



**Environmental
Planning
Commission**

*Agenda Number: 4
Project Number: 1006950
Case #: 13EPC-40095 & 96
March 14, 2013*

Staff Report

Agent	Bohannon Huston, Inc.
Applicant	TPCB, LLC
Request(s)	Zone Map Amendment Site Dev. Plan for Subdivision
Legal Description	Lot A, Plat of Tract A, Land of Sierra West, LLC
Location	Wyoming Blvd. between Mountain Blvd. and Westbound I-40 off ramp
Size	Approximately 1.13 acres
Existing Zoning	R-1
Proposed Zoning	SU-1 for C-1 Uses with Exceptions Described in File 1006950

Staff Recommendation
APPROVAL of Case #13EPC-40095 based on the Findings beginning on Page 15, and subject to the Conditions of Approval beginning on Page 17.

APPROVAL of Case #13EPC-40096 based on the Findings beginning on Page 18, and subject to the Conditions of Approval beginning on Page 19.

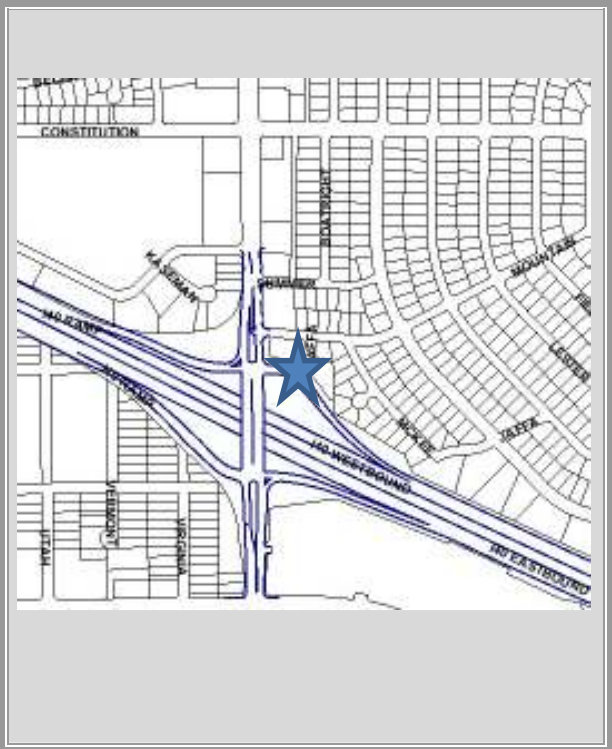
Staff Planner
Carrie Barkhurst, Planner

Summary of Analysis

This is a two part request: a zone map amendment and a site development plan for subdivision. The applicant does not have a proposed use at this time, but would like to secure a zoning designation that would allow for outdoor storage units and other neighborhood commercial uses.

The request is adjacent to public right-of-way, C-2 zoned property, and R-1 zoned property. The applicant has adequately justified the zone change request according to R-270-1980 by showing that there are changed neighborhood conditions in the area. The requested zone has also been justified as being more advantageous to the community than the currently vacant R-1 residential property because of the required site development plan controls and Design Standards. The requested change is not in significant conflict with adopted elements of the Albuquerque/Bernalillo County Comprehensive Plan or other City plans.

There is no known neighborhood opposition. Staff recommends approval of both requests, with conditions.



City Departments and other interested agencies reviewed this application from 2/4/2013 to 2/15/2013. Agency comments used in the preparation of this report begin on Page 22.

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>	R-1	Established Urban Area; No Rank III Plans	Vacant
<i>North</i>	C-2 & R-1	Established Urban Area; No Rank III Plans	Commercial & Residential
<i>South</i>	I-40 Right-of-way	Established Urban Area; No Rank III Plans	Public Right-of-way
<i>East</i>	R-1	Established Urban Area; No Rank III Plans	Residential
<i>West</i>	Wyoming Right-of-way & C-2	Established Urban Area; No Rank III Plans	Medical & Health Services

II. INTRODUCTION

Proposal

This is a two part request: a zone map amendment and a site development plan for subdivision for Lot A, Plat of Tract A, Land of Sierra West, LLC, zoned R-1 to *SU-1 for C-1 Uses with Exceptions Described in File 1006950*, located on Wyoming Blvd Between Mountain Rd and I-40 containing approximately 1.13 acres. The applicant does not have a proposed future use at this time, but would like to secure a zoning designation that would allow for outdoor storage units.

EPC Role

The Environmental Planning Commission (EPC) is the approval body for site development plans that are required by the SU-1 Special Use Zone, §14-16-2-22. This request is a quasi-judicial matter, since this request pertains to one property.

Context

The subject site is an undeveloped parcel of land in a fully developed urban context. The site is relatively level and it is bound by a chain link fence on the east side, and a sound wall on the southern side.

The subject site is bound by an exit ramp from I-40 on the southern side, Wyoming Blvd. on the western side, a gas station, car wash, and residential uses on the northern side, and a single-family residential neighborhood on the eastern side. Access to the site is from Jaffa Rd., via Mountain Rd., which serves the adjacent residential neighborhood, Mesa Village.

History

The subject site was annexed in the 1940s, and the R-1 zoning designation was established in 1959 with the adoption of the original City zone map. No sector plans or master plans apply to the subject site. The current parcel is a remnant lot associated with the creation of the New Mexico State Highway Right-of-Way for Interstate 40 (see attached Special Master Deed).

