



**Environmental
Planning
Commission**

**Agenda Number: 06
Project Number: 1000270
Case #: 14EPC-40024
May, 8th, 2014**

Staff Report

Agent	Consensus Planning
Applicant	City of Albuquerque Aviation Department
Request	Site Development Plan for Subdivision
Legal Description	A portion of Tract A-1, Sunport Municipal Addition
Location	Gibson Blvd between Kirtland Air Force Base and Albuquerque International Airport.
Size	Approximately 70.00 acres
Existing Zoning	SU-1 for Airport and Related Facilities
Proposed Zoning	NO CHANGE.

Staff Recommendation

APPROVAL of 14EPC 40024 based on the Findings beginning on Page 8, and subject to the Conditions of Approval beginning on Page 11.

Staff Planner

Maggie Gould, Planner

Summary of Analysis

This is a request for a Site Development Plan for Subdivision, with design guidelines, for an approximately 70 acre site located on Gibson Blvd, between Girard Blvd. and Kirtland Air Force Base, formerly runway 17-35 of the Albuquerque International Airport.

The request is consistent with and furthers several policies of the Comprehensive Plan, especially those regarding land use and economic development.

The request is consistent with the Albuquerque International Airport Master Plan.

There is no known opposition to this request.

Staff is recommending approval with conditions.

City Departments and other interested agencies reviewed this application March 31st to April 11th 2014.
Agency comments used in the preparation of this report begin on Page 13.

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 Airport and Related Facilities	Established Urban, Sun port Master Development Plan	Vacant
<i>North</i>	SU-1 for Golf Course and related facilities	Established Urban	Civic/ Institutional use
<i>South</i>	SU-1 for Airport and Related Facilities	Established Urban, Sun port Master Development Plan	Airport
<i>East</i>	Unclassified, R-3	Established Urban	Air Force Base/ Multi-family
<i>West</i>	M-1, SU-1 for Airport and Related Facilities	Established Urban, Sun port Master Development Plan	Industrial

II. INTRODUCTION

Proposal

This is a request for a Site Development Plan for Subdivision, with design guidelines, for an approximately 70 acre site located on Gibson Blvd, between Girard Blvd. and Kirtland Air Force Base, formerly runway 17-35 of the Albuquerque International Airport (AIA).

The applicant is asking for delegation of approval of future development to the Planning Director through Design Review Team process.

EPC Role

The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1)]. If so, an appeal would go to Land Use Hearing Officer (LUHO). The request is a quasi-judicial matter.

History/Background

The site is part of the Albuquerque International Airport (AIA), or Sunport, and was used as runway. The original SU-1 for Airport and Related Facilities zone was established in 1965. Master Plans for the Airport have been created and updated as needed to guide development. The current Sunport Master Plan adopted in 2002, recommended closure of this runway.

Context

The site is vacant. There is commercial use along the north side of Gibson Blvd. The Puerto del Sol Golf Course is located across Gibson, to the north of the site. The area to the west is developed with industrial uses and to the east is Kirtland Air Force Base (KAFB) and to the

south is the AIA. The proposed site layout puts the more intense airport use at the south end of the site and the commercial uses along Gibson. This is consistent with existing development and should not cause land use conflicts.

There is existing access to the site from Girard Blvd.

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 Gibson Boulevard as a Limited-Access Roadway

The Long Range Roadway System designates Girard Boulevard as a Collector street.

Comprehensive Plan Corridor Designation

Gibson Boulevard is an Enhanced Transit Corridor.

Trails/Bikeways

A multi-use paved trail goes along the north side of Gibson and will eventually extend south on Girard. There is a dedicated bicycle lane within the Gibson right of way.

Transit

Route 96, Crosstown Commuter, Route 217, KAFB Limited and Route 222, Rio Bravo/Sunport have stops adjacent to or directly across the street from the site.

Public Facilities/Community Services

Refer to Public facilities Map

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The site is zoned SU-1 for Airport and Related Facilities. Development on the site will also be governed by applicable Federal Aviation Administration Airspace Review and Regulations; these address height, use and noise and other issues.

