of the Comprehensive Plan and the West Side Strategic Plan.
 - J. The request would not result in a strip zone.
8. Planning staff has received no letters of opposition to the request.

RECOMMENDATION - 12EPC 40071, November 8, 2012, Zone Map Amendment

APPROVAL of 12EPC 40071, a request for a Zone Map Amendment from SU-1 for IP to SU-1 for IP with Truck Sales and Service, for the southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8, based on the preceding Findings (and subject to the following Conditions of Approval.)

CONDITIONS OF APPROVAL - 12EPC 40071, November 8, 2012, Zone Map Amendment

1. The zone map amendment does not become effective until the accompanying site development plan is approved by the DRB pursuant to §14-16-4-1(C)(11) of the Zoning Code. If such requirement is not met within six months after the date of EPC approval, the zone map amendment is void. The Planning Director may extend this time limit up to an additional six months upon request by the applicant.

FINDINGS – 12EPC 40072, November 8, 2012, Site Development Plan for Building Permit

1. This is a request for a site development plan for building permit. The legal description of the site is as follows: southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8. The property is on Fortuna Road NW, between 76th Street NW and I-40 and comprises approximately 6.8 acres.
2. The applicant intends to develop a sales and service center for trucks. The proposed building is 30,233 square feet and will contain office and truck sales and service uses.
3. The site is located in the Established Urban Area of the Comprehensive Plan and within the boundaries of the West Side Strategic Plan. The subject site is within a vacant area just north of the Atrisco Business Park.
4. The Albuquerque/Bernalillo County Comprehensive Plan, West Side Strategic Plan, and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. A request for a zone change (12EPC 40071) accompanies this request.
6. The request furthers the following policies of the Comprehensive Plan and the West Side Strategic Plan:
 - A. Policy II.B.5d – The request respects neighborhood values by allowing a site plan that is consistent with uses found to the south (FedEx property). To the north and west is I-40, and to the east is vacant land and is zoned SU-1 for IP. The request

does not abut a residential neighborhood. Truck servicing will occur inside the building. The request would have little to no impact on natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern. Access to the site is from Gallatin Place and not Fortuna Road, in order to protect the integrity of the neighborhood east of the site.

- B. Policy II.B.5e – The request will provide infill development on a site that is vacant. Full urban services are currently available along Fortuna Road adjacent to the proposed subject site and the integrity of the neighborhood would be ensured by adding similar uses to what is already in the area (FedEx facility to the south). Residential neighborhoods do not abut the site and are approximately 470 feet to the east.
- C. Policy II.B.5i – Adverse effects of development (lighting, pollution, traffic, and noise) have been minimized by appropriate site design. The site is in a location that is surrounded by similar land uses and zoning and is generally isolated from most residential uses.
- D. Policy II.B.5k – The subject site is not adjacent to an arterial street (Fortuna and Gallatin are local streets) and the applicant has stated that the primary route to I-40 is via Unser, Los Volcanes and Gallatin, and not east towards the residential neighborhood (approximately 470 feet east from the subject site) and La Mesa High School (approximately 2,200 feet east from the site).
- E. WSSP Objective 1 – The request would provide for a mix of land uses on the West Side, offer opportunities for employment, and minimize the needs for cross-metro trips. The request is projected to provide 32-47 jobs, thereby minimizing the need to cross the river to Albuquerque’s East Side.
- F. WSSP Objective 8 – The request would promote job opportunities and business growth in an appropriate area of the West Side. The subject site is located just north of the Atrisco Business Park which is a Major Activity Center. The site contains uses that are compatible with neighboring uses (industrial) and is close to I-40. The subject site is vacant and the request provides appropriate infill development in an area that would benefit the West Side and the City.
- G. WSSP Policy 1.6 – The subject site is located just north of the Atrisco Business Park and would actively encourage more employers to locate in this important area, which would help to improve the jobs-housing ratio of the West Side.
- H. WSSP Policy 3.33 – The request is appropriate for new development and will help to develop a site that is vacant and has never been developed. The request will provide jobs for the West Side, provide infill development, and is not adjacent to residential housing.

- 7. Planning staff has received no letters of opposition to the request.