There was a zone map amendment request in 2008 from R-1 to SU-1 for C-2 Uses. There was strong opposition to C-2 Uses, so the applicant revised the request to SU-1 for C-1 Uses. The neighborhood considered C-1 Conditional Uses as incompatible, and asked to restrict the following uses: kennel, auto/truck/trailer sales and storage, and mortuary. Those uses were identified as having noise, odor, and traffic generation that would be out of scale with the existing residential neighborhood. There is no record of the outcome of this request. Staff recommended approval with conditions. If the request was approved by the EPC, it was never finalized because the zone map still identifies the property as R-1.

Transportation System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways. The Long Range Roadway System designates Wyoming Blvd. as an Urban Principal Arterial. Jaffa Rd. and Mountain Rd. are designated as Local Streets. Interstate 40 is classified as an Urban Interstate.

Comprehensive Plan Corridor Designation. Wyoming Blvd. is designated as an Enhanced Transit Corridor, which are roadways “designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby.”

Trails/Bikeways. There are no existing or proposed trail or bikeway facilities adjacent to the subject site. A proposed bicycle route is located 500 feet east of the site.

Transit. Wyoming Commuter Route 98, and Wyoming Local Route 31 pass by the subject site. There is an existing bus stop a half-block north of the subject site.

Public Facilities/Community Services

There are several schools, parks, and community centers in the vicinity. None specifically pertain to this request. *For more specific information, see the Public Facilities Map (attached).*

III. ANALYSIS

A) ALBUQUERQUE COMPREHENSIVE ZONING CODE

The current zoning is R-1 Residential. This zone provides suitable sites for houses and uses incidental thereto in the Established and Central Urban areas.

The original zoning request was for *SU-1 for C-1 Uses and Automobile Access to Outdoor Enclosed Storage Units*. However, Code Enforcement recommended the following description as *SU-1 for C-1 Uses with Exceptions Described in File 1006950*, which would allow the desired self-storage use, and prohibit certain C-1 Conditional Uses, as identified on the site plan.

The proposed commercial or individually accessed self-storage use would be permissive under the proposed zoning. The SU-1 zone provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design. Because “C-1 Uses” are referenced in the zoning description, all permissive and conditional C-1 uses are allowed as permissive uses. Typical C-1 uses include office, service, institutional, and limited commercial uses to satisfy the day-to-day needs of residential areas. Conditional C-1 uses include apartment with up to 30 du/ac, outdoor uses and automobile sales, gas station with over 8 pumps, drive-up service, and kennel.

Some of the C-1 conditional uses may not be appropriate at this location, due to its access off two local streets, one of which only serves one other single family residence. These uses would be more appropriate for locations with direct access onto an arterial or collector street. The applicant has removed some uses from the requested zone, including apartment, bicycle sales, community residential program, dwelling unit, fireworks sales, mortuary, and uses or activities in a tent. Staff agrees with this list, and would suggest also adding restaurant with full service liquor, which is only allowed conditionally if the restaurant is located in a shopping center. This site is not a shopping center (one must be 5 acres or more). Several other uses – retail sales of gasoline with over 8 pumps, truck sales and storage, and drive up service window – may not be appropriate at this location. However, the existing General Building Regulations and proposed site plan Design Standards for those uses which should limit many of the negative impacts to the adjacent residences. The high traffic volumes typically associated with those uses would be managed through the Traffic Impact Study requirements.

Staff does not support the request for delegation of future site development plan for building permit to the DRB for C-1 conditional uses. By retaining EPC approval, a policy-based decision making body could ensure that the more intense uses and site design are compatible with adjacent residences. The applicant has agreed to this process, and has submitted a revised site plan that indicates future development requests will return to the EPC for review of a site development plan for building permit (Tract A Site Notes #1, Sheet 1).

In addition to the C-1 Permissive and Conditional Uses, “Automobile Access to Outdoor Enclosed Storage Units” is allowed. This refers to individual self-storage units that can be accessed directly by vehicles. Self-storage is a use that is considered to be warehousing. Indoor self-storage of household items is first allowed in the C-1 zone as a conditional use, if the site has direct access to a collector street or arterial, §14-16-2-16(B)(21). Self-storage of household goods in individual units that are directly accessible from outside the enclosed building is a use first allowed conditionally in the C-2 zone, §14-16-2-17(B)(22).

The major difference between the existing and proposed zones is the addition of neighborhood scale commercial uses, in addition to the currently allowed residential uses. Also, the SU-1 zone is governed by a site development plan, approved by the EPC. All development must be consistent with the site development plan in the SU-1 zone, where the R-1 zone has no similar design control.

B) APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque / Bernalillo County Comprehensive Plan

Policy Citations are in Regular Text; *Applicant's justification is in italics; Staff Analysis is in Bold Italics*

The subject site is located in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated as Established Urban. The goal of the Developing and Established Urban Areas is "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:

B.5 Land Use Policies - Developing & Established Urban Areas

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

The proposed Zone Map Amendment will establish a buffer between the existing residential neighborhood and the freeway off-ramp and Wyoming Blvd. Additionally, the proposed setback restrictions along the common property line with the residential development will also insure that future development is buffered from the neighborhood. C-1 zoning permissive uses are typically associated with neighborhood scale development. The proposed Zone Map Amendment will provide services to the residents in a convenient location within walking distance.

Map Amendment: Development at this site will provide an acoustic buffer from the Interstate. With its current R-1 zoning, any development is highly unlikely in the foreseeable future. However, the requested zoning would also allow C-1 Conditional Uses, which the applicant did not discuss. Some uses may be too intense or inappropriate at this location. There could be conflict with neighborhood values, depending on the site layout. This partial conflict with adopted policy was addressed by limiting some of the more intense C-1 conditional uses. Staff generally agrees with the proposed limitations, and agrees that the zone change could allow neighborhood-serving business to develop in a convenient location. Overall, the request furthers Policy II.B.5d-neighborhood/environmental/ resources.