The proposed uses are permissive under the SU-1 for Airport and Related Facilities Zone.

Definitions

Site Development Plan for Subdivision: An accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies:

For Subdivision. The site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height, minimum building setback, and maximum total dwelling units and/or nonresidential uses' maximum floor area ratio.

Albuquerque / Bernalillo County Comprehensive Plan

Policy Citations are in Regular Text; Staff Analysis is in ***Bold Italics***

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.”

The proposed design guidelines will allow the development of a quality urban environment that reflects the character of the surrounding Airport use while offering new services and employment opportunities in a cohesively designed business park. The goal is furthered by this request.

Applicable policies include:

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, or recreational concern.

The proposed development is similar to the development to the east and west. The style and layout of the site will complement the existing development. The design guidelines for the site will require design that responds to views, solar access and design considerations. Policy II.B5.d is furthered by this request.

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 site has excellent access to existing streets, transit and utilities. The proposed development will not compromise the integrity of the neighborhood, but will add new services that will generally benefit the area. Policy II.B 5e is furthered by this request.

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 proposed new development is not directly adjacent to a residential neighborhood, so the impacts of noise, traffic, lighting and pollution will be minimized. The use previous use as a runway caused considerable noise. The proposal moves the aviation uses farther from the residents. The proposed uses at the site will offer new employment and service options for local residents and city-wide. Policy II.B 5i is furthered by this request.

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

The proposed Site Development Plan for Subdivision will allow the development of a vacant site in an existing older neighborhood. The new development may offer new employment and dining and service opportunities and cause the construction of new infrastructure which will improve the area. Policy II.B o is furthered by this request.

Policy II.B.5p: Cost-effective redevelopment techniques shall be developed and utilized.

The site is owned by the City of Albuquerque Aviation Department, the parcels on the site will be leased to future occupants; some of the development costs will be paid by these leases. Policy II.B.5p is furthered by this request.

Transportation and Transit

Policy II.D.4g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

The proposed design guidelines require sidewalks, pedestrian connections within the site and to the existing transit stop on Gibson Boulevard. Policy II.D.4g is furthered by this request.

Economic Development

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.

The proposed new development will offer job opportunities for residents of the single family neighborhoods, students and others in the community. The proposed uses will allow the development of jobs ranging from entry level service industry to highly skilled research and development. The location on a transit line will offer an alternative to driving. The neighborhoods to the west of the site are identified by the 2010 census as having up to 30% of the population living at or below the poverty line. The new development may offer employment opportunities for some members of this community. Policy II.D.6a is furthered by the request.

Policy II.D.6f: The City and the County should remove obstacles to sound growth management and economic development throughout the community.

This request allows the development of a large infill lot; helping to keep the growth within the existing area of the City. With the approval of the Site Development Plan for Subdivision, this site can proceed with development future development which will provide a variety of jobs and services that will add to the options for business development. Policy II.D.6f is furthered by this request.

Developed Landscape

Policy II.C.8 .c: Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

The only incidental structures addressed in this Site Development Plan for Subdivision are electric distribution lines which will be placed underground. This will remove the wires from the street and from the public view. Policy II.C.8.c is furthered by this request.

Albuquerque International Airport Master Plan

The master plan contains many technical details about the operation of the Airport. The master plan is not a policy document, but is more like a technical business plan. The plan contains airport history, aviation demand forecasts, statistics about the function of the airport, financial plan, maps and review of the previous master plan.

Chapter 5, Airfield Facilities, Section Five Recommended Program, page V-5-5, discusses that due to safety issues, the cost of maintenance and that the airport capacity can be handled by the other runways, runway 17-35 can be closed and re-developed.

