

**LAND USE PLANNING AND ZONING COMMITTEE  
OF THE  
CITY COUNCIL**

**January 11, 2012**

**COMMITTEE AMENDMENT NO.   F        TO   C/S R-11-225**

**AMENDMENT SPONSORED BY COUNCILLOR   O'Malley**

On page 126, in the SU-2/DNA-CC (Central Corridor) zone, amend section H. Vehicular Ingress/Egress as follows:

~~1. Vehicular access is allowed from Central Avenue, but shall be minimized by shared access agreements where feasible.~~

“1. For properties east of 14<sup>th</sup> Street, primary vehicular access shall not be from Central Avenue. Where vehicular access from Central Avenue is already provided, it shall be minimized by shared access agreements where feasible.

2. For properties west of 14<sup>th</sup> Street, primary vehicular access shall be from Central Avenue. Non-residential vehicular access to and/or from 15<sup>th</sup> Street, 16<sup>th</sup> Street, and Fruit Avenue is prohibited.”

**Explanation:** This amendment is in response to a concern that was raised about vehicular traffic on small, residential streets that “dead end” at properties in the SU-2/DNA-CC (Central Corridor) zone. An area resident suggested prohibiting vehicular access from SU-2/CC properties to 15<sup>th</sup> Street, 16<sup>th</sup> Street, and Fruit Avenue except for single-family homes located in the SU-2/CC zone. Upon taking a closer look at the regulation of ingress/egress contained in the Post-EPC draft of the DNASDP, staff realized that the regulation of ingress/egress in the CC zone needed further refinement in other ways, as well, and offers this amendment as a result.

Staff’s analysis led to the conclusion that ingress/egress for properties along Central Avenue needs to be treated differently based on whether the property is located east or west of 14<sup>th</sup> Street. East of 14<sup>th</sup> Street, CC-zoned properties have access from side streets, so it would be preferable to limit access (i.e., curb cuts and driveways) from Central Avenue in order to maintain a more pedestrian-friendly environment along Central. West of 14<sup>th</sup> Street, properties that are located anywhere other than on a corner do not have other outlet options and, for the most part, must take their access from Central. However, as was raised as a concern by an area resident, a handful of lots have access at their rear to residential streets, which is why staff is recommending a prohibition on all non-residential vehicular access to/from those particular streets because it is not appropriate to have heavy truck traffic on narrow, residential streets.

**From:** CHRIS ISENGARD [mailto:csisengard@msn.com]  
**Sent:** Monday, September 12, 2011 2:55 PM  
**To:** Ortega, Crystal  
**Subject:** RE: Second LUPZ hearing for the DNA SDP Page 126

I have a comment on the DNA SDP regarding vehicular traffic from properties SU-2 CC zone into residential neighborhoods. I plan to attend the Wednesday hearing to express my concern.

On page 126 of the plan (H. Vehicular Ingress/Egress), The current language permits access to Central Avenue, but does not prohibit access to residential Streets at the rear of the lots.

This affects 16<sup>th</sup> Street south of Fruit (Where I live), Fruit west of 16<sup>th</sup> Street, 15<sup>th</sup> Street south of Roma (currently closed, fenced and Signed) and may affect properties backing on to Kent and Tijeras.

Focusing on the 16<sup>th</sup> Street and Fruit issue, only one property, a single family home belonging to an elderly woman, currently has access. It is used by her family, Caregivers, and Meals on Wheels and is not a problem. Other owners have expressed interest in access for their business use, which the residents have successfully opposed.

In addition to commercial traffic, which might include heavy truck deliveries to businesses, at some future date, there could be extremely high traffic from Manzano Day School for Student pick-up and delivery. This has the potential to change the character of our quiet Historical Neighborhood, La Orilla de la Acequia, which the Plan recognizes and seeks to protect. Access to both Central and residential streets could also result in drivers seeking short cuts to Central through commercial properties, a problem which the fencing and signage on 15th Street addressed.

Suggested Language: add the following to H. on page 126: "Vehicular Traffic from SU-2 CC property to residential streets (Or to Fruit Ave., 15th Street, and 16th Street shall be prohibited, except for single family homes located in the SU-2 CC zone."

If you have language that would accomplish the same goal I would accept that language.