Site Plan: The proposal would result in development of neighborhood-scale commercial uses at the long-vacant subject site. The site's location on Wyoming Blvd. and adjacent to I-40 is generally appropriate for a commercial area. The intensity and layout of development will be guided by the extensive Design Standards provided with the site development plan. Natural environmental conditions and scenic resources do not apply in this case.

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

The site is located on Wyoming Blvd. in a very established urban setting. It is a prime example of an infill opportunity location but is unlikely to be developed with a permissive R-1 product given its proximity to Wyoming Blvd. and the freeway off ramp. As discussed above, allowing for this site to be developed with a neighborhood scale commercial development will help buffer the existing residential homes from the heavy traffic associated with these two roads.

Map Amendment: *Staff agrees. The zone change will likely facilitate development at this vacant, infill location. However, as mentioned above, the allowed uses should be restricted to C-1 Permissive Uses and “automobile access to outdoor enclosed storage units,” which has design controls to minimize any adverse effects and is a use that can serve the adjacent neighborhood. Overall, the request partially furthers Policy II.B.5e-infill development/existing services.*

Site Plan: *The proposed site plan will guide appropriate development at this site, which is vacant land contiguous to existing facilities and services.*

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.

Neighborhood scale residential development on this site is appropriate for the reasons outlined above. The proposed design guidelines will also insure adequate buffering of the site of the residential neighborhood to protect it from noise and light. The neighborhood scale residential uses will limit the quantity of traffic to and from the site as well as buffer it from the high traffic generating nearby roads.

Map Amendment: *Staff agrees. The requested zone could help buffer the residential neighborhood from noise and traffic. However, commercial uses also have higher traffic generation than residential uses and could impact the residential area. The design standards require landscape buffers, privacy walls, and shielded lights, which will minimize adverse effects of a commercial use adjacent to residential uses. The proposal partially furthers Policy II.B.5i-employment/service use location.*

Site Plan: *Because of the location of the access, off two local streets, increased traffic from the new use may impact the area and could affect the nearby residential environment. The design standards and uses allowed should be well-defined to prevent any negative impacts.*

Policy II.B.5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.

- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.
- In freestanding retailing and contiguous storefronts along streets in older neighborhoods.

The subject site is located on Wyoming Blvd. and adjacent to existing commercially zoned and developed properties fronting this major arterial. Developing the subject site with neighborhood scale commercial or office development will provide new business or service opportunities to the residents within a close walking or biking distance.

Map Amendment: Staff agrees. The third locational criteria best fits the current request. The proposal generally furthers Policy II.B.5j-new commercial development/location.

Site Plan: The proposed commercial use would be located in freestanding retail building(s). It has access to mass transit and is generally where new commercial development should be located.

Policy II.B.5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

The proposed design guidelines have been written to insure a quality design that respects the adjacent neighborhood while also buffering it from the high traffic roadways by site design requirements including landscape, setback, and lighting guidelines.

Map Amendment: Staff generally agrees, but notes that it is often not possible to determine if the site has exhibited quality and innovation in design until the final site plan is prepared. Staff does not find this policy applicable to the zone map amendment.

Site Plan: The site development plan for subdivision has extensive design standards that go above and beyond the Zoning Code design regulations. They require architectural integration of all structures on the site, encourage energy efficient design, require improved pedestrian walkways and connections, and require additional landscaping quantity and quality. See the Site Plan analysis for more details. The request furthers Policy II.B.5.l-quality/innovation.

Policy II.B.5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and enhanced.

Rezoning the subject site to allow for neighborhood scale commercial and service uses would create new redevelopment opportunities on an infill site that has remained vacant for many years due to its current zoning and its proximity to high traffic roadways. It is highly unlikely that the site will be developed with R-1 permissive uses for these same reasons.

Map Amendment: Staff agrees that the zone change will likely encourage development of this long-vacant infill site. The request furthers Policy II.B.5.o-redevelopment of neighborhoods.

Site Plan: This policy is not applicable to the Site Development Plan for Building Permit.

C.1 Environmental Protection and Heritage Conservation – Air Quality

Policy II.C.1b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

As discussed above, this site is a prime example of an infill site in the Established Urban Area of the city. Providing new commercial and service opportunities near those who can benefit from them will result in less need to drive to them.

Map Amendment: Staff generally agrees. The request is consistent with Policy II.C.1.b-air quality.

Site Plan: This policy is not applicable to the Site Development Plan for Building Permit.

Policy II.C.1c: Traffic engineering techniques shall be improved to permit achievement and maintenance of smooth traffic flow at steady, moderate speeds.

Developing an infill site with commercial and service opportunities in close proximity to existing residential development will encourage alternative means of transportation like bicycling and walking.

Map Amendment: Staff does not find that this policy applies to the development request.

Site Plan: This policy is not applicable to the Site Development Plan for Building Permit.

C) 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 existing vacant parcel is currently enclosed with a chain link fence and a freeway sound barrier wall. It is overgrown with native and invasive species of vegetation and while kept in a fairly clean condition, occasionally is littered with debris. It is an invitation for vagrants, vandals, and "graffiti artists" given the large wall associated with the freeway off ramp.

Staff generally agrees. As demonstrated in the policy analysis section, above, the request is consistent with applicable goals and policies of the Comprehensive Plan. Staff finds that the proposed uses are unlikely to have an adverse impact on the health, safety, morals, or welfare of the neighborhood or the City.