The proposed Site Development Plan for Subdivision will allow the redevelopment process to begin. ***This Site Development Plan for Subdivision will meet the intent of the Master Plan.***

Conclusion

This request is consistent with the policies of the Comprehensive Plan and with the intent of the Airport Master Plan. Several policies regarding economic development are furthered by this request. The use of the parcel for a mix of commercial, office and aviation use is compatible with the surrounding area because it locates the intense uses adjacent to the existing airport and warehouse uses and the commercial uses along Gibson.

Other Analysis

A Traffic Impact Study (TIS) was done for the probable build out conditions of this site. This included restaurant use, gas station/convenience store, shopping center, manufacturing and warehouse. The TIS shows some impacts to the traffic flow along Gibson Boulevard at Gibson and Carlisle as well as Gibson and Girard. The TIS recommends additional north bound lanes on Girard to address this issue.

SITE DEVELOPMENT PLAN FOR SUBDIVISION

Request

The request establishes design guidelines and a development process for the approximately 70 area. The AIA will retain ownership of the site and will lease the parcels. The site will not be officially subdivided. The property is subject to Federal Aviation Administration Grant Assurances per §14-14-1-4(B)(1)(g) of the zoning code. Under this section the lease of airport property covered by grant assurances is exempt from the subdivision regulations. This means that future re-platting is not required. The lot lines shown on the plan are illustrative only and

may change as the lots are leased to tenants. Approval of future development on the site will be delegated to Design Review Team (DRT). The DRT is made up of Planning Department staff and can include Long Range and Current Planning, Code Enforcement, Traffic and Hydrology, depending on what is necessary to review the project.

Development will also be subject to review and approval by an architectural control committee not affiliated with the city review process.

Section 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 in the Comprehensive Plan.

Site Plan Layout / Configuration

The commercial portion of the site is along Gibson, close to the existing retail, commercial and services uses. The office, research and development and airplane related uses are to the south of the site; closer to the existing airport and KAFB uses. This layout will be compatible with the existing development in the area.

Height for the commercial portion of the site will be per the O-1 zone. Height for the balance of the site will be per the O-1 zone and subject to Federal Aviation Administration Airspace Review and Regulations. Setback for the entire site will be per the O-1 zone.

The commercial area will have a maximum F.A.R of .28; the rest of the site will have a Maximum F.A.R of .40.

Public Outdoor Space

The proposed design standards would require individual patio spaces for buildings over 10,000 square feet and would allow smaller buildings to share patio space.

Vehicular Access, Circulation and Parking

The site will have four access points from Girard Blvd. One access point is shown from Gibson Boulevard. The Gibson Blvd. access must be approved by the Transportation Coordinating Committee of the Mid- Region Council of Governments.

Pedestrian and Bicycle Access and Circulation, Transit Access

Parking for bicycles will be provided per § 14-16-3-1 of the zoning code, the General Parking Regulations. A covered and secured bicycle area is required for buildings over 35,000 square feet.

Pedestrian connections are required in between buildings, to the internal circulation system and to the adjacent roadway. Sidewalk connections must be a minimum of 6 feet in width. Sidewalks in the commercial and office areas shall not be asphalt.

Walls/Fences

Perimeter walls will comply with § 14-16-3-19 of the zoning code, the General Height and Design Regulation for Walls. Chain link fencing is allowed for security where it will be out of the public view. Razor wire, Barbed wire, wood, plastic or vinyl fencing are not allowed.

The wall separating the proposed commercial area from the proposed office/research /aviation area is shown conceptually in the site plan. Placement of this wall will be determined when the lots are leased.

Lighting and Security

Lighting shall comply with § 14-16-3-9, Area Lighting Regulations. Lighting shall be fully shielded and designed so that it does not conflict with the working of the AIA.

Parking light fixture will be a maximum of 20 feet in height and fixtures in plazas and walkways will be a maximum of 15 feet in height.

No specific security measures are included.

Landscaping

Landscaping will regulated be per §14-16-3-10 of the Zone code, the landscape requirements, however fruit and nut trees would be prohibited because they may attract wildlife. Plant species would have to comply with the Water Conservation Ordinance and the Pollen Ordinance. High water use turf would not be allowed.

