



Complete
7/11/15

DRB CASE ACTION LOG (Site Plan - Building Permit)

This sheet must accompany your plat or site plan to obtain delegated signatures. Return sheet with site plan/plat once comments have been addressed.

DRB Application No.: _____ Project # 1008695
Project Name: Remodel Exist. Truck Wash Facility
Agent: BILL BURK, ARCHITECT Phone No.: 292-6566

Your request was approved on 7-13-11 by the DRB with delegation of signature(s) to the following departments.

OUTSTANDING SIGNATURES COMMENTS TO BE ADDRESSED:

- TRANSPORTATION: _____

- ABCWUA: _____

- CITY ENGINEER / AMAFCA: _____

- PARKS / CIP: _____

- PLANNING (Last to sign): _____

Planning must record this plat. Please submit the following items:

- The original plat and a mylar copy for the County Clerk.
- Tax certificate from the County Treasurer.
- Recording fee (checks payable to the County Clerk). **RECORDED DATE:** _____
- Tax printout from the County Assessor.
- 3 copies of the approved site plan. Include all pages.**
- County Treasurer's signature must be obtained prior to the recording of the plat with the County Clerk.
- Property Management's signature must be obtained prior to Planning Department's signature.
- AGIS DXF File approval required.
- Copy of recorded plat for Planning.

3. **Project# 1000650**
11DRB-70096 - SITE DEVELOPMENT
PLAN FOR BUILDING PERMIT
11DRB-70097 - AMENDED SITE
DEVELOPMENT PLAN FOR
SUBDIVISION
11DRB-70098 - PRELIMINARY/ FINAL
PLAT APPROVAL

4. **Project# 1003272**
11DRB-70074 MAJOR – SITE
DEVELOPMENT PLAN FOR
BUILDING PERMIT

5. **Project# 1008656**
11DRB-70068 VACATION OF PUBLIC
DRAINAGE EASEMENTS
11DRB-70069 SIDEWALK WAIVER
11DRB-70070 SUBDIVISION DESIGN
VARIANCE FROM MIN DPM STDS
11DRB-70071 MINOR - TEMPORARY
DEFERRAL OF SIDEWALK CONST
11DRB-70072 MAJOR - PRELIMINARY
PLAT APPROVAL

6. **Project# 1004071**
11DRB-70045 MAJOR - 2 YEAR
EXTENSION OF SUBDIVISION
IMPROVEMENTS AGREEMENT (2YR
SIA)

TIERRA WEST LLC agent(s) for WWB, LLC request(s) the referenced/ above action(s) for Lot 1-A-2, **LANDS OF LAMONICA & WENK** zoned SU-1 FOR C-1 PERMISSIVE USES ET. AL>, located on the east side of COORS BLVD SW between LAMONICA RD SW and RIO BRAVO BLVD SW containing approximately 1.69 acre(s). (P-10) [*Deferred from 5/18/11*] **DEFERRED TO 6/1/11 AT THE AGENT'S REQUEST.**

DAC ENTERPRISES, INC agent(s) for LEGACY HOSPITALITY request(s) the referenced/ above action(s) for all or a portion of Lot(s) 4-A-1-A, **ALBUQUERQUE WEST Unit(s) 2**, zoned SU-1 PDA & C-3, located on HIGH ASSETS WAY NW bewteen ALL SAINTS RD NW and EAGLE RANCH RD NW, south of PASEO DEL NORTE NW containing approximately 1.5401 acre(s). (C-13) [*Deferred from 4/27/11, 5/11/11*] **DEFERRED TO 6/1/11 AT THE AGENT'S REQUEST.**

MARK GOODWIN AND ASSOCIATES, P.A. agent(s) for GLENDALE LLC, request(s) the referenced/ above action(s) for all or a portion of Lot(s) 4-9, Block 12, **NORTH ALBUQUERQUE ACRES Tract 1 Unit 3**, zoned RD/3DU/AC, located on the south side of GLENDALE AVE NE between WYOMING BLVD NE and BARSTOW ST NE containing approximately 6 acre(s). (B-19) [*Deferred from 4/27/11, 5/11/11*] **DEFERRED TO 6/8/11 AT THE AGENT'S REQUEST.**