- 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.

Land uses along Wyoming Blvd. north of and adjacent to the subject site are developed with commercial uses that are permissive on C-2 zoned property. The proposed zone map amendment would result in more neighborhood oriented commercial or service uses but be generally consistent with these properties.

Staff agrees. The requested change will not destabilize adjacent land uses and zoning because it is consistent and compatible with adjacent uses and it is controlled through a site development plan. Development under the proposed zone will be subject to the design standards, which offers stability of design. The request would result in development consistent with the Site Development Plan, which is a more restrictive development process than the current zoning and therefore should not contribute to destabilization of land use and zoning in the area.

- 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.

The request is not in significant conflict with adopted elements of the Comprehensive Plan. Refer to the analysis beginning on page 3 of the staff report.

- 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 proposed zone change is more advantageous to the community as articulated by Comprehensive Plan Policies II.B.5b, II.B.5e, II.B.5i, II.B.5j, II.B.5l, II.B.5o, II.C.1b, and II.C.1c, as discussed previously. Developing the site with a project that provides regular visitation to it by patrons will reduce the likelihood of undesirable activity. Given the site's proximity to heavily traveled roadways, it is unlikely that it will ever be developed with R-1 residential homes, resulting in the very real possibility of it remaining vacant for the foreseeable future, causing a possible regular and consistent problem with undesirable activity at the site.

Staff agrees. Development at this site is more advantageous to the community because it will provide neighborhood-scaled commercial services in close proximity to neighborhoods as well as increasing the tax base, relative to a vacant parcel. Staff further adds that the requested zone is site development plan controlled, so the community has the opportunity to provide input and have assurances about the site design.

- 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.

Permissive uses that are requested as a part of this zone map amendment would not be harmful to the adjacent property, neighborhood, or community. The proposed permissive uses would be neighborhood commercial or service in nature and designed to benefit the residents. The site improvements including landscaping and buffering would also add to the appearance of the community and add employment opportunities to the area. Buffering requirements included in the development standards are designed to protect the adjacent residential properties from development on the site.

Staff generally agrees. The permissive uses are similar to those in the adjacent commercial zones. One main difference is the addition of indoor storage, which is considered by zoning to be a form of warehousing. The second main difference is that the conditional uses are allowed permissively with the requested zone. This allows uses that are still conditional in the C-2 zone permissively at this location. The applicant agreed to remove some uses from the requested zoning, but staff notes that several of the removed uses are generally considered lower intensity (apartment, bicycle sales, community residential program). Staff finds that as modified, the zone change would not harm adjacent property, the neighborhood, or the community as compared to the current 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 zone map amendment, if approved, would not require the construction of any capital improvements. The site is located in an area of town that has sufficient infrastructure to serve the proposed future development.

Staff agrees. The request will not result in unprogrammed capital expenditures for the City. The subject site has access to all necessary existing infrastructure.

- 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 requested change of zone is not due to economic considerations but instead to provide a viable use for a property that will be difficult if not possible to develop with permissive uses allowed under the current zoning.

Staff agrees. The cost of land or other economic considerations are not the determining factor for this request. The determining factor is that the uses available in the current R-1 zone are not suitable for this location and that the requested uses are not in significant conflict with adopted plans and policies.

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

This letter lists many reasons for justifying the Zone Map Amendment and describes why they are applicable to the Albuquerque/Bernalillo County Comprehensive Plan. These reasons include many that are not related to the sites location on a major roadway.

Staff agrees. The subject site is located on a major street but the applicant has not used the location of the subject site as the justification for the zone amendment request.

- 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.

Changing the zone of the subject site will result in it becoming a "spot zone." For the reasons discussed [above in the policy analysis section], the change will facilitate the realization of the Comprehensive Plan. Additionally, due to the site's proximity to Wyoming Blvd. and the freeway off ramp, it is not suitable for development with R-1 permissive uses. Lastly, to avoid the "spot

zone” designation, a more logical zone change request would be to C-2 zoning which would be consistent with zoning fronting on Wyoming Blvd. north of the site. C-2 zoning, however, would violate many of the goals and policies of the Comprehensive Plan.

Staff agrees that this will create a spot zone, and that it is justified based on both of the situations listed above where spot zones are appropriate. The request furthers a preponderance of applicable goals and policies in the Comprehensive Plan. In this way, the zone change will facilitate realization of applicable city plans and policies. It also serves as a transition between land uses, separating the heavy traffic and noise associated with the Interstate freeway and Principal Arterial roadway from the single-family residential neighborhood. It is unclear though, how C-2 Zoning would violate many of the city’s goals and policies, while C-1 Conditional Uses do not. Staff notes that the SU-1 zoning is generally considered a justifiable spot zone.

- 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 subject zone map amendment will not result in a “strip zone.”

Staff agrees.

D) SITE DEVELOPMENT PLAN FOR SUBDIVISION

This is a request for a site development plan for subdivision for Lot A, Plat of Tract A, Land of Sierra West, LLC, located on Wyoming Blvd Between Mountain Rd and I-40 containing approximately 1.13 acres.

§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.

Site Plan Layout / Configuration

The subject site is an irregularly shaped lot that was created as a remnant of the Interstate Highway right-of-way. Although surrounded by much R-1 zoning, the shape and location of the site is not entirely fitting for residential use. The requested C-1 uses are generally lower intensity commercial, office, and retail uses that are suitable to be located near residences. The site

development plan demonstrates compatibility with surrounding development through landscape buffers, privacy wall standards, lighting standards, and sign standards that were developed to minimize any potential adverse impacts on adjacent the neighborhood.