The design standards would also require automated sprinklers designed for effluent reuse for all projects within the subdivision.

Grading, Drainage, Utility Plans

The design guidelines require all electric distribution lines to be placed underground. All equipment is required to be screened from public view and safe access shall be provided for

Architecture

No specific style of architecture is required for the site. The plan requires that buildings on the site respond to climate, views and solar access and be in harmony with adjoining projects.

Colors and materials will be earth tones. Primary colors will include light tans, browns, sage greens and dull reds. Other colors may be approved by the Architectural Control Committee. White, green, red, blue and brown may be used as accent colors. Untreated block, wood walls, highly reflective surfaces and metal panels are not allowed as main architectural features in the commercial and office areas. The hangar areas are required to make use of color and change in material to add articulation.

Building facades shall be visually interesting; providing windows, articulation of major facades, and varied architectural treatments.

Signage

Signage will meet the requirements of the §14-16-3-5. General Sign Regulations in addition to the additional criteria of the guidelines.

Only monument signs are allowed as freestanding signs are limited to 15 feet in height and 72 square feet in size along Gibson and 10 feet in height and 50 square feet in size along Girard. These standards will prevent visual clutter in the neighborhood and not cause height or visual disruption issues for the AIA.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

Staff conferred with the MRCOG about Joint Land Use study and the impacts of this development on KAFB. The proposed uses are considered compatible with KAFB. The application was sent to the KAFB land use planner. The applicant has meet with KAFB staff and they have no adverse comments about the proposal. The site is subject to Federal Aviation Regulations as well as the City of Albuquerque regulations. The Federal regulations will ensure that building heights are compatible with the Airport.

Neighborhood/Public

Property owners within 100 feet of the site and Victory Hills Neighborhood Association, Yale Village Neighborhood Association and the District 6 Coalition of Neighborhood Associations were notified.

Staff has not received any comments from neighbors or property owners as of this writing.

V. CONCLUSION

This is a request for a Site Development Plan for Subdivision, with design guidelines, for a 70 acre site located on Gibson Blvd, between Girard Blvd. and Kirtland Air Force Base, formerly runway 17 of the Albuquerque International Airport (AIA).

The delegation of approval to the Design Review Team will ensure that the design guidelines of this plan are met. Infrastructure, such as sidewalks, will be required and reviewed through the building permit process.

There is no known opposition to this request.

Staff has no recommended additional conditions.

FINDINGS – 14 EPC-40024- May 8th 2014- Site Development Plan for Subdivision

1. This is a request for a Site Development Plan for Subdivision for a portion of Tract A of the Sunport Municipal Addition located on Gibson Boulevard and containing approximately 70 acres.

2. The Site Development Plan for Subdivision establishes design guidelines and a development process for future development on the site.
3. The site is part of the Albuquerque International Airport, formerly known as runway 17-35. The 2002 Airport Master Plan recommended closure and redevelopment of this runway.
4. The site is within boundaries of the Established Urban Area of the Comprehensive Plan and is governed by the Airport Master plan and subject to applicable Federal Aviation Administration Regulations.
5. The Albuquerque/Bernalillo County Comprehensive Plan, Airport Master Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. This request is consistent with the Comprehensive Plan and furthers several policies of that plan including:

A. Established Urban

Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers .. choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”

The proposed design guidelines will allow the development of a quality urban environment that reflects the character of the surrounding Airport use while offering new services and employment opportunities in a cohesively designed business park.

The goal is furthered by this request.

- a. 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, or recreational concern.

The proposed development is similar to the development to the east and west. The style and layout of the site will complement the existing development. The design guidelines for the site will require design that responds to views, solar access and design considerations. Policy II.B5.d is furthered by this request.

- b. 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 site has excellent access to existing streets, transit and utilities. The proposed development will not compromise the integrity of the neighborhood, but will add new services that will generally benefit the area. Policy II.B 5e is furthered by this request.