RECOMMENDATION - 12EPC 40072, November 8, 2012, Site Development Plan for Building Permit

APPROVAL of 12EPC 40072, a request for a Site Development Plan for Building Permit, for the southerly portion of Tract 183, Airport Unit, Town of Atrisco Grant, Unit 8; Replat of Tract 185-A together with the southerly portion of Tract 184, Airport Unit, Town of Atrisco Grant, Unit 8, based on the preceding Findings (and subject to the following Conditions of Approval.)

CONDITIONS OF APPROVAL - 12EPC 40072, November 8, 2012, 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. A signature block for DRB approval is required on the site development plan for building permit.
4. The vicinity map indicates the southern ½ of Tract 182 is included as part of the site development plan for building permit. This needs to be corrected to only show Tracts 183, 184, and 185A as part of the vicinity map.
5. The applicant shall reconfigure the required parking calculation based upon the building footprint of 30,233 s.f. The parking requirement would be as follows: $30,233 \text{ s.f.} / 200 = 151$ required spaces. It should be noted that in an SU-1 zone the EPC has discretion when it comes to parking.
6. Trees shall not be in conflict with proposed external lighting.

7. Signage:

- a. The size of the proposed pylon sign (Sheet A1.3) shall not exceed 100 s.f. as per Section 14-16-2-19(A)(25)(c)(1)(b) of the Zoning Code or a variance to size is required.
- b. The sign detail for the proposed pylon sign (Sheet A1.3) shall state the color of the steel support column, CMU perimeter base, and the sign letters.
- c. The pylon sign detail (Sheet A1.3) shall indicate the type of letters contained (plastic, channel or other).

8. Conditions of Approval from City Engineer, Municipal Development, and NMDOT:

- a. 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).
- b. A reserved right-of-way turnaround at the western terminus of Fortuna Road is shown, please provide supporting documentation (recorded plat) and evaluate if it's an adequate turnaround design for design vehicle.
- c. A cross access easement and a shared parking agreement will be required if all three tracts are not re-plated at DRB.
- d. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
- e. Provide/label/detail all dimensions, classifications and proposed infrastructure for on-site.
- f. It is not apparent the type of surface being proposed or referenced. A hard driving surface will be required as part this proposed project for parking area and drive aisles.
- g. All easements need to be shown and labeled on Site Plan.
- h. For DRB, the Conceptual Grading and Drainage Plan should include offsite basins and the allowed flow from the site per the applicable DMP.
- i. The plan proposes grading on Lot 182. A retaining wall may need to be constructed along the eastern edge of the site.

9. Conditions of Approval from Public Service Company of New Mexico:

- a. 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. There is an existing overhead electric distribution line between the north side of the property and Interstate 40. It will be necessary for the applicant to coordinate with PNM's New Service Delivery Department regarding proposed tree species, tree placement and height at maturity, sign location and height, and lighting height in order to ensure sufficient safety clearances and to avoid interference with the existing facilities.

- c. 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 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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***Randall Falkner
Planner***

Notice of Decision cc list:

Consensus Planning, Inc., 302 Eighth Street NW, Albuquerque, NM 87102
Lord Constructors, Inc., 1920 W. Eleventh Street, Upland, CA 91786
Margaret K. Woods, 6503 Honeylocust Avenue NW, Albuquerque, NM 87121
Ann McCoy/Chavez, 6700 Silkwood Avenue NW, Albuquerque, NM 87121
Candelaria Patterson, 7608 Elderwood NW, Albuquerque, NM 87120
Marie Barr, 7625 Maplewood Drive NW, Albuquerque, NM 87120
Carol Cunningham, 8012 Bridgewater NW, Albuquerque, NM 87120
Mary Loughran, 8015 Fallbrook NW, Albuquerque, NM 87120
Andres Lazo, 3220 Grasshopper Drive SW, Albuquerque, NM 87121
Marcia Fernandez, 2401 Violet SW, Albuquerque, NM 87105
Klarissa Pena, 6525 Sunset Gardens SW, Albuquerque, NM 87121
Louis Tafoya, 6411 Avalon Road NW, Albuquerque, NM 87105
Gerald (Jerry) C. Worrall, 1039 Pinatubo Place, Albuquerque, NM 87120
Candelaria (Candy) Patterson, 7608 Elderwood NW, Albuquerque, NM 87120

Attachments

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

The premises needs to be replatted from 3 separate lots into 1 lot. A minimum 10ft landscape strip is required along the northern property boundary between parking areas and the public right-of-way line-pursuant to section 14-16-2-19(H)(3) of the Zoning Code

The Site Plan should illustrate the parking calculation/analysis that was used for determining the number of required off-street parking spaces.