The proposed maximum building height is pursuant to the C-1 zone, which allows 26 feet or higher if solar access is preserved. The minimum setbacks are 10 feet from Wyoming and Mountain, and 20 feet where abutting residential uses. The orientation of the building and any service areas has not been determined.

Vehicular Access, Circulation and Parking

Vehicular access to the site is from Jaffa Rd., via Mountain Rd. No direct access to Wyoming Blvd. is permitted. Jaffa Rd. is a short stub road that serves the subject site and one other residential property. This unusual access configuration means that the uses allowed should be limited to lower-traffic volume uses. The design standards are written to accommodate all modes of transportation and to encourage connectivity between all buildings on site. Parking is required to be consistent with the Zoning Code off-street parking regulations, and also to be screened from the public right-of-way.

Pedestrian and Bicycle Access and Circulation, Transit Access

The site plan shows bicycle and pedestrian access to the site from Jaffa Rd. The Design Standards also require that pedestrian connections be “short and direct” routes between the buildings, parking area, and the public right-of-way. Where pedestrian walkways cross drive aisles, they are required to be textured, colored concrete surface, which will make the pedestrian route more visible. The Wall Standards also require openings in screen walls to allow for pedestrian access and circulation.

Walls/Fences

There is a tall, NMDOT sound barrier wall along the southern side of the property. This wall is adjacent to the subject site, and will not be modified. The site plan does not indicate any locations for new walls or fences, but the Design Standards describe how future walls can be located and designed.

The intention of the Screening Walls and Fencing Standards is to screen parking lots, loading areas, refuse collection and delivery/storage areas from public view. The Design Standards require that all parking areas be screened from the public right-of-way, which is currently only required for properties with parking areas over 50 spaces. Also, if the site is used for self-storage it must be enclosed with a 6-foot, opaque screen wall made with an architecturally-integrated finish. These standards will result in a more attractive site, especially as viewed from the street.

Lighting and Security

The Lighting Design Standards state the intention for a safe, secure and aesthetic development. The lighting standards echo the Zoning Code requirements of restricting light fixture height to 16 feet within 100 feet of a residential zone and requiring full cut-off light fixtures that prevent fugitive light pollution. They also encourage energy efficient lighting.

Landscaping

The Landscaping Design Standards intend to create a unified development that emphasizes the streetscape and buffers to adjacent residential development. Larger landscape buffers are required through the site development plan – 10 feet along Mountain, and a minimum of 20 feet adjacent to any R-1 zone. The minimum mature tree height is set at 25 feet, which will ensure large canopy trees. The Design Standards specify the standard 75% plant ground cover, but go on to state that the mature sizes shall be achieved within one year of planting.

Xeric planting principles are mandatory, and any turf area cannot contain over 15% high-water use species. All paved areas are required to drain to landscape planting beds, except ones adjacent to buildings.

The 20-foot landscape buffer/building setback is coterminous with an existing 20-foot water public utility easement. However, in this instance, the required buffer landscape area is incompatible with the public utility easement (PUE). The General Landscaping regulations require a minimum 10-foot buffer between commercial and residential uses and it must consist primarily of trees. Because no trees may be planted within the PUE, the additional 10-foot buffer landscape area has been provided west of the PUE to allow for the required tree coverage to buffer the adjacent residences from the commercial use.

Grading, Drainage, Utility Plans

The conceptual utility plan shows new sanitary sewer and water service provided to the site from Mountain Rd. within Jaffa Rd. right-of-way. There is an existing 36” waterline and easement across the northern and eastern portion of the site, as discussed above.

The Utility Design Standards require all rooftop and ground-mounted equipment to be screened. The zoning code only requires rooftop and ground-mounted equipment adjacent to the building façade to be screened, which often excludes landscaping equipment boxes.

Architecture

There are nine Architectural Design Standards: 1) Structures must comply with the requirements of applicable codes and regulations; 2) Buildings are required to articulate all four sides, and not put all of the emphasis on the front façade; 3) They must be finished with stucco, EIFS, or textured masonry, with only accents of metal siding; 4) All accessory buildings must be architecturally compatible with the main building; 5) Building entries must be aesthetically pleasing; 6) Wall materials shall be durable; 7) ATM’s and Drive-up service windows must be architecturally compatible; 8) Energy efficient design is encouraged; and 9) If the site is developed with self-storage units, a 6-foot perimeter screen wall must be constructed around the site. These Design Standards will provide a unified and high-quality design of the site.

Signage

The Signage Design Standards reference several of the Zoning Signage Regulations, including the 26-foot maximum height and 75-foot maximum free-standing sign area. The number of building-mounted signs is limited to 2 per façade, and no more than 1 per every 50 linear feet. Signs cannot be located on rocks or other natural features and the contrast between the figure and

background must be at least 70%. These requirements are similar to those within the Coors Corridor Plan Area, which does not apply to the site.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

Long Range Planning commented that the SU-1 zone seems appropriate for the site because of the proximity to both I-40 and R-1 zoning. The outdoor self-storage is a use that is not allowed until the C-2 zone. It seems like storage in an enclosed building would more compatible with the residential uses to the north and east of the site. The applicant provided extensive design standards and landscape buffers that should mitigate some adverse impacts to adjacent residents.

Transportation Development Services and PNM provided several minor comments that will need to be addressed on the site plan prior to final approval. These changes do no impact the substance of the request, and have been included as Recommended Conditions of Approval. For more information, see the agency comments beginning on page 22.