- c. 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 proposed new development is not directly adjacent to a residential neighborhood, so the impacts of noise, traffic, lighting and pollution will be minimized. The use previous use as a runway caused considerable noise. The proposal moves the aviation uses farther from the residents. The proposed uses at the site will offer new employment and service options for local residents and city-wide. Policy II.B 5i is furthered by this request.

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

The proposed Site Development Plan for Subdivision will allow the development of a vacant site in an existing older neighborhood. The new development may offer new employment and entertainment opportunities and cause the construction of new infrastructure which will improve the area. Policy II.B o is furthered by this request.

- e. Policy II.B.5p: Cost-effective redevelopment techniques shall be developed and utilized.

The site is owned by the City of Albuquerque Aviation Department, the parcels on the site will leased to future occupants. The developments costs will be paid primarily by these leases. Policy II.B.5p is furthered by this request.

B. Transportation and Transit

- a. Policy II.D.4g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

The proposed design guidelines require sidewalks, pedestrian connections within the site and to the existing transit stop on Gibson Boulevard. Policy II.D.4g is furthered by this request.

C. Economic Development

- a. 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.

The proposed uses will allow the development of jobs ranging from entry level service industry to highly skilled research and development. The location on a transit line will offer an alternative to driving. The neighborhoods to the west of the site are identified by the 2010 census as having up to 30% of the population living at or below the poverty line. Policy II.D.6a is furthered by the request.

- b. Policy II.D.6f: The City and the County should remove obstacles to sound growth management and economic development throughout the community.
This request allows the development of a large infill lot; helping to keep the growth within the existing area of the City. With the approval of the Site Development Plan for Subdivision, this site can proceed with development future development which will provide a variety of jobs and services that will add to the options for business development. Policy II.D.6f is furthered by this request.

D. Developed Landscape

- a. Policy II.C.8 .c: Incidental structures ... shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

The only incidental structures addressed in this Site Development Plan for Subdivision are electric distribution lines which will be placed underground. This will remove the wires from the street and from the public view. Policy II.C.8.c is furthered by this request.

7. The intent of the Albuquerque International Airport Master Plan is met by this request. The proposed Site Development Plan for Subdivision will allow the redevelopment process for runway 17-35 to begin
8. A Traffic Impact Study was completed for the proposed development on the site. The study recommends improvements to Girard Blvd to address impacts of the proposed development on traffic flow.
9. The proposed access point on Gibson Boulevard must be approved by the Transportation Coordinating Committee of the Mid-Region Council of Governments. If the access is not approved the plan shall be revised to show only the Girard access points.
10. The property is subject to Federal Aviation Administration Grant Assurances and does not have to subdivide the property per §14-14-1-4(B)(1)(g) of the zoning code.

11. The applicant is requesting delegation of approval of future development to the Design Review Team process.

12. Property owners within 100 feet of the site and Victory Hills Neighborhood Association, Yale Village Neighborhood Association and the District 6 Coalition of Neighborhood Associations were notified. Staff has not received any comments from neighbors or property owners as of this writing.

RECOMMENDATION – 14 EPC 40024- May 8th, 2014

APPROVAL of 14 EPC-40024, a request for Site Development Plan for Subdivision, for a portion of Tract A-1, Sunport Municipal Addition, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 14 EPC 40024- May 8th, 2014-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. Conditions of Approval based on Recommendations from City Engineer, Municipal Development, and NMDOT)
 - a. Prior to Site Plan for Subdivision approval, the proposed access from Gibson must be approved by the TCC / MRCOG.

 - b. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as required by the Development Review Board (DRB).