HIGH MESA CONSULTING GROUP agent(s) for ALBUQUERQUE PUBLIC SCHOOLS request(s) the referenced/ above action(s) for all or a portion of Tract(s) C-1, **ANCIENT MESA SUBDIVISION**, zoned RO-20, located on the west side of RAINBOW BLVD NW between WOODMONT AVE NW AND ROSA PARKS RD NW containing approximately 63.313 acre(s). (C-9)[*Deferred from 3-23-11, 4/27/11, 5/11/11*] **DEFERRED TO 6/8/11 AT THE AGENT'S REQUEST.**

HEARING DATE: 5-25-11 (SBP)

CITY OF ALBUQUERQUE



CITY OF ALBUQUERQUE PLANNING DEPARTMENT HYDROLOGY DEVELOPMENT SECTION

DEVELOPMENT REVIEW BOARD MEMO

DRB PROJECT NO: 1008695

AGENDA ITEM NO: 15

SUBJECT:

Site Plan for Building Permit

ENGINEERING COMMENTS:

Hydrology has no objection.

PO Box 1293

RESOLUTION/COMMENTS:

Albuquerque

NM 87103

www.cabq.gov

SIGNED:

Curtis Cherne
Hydrology Section
City Engineer Designee
AMAFCA Designee
924-3986

DATE: 7-13-11

1706

PLANNING DEPARTMENT
DEVELOPMENT AND BUILDING SERVICES
TRANSPORTATION SECTION

DEVELOPMENT REVIEW BOARD – SPEED MEMO

DRB CASE NO: 1008695

AGENDA ITEM NO: 15

SUBJECT:

SITE PLAN FOR BUILDING PERMIT

ENGINEERING COMMENTS:

No adverse comments.

RESOLUTION:

APPROVED __; DENIED __; DEFERRED __; COMMENTS PROVIDED __; WITHDRAWN __

DELEGATED: (SEC-PLN) (SP-SUB) (SP-BP) (FP) TO: (UD) (CE) (TRANS) (PRKS) (PLNG)

DELEGATED: (SEC-PLN) (SP-SUB) (SP-BP) (FP) TO: (UD) (CE) (TRANS) (PRKS) (PLNG)

SIGNED:

Kristal D. Metro
Transportation Development

505-924-3991

DATE: JULY 13, 2011

City of Albuquerque Planning Department
One Stop Shop – Development and Building Services

05/16/2011 Issued By: E08375 109598

STANDARD APPLICATION, Paper Plans Required

Permit Number: 2011 070 141 **Category Code 910**
Application Number: 11DRB-70141, Epc Approved Sdp For Build Permit
Address:
Location Description: SW COURNER OF CANDELARIA AND PAN AMERICAN FREEWAY SOUTH
Project Number: 1008695

Applicant
EL PASO LOS ANGELES LIMOUSINE EXPRESS INC

PO BOX 1183
EL PASO TX
915-544-4719

Agent / Contact
Bill Burke Iii Architect

96178 La Playa Ne
Albuquerque NM 87111

Application Fees

441018/4943000	APN Fee	
441032/3416000	Conflict Mgmt Fee	\$20.00
441006/4958000	DRB Actions	
TOTAL:		\$20.00

City Of Albuquerque
Treasury Division

5/16/2011 4:06PM LOC: ANNX
WS# 007 TRANS# 0050
RECEIPT# 00144113-00144113
PERMIT# 2011070141 TRSCCS
Trans Amt \$20.00
Conflict Manag. Fee \$20.00
CK \$20.00
CHANGE \$0.00

Thank You



DRB CASE ACTION LOG (Site Plan - Building Permit)

This sheet **must** accompany your plat or site plan to obtain delegated signatures. Return sheet with site plan/plat once comments have been addressed.