Neighborhood/Public

The Snow Heights NA and District 7 Coalition of NAs were notified of the request, as well as property-owners within 100 feet of the subject site. A facilitated meeting was neither offered nor requested. Staff has not received any phone calls or inquiries regarding this request. There is no known support or opposition to this request.

V. CONCLUSION

This is a request for a zone map amendment and site development plan for subdivision for Lot A, Plat of Tract A, Land of Sierra West, LLC, zoned R-1 to *SU-1 for C-1 Uses with Exceptions Described in File 1006950*, located on Wyoming Blvd Between Mountain Rd and I-40 containing approximately 1.13 acres. The proposed zone allows C-1 Permissive and Conditional Uses, with some restrictions, and also individually accessed self-storage units. The applicant does not have a proposed future use at this time, but would like to secure a zoning designation that would allow for self-storage.

The request is adjacent to public right-of-way, C-2 zoned property, and R-1 zoned property. The applicant has adequately justified the zone change request according to R-270-1980 by showing that there are changed neighborhood conditions in the area and that the requested zone would be more advantageous to the community than the currently vacant R-1 residential property because of the required site development plan controls and Design Standards. The requested change is not in conflict with adopted elements of the Albuquerque/Bernalillo County Comprehensive Plan or other City plans.

There is no known neighborhood opposition. Staff recommends approval of both requests, subject to conditions.

FINDINGS – 13EPC-40095 – March 14, 2013 – Zone Map Amendment

1. This is a request for a zone map amendment for Lot A, Plat of Tract A, Land of Sierra West, LLC, located on Wyoming Blvd Between Mountain Rd and I-40 containing approximately 1.13 acres.
2. The applicant request a zone change from R-1 to *SU-1 for C-1 Uses with Exceptions Described in File 1006950*, in order to develop a vehicular accessed storage business or other C-1 use. The proposed zone allows C-1 Permissive and Conditional Uses, with some restrictions, and also individually accessed self-storage units. The following C-1 Conditional Uses are not allowed: apartment, bicycle sales, community residential program, dwelling unit, fireworks sales, mortuary, and uses or activities in a tent.
3. The request is accompanied by a site development plan for subdivision, 12EPC-40096.
4. The subject site is located within the Established Urban Area of the Comprehensive Plan. No area or sector plans apply to this site.
5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The request furthers the following Comprehensive Plan policies of the Established Urban Area:
 - a. Policy II.B.5.j – new commercial development/location: The subject site is located on Wyoming Blvd. and is adjacent to existing commercial properties along the major arterial road. Developing the subject site with neighborhood-scale commercial or office development will provide new business/service opportunities for residents within a close walking or biking distance.
 - b. Policy II.B.5.o – redevelopment of neighborhoods: Rezoning the subject site to allow for neighborhood-scale commercial and service uses would create new redevelopment opportunities on an infill site that has remained vacant for many years due to its current zoning and proximity to high traffic roadways. It is highly unlikely that the site will be developed with R-1 permissive uses for these same reasons.
 - c. Policy II.C.1.b – air quality: This site is a prime example of an infill site in the Established Urban Area of the City. Providing new commercial and service

opportunities near those who can benefit from them will result in less need to drive to them.

7. The request partially furthers the following applicable Comprehensive Plan Goal and policies:
 - a. Policy II.B.5.d – neighborhood/environmental/resources: The zone change could allow neighborhood-serving businesses to develop in a convenient location and would buffer the neighborhood from I-40, which benefits the neighborhood. However, the requested zoning would allow some C-1 Conditional Uses that may be too intense or inappropriate at this location. There could be conflict with neighborhood values, depending on the site layout and access.
 - b. Policy II.B.5.e – infill development/neighborhood integrity: The zone change will likely facilitate development at this vacant, infill location. However, as mentioned above, the allowed uses should be restricted to C-1 Permissive Uses and “automobile access to outdoor enclosed storage units,” which has design controls to minimize any adverse effects and is a use that can serve the adjacent neighborhood.
 - c. Policy II.B.5.i – employment/service use location: The requested zone could buffer the residential neighborhood from noise and traffic. However, commercial uses also have higher traffic generation than residential uses and could impact the residential area. The design standards require landscape buffers, privacy walls, and shielded lights, which will minimize adverse effects of a commercial use adjacent to residential uses.

8. The applicant has adequately justified the zone map amendment request pursuant to ***Resolution 270-1980***:
 - a. Section 1.A: Consistency with the City’s health, safety, morals and general welfare is demonstrated because the request furthers a preponderance of Goals and policies of the Comprehensive Plan. The proposed zoning is not likely to have an adverse impact on the welfare of the neighborhood or the City.
 - b. Section 1.B: The requested change will not destabilize adjacent land uses and zoning because it is consistent and compatible with adjacent uses and it is controlled through a site development plan. The request would result in development consistent with the Site Development Plan, which is a more restrictive development process than the current zoning and therefore should not contribute to destabilization of land use and zoning in the area.
 - c. Section 1.C: The applicant has adequately justified how the requested zone change furthers a preponderance of the Goals and Policies that are presented in the Comprehensive Plan. There is no “significant conflict” with these adopted Plans.