- c. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.
 - d. Provide Cross-Access and Shared Parking Agreements .
 - e. Please add the following note to the General Notes and Landscaping Plan: “Landscaping, fencing 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.”
 - f. Add a section to “Required Information” on Sheet 1 for “Stormwater Control” similar to: “Future Site Plans will contain Stormwater Control measures designed to manage the first flush and control runoff generated by contributing impervious surfaces. “
 - g. In the Sustainability section on Sheet 3 of 5, please rename to “Sustainability and Stormwater Control” and either add some first flush language to one of the existing paragraphs or create another paragraph.
4. Conditions of Approval based on Recommendations from PNM
- a. On Sheet 2 of 5, Design Guidelines, add the following as a new item 6) to Section C, Screening & Walls/Fences:

Design ground-mounted equipment screening 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. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.
 - b. 2. Sheet 3 of 5, Design Guidelines, 9. Utilities, item 1), revise to insert the underlined language:

1) Developers shall contact PNM’s New Service Delivery Department to coordinate electric service and options for the location of electric service connection. Any existing or proposed public utility distribution easements are to be indicated on subsequent Site Plan for Building Permit utility sheets. PNM’s standard for public utility distribution easements is 10 feet in width to ensure adequate, safe clearances.
 - c. 3. Sheet 3 of 5, Design Guidelines, 9. Utilities, item 3), revise as follows:

3) Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and/or vegetation when viewed from the public right-of-way. Screening of transformers, utility boxes and other utility structures shall not impede access to the equipment and shall provide for safe maintenance and repair by utility workers.

Add this: Transformers, utility pads, and ground-mounted equipment screening shall 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. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.

5. The subdivision of the site shall comply with the purpose, intent, and regulations of the Subdivision Ordinance (14-14-1-3).”

 6. The Site Development Plan shall comply with the General Regulations of the Zoning Code, the Subdivision Ordinance, and all other applicable design regulations, except as specifically approved by the EPC.
-

Maggie Gould, Planner

Notice of Decision cc list:

Jackie Fishman	302 8 th street NW	ABQ, NM	87102
Mike Provine	2701 Miles Rd NE	ABQ, NM	87106
James Hinde	PO BOX 9948	ABQ, NM	87119

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No Comment

Office of Neighborhood Coordination

Victory Hills NA (R)

Yale Village NA (R)

District 6 Coalition of NA's

Long Range Planning

No Sector Development Plans apply to this site.

The site is within the Airport Protection Overlay Zones. The purpose of these overlay zones is “to encourage land use patterns that will separate uncontrollable noise sources from residential and other noise-sensitive areas and to facilitate the orderly development of areas around airports.” The Noise Contour map should be overlaid on the site development plan for subdivision to identify the extent of each overlay zone (AP-1 & AP-2). The AP zones discuss permissive uses in each overlay zone.

Kirtland AFB Joint Land Use Study Related Comments:

1. Now that Runway 17 is closed, this part of the airport is no longer within the Clear Zone of the Air Installation Compatible Land Use Zone (AICUZ). Therefore the uses and heights appear to be compatible. According to the JLUS report, an “AICUZ program is a land use planning tool, not a land acquisition or land management program. The purpose of the AICUZ program is twofold: (1) to promote the public health and safety through the local adoption of compatible land use controls and (2) to protect the operational capability of the air installation...It addresses the relationship between noise exposure and accident potential to existing land use, zoning, and projected future land use, and analyzes potential incompatibilities.” An AICUZ Study has not yet been completed.
2. A portion of the site is within the 75 – 65 dB Noise Contours, so the proposed commercial, office/R&D, and aviation related uses would be more compatible than residential uses. There will likely be noise impacts for development at this site.
3. The 58th SOW Helicopter Arrival/Departure routes follow the eastern and northern boundaries of the subject site. Has Kirtland AFB been contacted to identify if there are any flight safety and/or mission training conflicts with the proposed development?

Metropolitan Redevelopment Agency No comments received

CONSOLIDATED COMMENTS (Planning, Municipal Development, and NMDOT) BY THE CITY ENGINEER FOR THE EPC HEARING OF May 8, 2014

14EPC-40024

Site Development for Subdivision
TIS: Yes

Transportation Development (City Engineer/Planning Department):

- Reviewed, See Conditions.