The size of the proposed free-standing sign shall not exceed 100sq ft as per section 14-16-2-19(A)(25)(c)1b of the Zoning Code or a variance to size is required.

Office of Neighborhood Coordination

Los Volcanes NA (R), Laurelwood NA (R), Parkway NA (R), South Valley Coalition of NA's, South West Alliance of Neighbors (SWAN), Westside Coalition of NA's

Long Range Planning

The applicant's justification per R-270-1980 is basically sound.

Will truck traffic on Fortuna road go through the residential areas to the east of the site? This does not seem clear on the site plan or in the justification.

Metropolitan Redevelopment

The subject property is not within a Redevelopment Area, and therefore Metropolitan Redevelopment Section staff have no comments on this application.

Transportation Development (City Engineer/Planning Department):

Amendment to the Zone Map:

- Reviewed, no comment.

Site Development Plan for Building Permit:

- 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).
- A reserved right-of-way turnaround at the western terminus of Fortuna Road is shown, please provide supporting documentation (recorded plat) and evaluate if it's an adequate turnaround design for design vehicle.
- A cross access easement and a shared parking agreement will be required if all three tracts are not re-plated at DRB.
- Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
- Provide/label/detail all dimensions, classifications and proposed infrastructure for on-site.

- It is not apparent the type of surface being proposed or referenced. A hard driving surface will be required as part this proposed project for parking area and drive aisles.
- All easements need to be shown and labeled on Site Plan.

Hydrology Development (City Engineer/Planning Department):

Amendment to the Zone Map:

- Hydrology has no objection to the Amendment.

Site Development Plan for Building Permit:

- For DRB, the Conceptual Grading and Drainage Plan should include offsite basins and the allowed flow from the site per the applicable DMP.
- The plan proposes grading on Lot 182. A retaining wall may need to be constructed along the eastern edge of the site.

Transportation Planning (Department of Municipal Development):

- Reviewed, and no comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

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

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

Site Development Plan for Building Permit

1. 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).
2. A reserved right-of-way turnaround at the western terminus of Fortuna Road is shown, please provide supporting documentation (recorded plat) and evaluate if it's an adequate turnaround design for design vehicle.
3. A cross access easement and a shared parking agreement will be required if all three tracts are not re-plated at DRB.
4. Site plan shall comply and be in accordance with DPM (Development Process Manual) and current ADA standards/ requirements.
5. Provide/label/detail all dimensions, classifications and proposed infrastructure for on-site.
6. It is not apparent the type of surface being proposed or referenced. A hard driving surface will be required as part this proposed project for parking area and drive aisles.
7. All easements need to be shown and labeled on Site Plan.
8. For DRB, the Conceptual Grading and Drainage Plan should include offsite basins and the allowed flow from the site per the applicable DMP.

9. The plan proposes grading on Lot 182. A retaining wall may need to be constructed along the eastern edge of the site.

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

No comments.

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

This project is in the Southwest Area Command.

No Crime Prevention or CPTED comments concerning the proposed Amendment to Zone Map request at this time.

Site Development Plan For Building Permit:

- It appears that the proposed landscaping plan and pole light placement are in conflict with each other. Recommend situating large tree variety plantings away from proposed light placement.
- Suggest adding an exterior video surveillance camera system to the plan. Cameras should be positioned to cover all vehicle access points, parking lots, loading areas, walkways, maintenance and common areas. Each camera should be monitored and recorded for real-time and historical use.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved but would like 1/30 yard open top and not a double enclosure.

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Adjacent and nearby routes	None
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

This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. 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.
2. There is an existing overhead electric distribution line between the north side of the property and Interstate 40. It will be necessary for the applicant to coordinate with PNM's New Service Delivery Department regarding proposed tree species, tree placement and height at maturity, sign location and height, and lighting height in order to ensure sufficient safety clearances and to avoid interference with the existing facilities.

3. 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 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.