- d. Section 1.D: Development at this site is more advantageous to the community because it will provide neighborhood-scaled commercial services in close proximity to neighborhoods as well as increasing the tax base, relative to a vacant parcel.
 - e. Section 1.E: The permissive uses allowed under the proposed zone are similar to those available to other adjacent properties. If the Conditional Uses are restricted from the list of permissive uses, the zone change would not harm adjacent property, the neighborhood, or the community as compared to the current zoning.
 - f. Section 1.F: The proposed zone change requires no major or unprogrammed capital expenditures by the City.
 - g. Section 1.G: The cost of land or other economic considerations are not the determining factor for this request. The applicant has demonstrated that the proposed zone change furthers a preponderance of relevant policies in the Comprehensive Plan.
 - h. Section 1.H: Location on a collector or major street is not used as justification for the proposed zone change.
 - i. Section 1.I: SU-1 zoning is considered a justifiable “spot zone” because it would result in the realization of policies in applicable plans as demonstrated in this case.
 - j. Section 1.J: The request does not create a strip zone.
9. Staff has not received any inquiries or comments regarding this request. There is no known support or opposition to this request.

RECOMMENDATION – 13EPC-40095 – March 14, 2013 – Zone Map Amendment

APPROVAL of Case 13EPC-40095, a request for Zone Map Amendment/Sector Development Plan Map Amendment, from R-1 to SU-1 for C-1 Uses and Automobile Access to Outdoor Enclosed Storage Units, for Lot A, Plat of Tract A, Land of Sierra West, LLC, based on the preceding Findings and subject to the following Condition of Approval.

CONDITIONS OF APPROVAL – 13EPC-40095 – March 14, 2013 – 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 – 13EPC-40096 – March 14, 2013 – Site Development Plan for Subdivision

1. This is a request for a site development plan for subdivision for Lot A, Plat of Tract A, Land of Sierra West, LLC, located on Wyoming Blvd Between Mountain Rd and I-40 containing approximately 1.13 acres.
2. The applicant proposes to develop a vehicular accessed storage business or other C-1 permissive or conditional use.
3. The request is accompanied by a zone map amendment request, 12EPC-40095, for R-1 to *SU-1 for C-1 Uses with Exceptions Described in File 1006950*. A site development plan is a condition of approval for the SU-1 zone.
4. The subject site is located within the Established Urban Area of the Comprehensive Plan. No area or sector plans apply to this site.
5. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The request generally furthers the following applicable Comprehensive Plan policies:
 - a. Policy II.B.5.d – neighborhood/environmental/resources: The proposal would result in development of neighborhood-scale commercial uses at the long-vacant subject site. The site's location on Wyoming Blvd. and adjacent to I-40 is generally appropriate for a commercial area. The intensity and layout of development will be guided by the extensive Design Standards provided. Natural environmental conditions and scenic resources do not apply in this case.
 - b. Policy II.B.5.e – infill development/neighborhood integrity: The proposed site development plan will guide appropriate development at this site, which is vacant land contiguous to existing facilities and services.
 - c. Policy II.B.5.j – new commercial development/location: The proposed commercial use would be located in freestanding retail building(s). It has access to mass transit and is generally where new commercial development should be located.
 - d. Policy II.B.5.l – quality/innovation: The site development plan for subdivision has extensive design standards that go beyond the Zoning Code design regulations. They require architectural integration of all structures on the site, encourage energy efficient design, require improved pedestrian walkways and connections, and require additional landscaping quantity and quality.

7. The request partially furthers the following applicable Comprehensive Plan policy:
 - a. Policy II.B.5.i – employment/service location: Because of the location of the access, off two local streets, increased traffic from the new use may impact the area and could affect the nearby residential environment. The design standards and uses should be well-defined to prevent any negative impacts.
8. The site plan specifies that future Site Development Plan for Building Permit will return to the EPC for review.
9. Staff has not received any inquiries or comments regarding this request. There is no known support or opposition to this request.

RECOMMENDATION – 13EPC-40096 – March 14, 2013 – Site Development Plan for Subdivision

APPROVAL of Case 13EPC-40096, a request for Site Development Plan for Subdivision, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL – 13EPC-40096 – March 14, 2013 – Site Development Plan for Subdivision

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. The 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.

4. The requested zoning description shall be revised to be: “SU-1 for C-1 Uses with Exceptions Described in File 1006950” On the site plan, the list of excluded uses shall identify the uses, and not the number the use is currently itemized as because the list changes over time.

 5. C-1 Conditional Use (18) Restaurant serving liquor shall be removed from the list of allowed uses because this it is only allowed within a shopping center site, which is a premise of 5 acres or more, therefore does not apply to this site.

 6. Conditions of Approval from the City Engineer, Municipal Development, and NMDOT:
 - a. All easements and access agreements need to be shown and labeled on Site Plan. Provide recording information.
 - b. Label and show all COA ROW infrastructures on site plan: existing and proposed.
 - c. Clearly show the heavy vehicle pathway for this site. The pathway cannot cross into incoming traffic.
 - d. Correct discrepancy regarding the length of the NMDOT ROW Sound Barrier Wall on the submitted site plan and show the wall in its entirety.
 - e. 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).