Hydrology Development (City Engineer/Planning Department):

- The plan is to contain Stormwater Control information to manage the first flush.
- See conditions below

Transportation Planning (Department of Municipal Development):

- Per the Long Range Roadway System map Gibson Blvd. is a limited-access, Principal Arterial with full and partial access limitations allowed at prescribed intervals. It must be demonstrated that the un-signalized westbound left-in and right-in/right-out access on Gibson Blvd. proposed for this request will not degrade traffic flow.
- This new access must be reviewed by MRCOG's RAC and approved by the TCC. The Project TIS has been received by the Transportation Section of DMD, but the Sunport ACE Project Access Justification Study for Gibson Blvd. (dated March 2014) has not.
- Per the Long Range Bikeway Systems map Gibson Blvd. in front of this site presently contains on-street bicycle lanes and a multi-use trail on its north side. Girard Blvd. is shown to contain a multi-use trail, which presently exists along the west side of the roadway. Girard Blvd. between Gibson Blvd. and Miles Road is also planned to have bicycle lanes along the frontage of this property, which do not presently exist.

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):

- The NMDOT has no objections to the site development.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

Conditions of approval for the proposed **Site Development – Subdivision** shall include:

1. Prior to Site Plan for Subdivision approval, the approval to allow access from Gibson must be approved by the TCC / MRCOG.
2. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as required by the Development Review Board (DRB).
3. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the *Development Process Manual* and current ADA criteria.
4. Provided Cross-Access and Shared Parking Agreements.

5. Please add the following note to the General Notes and Landscaping Plan: "Landscaping, fencing 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."
6. Add a section to "Required Information" on Sheet 1 for "Stormwater Control" similar to: "Future Site Plans will contain Stormwater Control measures designed to manage the first flush and control runoff generated by contributing impervious surfaces."
7. In the Sustainability section on Sheet 3 of 5, please rename to "Sustainability and Stormwater Control" and either add some first flush language to one of the existing paragraphs or create another paragraph.

WATER UTILITY AUTHORITY

Utility Services

Availability statement is in process. Public water and sanitary sewer line extensions may be required.

ENVIRONMENTAL HEALTH DEPARTMENT No comments received

PARKS AND RECREATION

Planning and Design

No comments

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved not showing refuse locations call for detail 681-2766

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

ALBUQUERQUE PUBLIC SCHOOLS

This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

I have looked through the JLUS Implementation Project Report and noted sound contour levels adjacent to the proposed site and the USAF Recommended Land Use Compatibility Guidelines (Figure 3: Noise Contours, pg. 8; and Appendix F, page 54). It appears that based on this information the proposed uses are considered compatible. I have sent the proposal to Laura Rife (laura.rife.ctr@us.af.mil) for her comments. She may have more comments in the area of "Aviation/Manufacturing Uses." Thanks again for including us in the comment period for this proposal.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

Conditions for Approval for Project #1000270 Site Development Plan for Subdivision:

1. On Sheet 2 of 5, Design Guidelines, add the following as a new item 6) to Section C, Screening & Walls/Fences:

Design ground-mounted equipment screening 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. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.

2. Sheet 3 of 5, Design Guidelines, 9. Utilities, item 1), revise to insert the underlined language:

- 1) Developers shall contact PNM's New Service Delivery Department to coordinate electric service and options for the location of electric service connection. Any existing or proposed public utility distribution easements are to be indicated on subsequent Site Plan for Building Permit utility sheets. PNM's standard for public utility distribution easements is 10 feet in width to ensure adequate, safe clearances.

3. Sheet 3 of 5, Design Guidelines, 9. Utilities, item 3), revise as follows:

- 3) Transformers, utility pads, and telephone boxes shall be appropriately screened with walls and/or vegetation when viewed from the public right-of-way. Screening of transformers, utility boxes and other utility structures shall not impede access to the equipment and shall provide for safe maintenance and repair by utility workers.

Add this: Transformers, utility pads, and ground-mounted equipment screening shall 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. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.