 7. Conditions of approval from PNM:
 - 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 at the back lot line. It will be necessary for the applicant to contact PNM’s New Service Delivery Department to coordinate electric service for this project.
 - 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 at www.pnm.com for specifications.
-
-

Carrie Barkhurst
Planner

Notice of Decision cc list:

Bohannon Huston, Inc., 7500 Jefferson St. Courtyard I, Albuquerque, NM 87109

TPCB, LLC, PO Box 7480, Kingsport, TN 37664

Laura Heitman, 8011 Princess Jeanne NE, Albuquerque, NM 87110

Shirley Marquez, 7905 Hannett NE, Albuquerque, NM 87110

Bill Hoch, 813 Calle del Corte NE, Albuquerque, NM 87110

Lynne Martin, 1531 Espejo NE, Albuquerque, NM 87112

Attachments

1. Additional staff info:
 - a. Photographs
 - b. R-270-1980
 - c. Resolution adopting SDP / Zone Map
 - d. Proposed Zoning
 - e. Existing Zoning
 - f. Notice of Decision
2. Application:
 - a. Cover Page (first one only)
 - b. TIS form
 - c. Authorization letter
 - d. Request letter
 - e. Justification letter (most recent first, deficiency memo ...original letter)
3. Support material from applicant
4. Neighborhood info/input
 - a. ONC letter
 - b. Applicant letter & certified mail receipts
 - c. Neighborhood comments/letters
 - d. Facilitator's Report
5. Site Plan reductions

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

The proposed height of the area light poles of 27ft exceeds the maximum 16ft height limit within 100ft of a residential zone.

Office of Neighborhood Coordination

Snow Heights NA (R); District 7 Coalition of NA's

Long Range Planning

The site is within the boundaries of the Established Urban area of the Comprehensive plan. There are no area or sector plans.

The subject site is adjacent to a freeway off-ramp and Wyoming Boulevard, so the R-1 zone may not be appropriate. The SU-1 zone seems appropriate for the site because of the proximity to both I-40 and R-1 zoning. The outdoor self-storage is a use that is not allowed until the C-3 zone. It seems like storage in an enclosed building would more compatible with the residential uses to the north and east of the site.

Site plan:

Section 5, Architectural Standards, references drive through facilities, these are not permissively allowed in the C-1 zone.

Section 7, lighting standards, states a maximum height of 27 feet; this is too tall for a site abutting a single family residential area. A maximum height of 16 feet per the general standards of the zoning would be more appropriate.

Section 8 signage standards, states that the allowed height would be 26 feet and the size would be 150 square feet. The C-1 zone allows a free-standing sign of 100 square feet, up to 26 feet in height. Because this site is directly adjacent to single family residential the sign should not be more than 100 square feet and 26 feet in height and not have any illumination facing the residential.

Metropolitan Redevelopment

Amendment to Zone Map and Site Development Plan for Subdivision. The subject property is not within a Redevelopment Area, and therefore Metropolitan Redevelopment Section staff have no comments on this application.

CITY ENGINEER

Transportation Development

Amendment to Zone Map: No Comments

Site Development Plan for Subdivision:

- All easements and access agreements need to be shown and labeled on Site Plan. Provide recording information.
- Demonstrate that the signs, screen walls and landscaping do not interfere with the sight distance of the entrances. Please add the following note to the Landscaping Plan: “Landscaping and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area.”
- Please clarify proposed access points for vehicles and pedestrians. Site plan indicates access from Jaffa Road, however project note #3 states access from Mountain Road.
- Please demonstrate that pedestrian access will not cross paths with vehicular access.
- Please indicate COA ROW infrastructures abutting frontage property: existing and proposed.
- Clearly show the heavy/delivery vehicle pathway (tracking and route) to and from Wyoming onto site and circulation through site. The pathway cannot cross into incoming traffic also provide size and classification of delivery vehicle.
- Site plan shall comply and be in accordance with DPM (Development Process Manual) and current 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).

Hydrology Development

Amendment to Zone Map: No objections.

Site Development Plan for Subdivision: The existing freeway sound barrier wall is shown inside the property line. The aerial image suggests this wall is in the NMDOT ROW, not inside private property. The wall also extends to the southeast property corner. Please correct as necessary.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

There is not existing sidewalk along the south side of Mountain Rd. No further comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations

No comments received.

Street Maintenance

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 Subdivision shall include:

Site Development Plan for Subdivision:

1. All easements and access agreements need to be shown and labeled on Site Plan. Provide recording information.
2. Add the following note to the Landscaping Plan: “Landscaping and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees, and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in this area.”
3. Label and show all COA ROW infrastructures on site plan: existing and proposed.
4. Clearly show the heavy vehicle pathway for this site. The pathway cannot cross into incoming traffic.
5. Correct discrepancy regarding the location of the property line with respect to the NMDOT ROW Sound Barrier Wall on the submitted site plan.
6. 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).

WATER UTILITY AUTHORITY

Utility Services – no comments received

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division -- no comments received

Environmental Services Division – no comments received

PARKS AND RECREATION

Planning and Design – no comments received

Open Space Division – no comments received

POLICE DEPARTMENT/Planning

No Crime Prevention or CPTED comments concerning the proposed Amendment to Zone Map or Site Development Plan For Subdivision requests at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved as long as it comply with SWMD ordinance

FIRE DEPARTMENT/Planning – no comments received

TRANSIT DEPARTMENT – no comments received

Project # 1006950 <i>13EPC-40095 AMEND TO ZONE MAP (ESTB ZONING/ZONE CHG)</i> <i>13 EPC-40096 SITE DEVELOPMENT- SUBDIVISION</i>	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 – *no comments received*

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Plat of Tract A, Land of Sierra West LLC, Tract A, is located on Wyoming Blvd between Mountain Rd and I-40. The owner of the above property requests a Zone Change from R-1 to SU-1 for C-1 Uses and automobile access to outdoor enclosed storage units and approval of a Site Development Plan for Subdivision. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS – *no comments received*

MIDDLE RIO GRANDE CONSERVANCY DISTRICT – *no comments received*

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 at the back lot line. It will be necessary for the applicant to contact PNM's New Service Delivery Department to coordinate electric service for this project.
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 at www.pnm.com for specifications.