DRB Application No.: _____ Project # 1008695

Project Name: _____

Agent: _____ Phone No.: _____

Your request was approved on 7-13-11 by the DRB with delegation of signature(s) to the following departments.

OUTSTANDING SIGNATURES COMMENTS TO BE ADDRESSED:

- TRANSPORTATION:

- ABCWUA:

- CITY ENGINEER / AMAFCA:

- PARKS / CIP:

- PLANNING (Last to sign):

Planning must record this plat. Please submit the following items:

- The original plat and a mylar copy for the County Clerk.
- Tax certificate from the County Treasurer.
- Recording fee (checks payable to the County Clerk). **RECORDED DATE:** _____
- Tax printout from the County Assessor.
- 3 copies of the approved site plan. Include all pages.**
- County Treasurer's signature must be obtained prior to the recording of the plat with the County Clerk.
- Property Management's signature must be obtained prior to Planning Department's signature.
- AGIS DXF File approval required.
- Copy of recorded plat for Planning.

1008695

Metro, Kristal D.

From: Perea, Nancy, NMDOT [Nancy.Perea@state.nm.us]
Sent: Friday, July 08, 2011 4:24 PM
To: 'Ruben Barela'
Cc: Abbo, Tony; Bahl, Christina K., NMDOT; Metro, Kristal D.; Salgado-Fernandez, Nilo E.; 'William Burk'
Subject: 2901 Pan American Freeway - NMDOT letter

Mr. Barela:

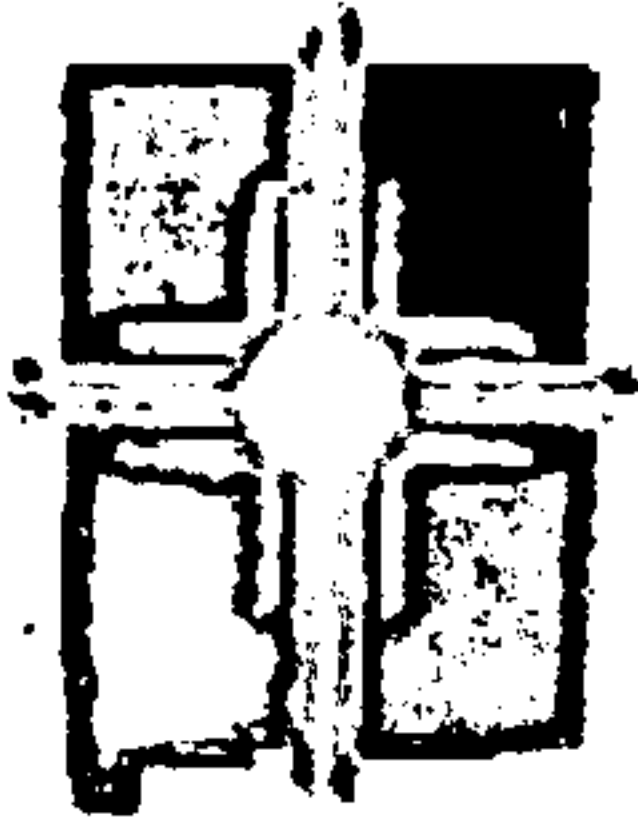
In reference to the commercial development located at 2901 Pan American Freeway, attached is the preliminary approval from the NMDOT.

Enjoy your weekend,

Nancy R. Perea, P.E.
District 3 Assistant Traffic Engineer

New Mexico Department of Transportation - District Three
7500 Pan American Fwy NE - PO Box 91750 - Albuquerque, NM 87199
Main: 505.841.2700 - Direct: 505.841.2729 - Fax: 505.841.2790
Nancy.Perea@state.nm.us

7/12/2011



New Mexico DEPARTMENT OF
TRANSPORTATION

July 8, 2011

Mr. Ruben Barela
El Paso – Los Angeles Limousine Express, Inc.
2901 Pan American Freeway, NE
Albuquerque, New Mexico 87109

Subject: Preliminary Approval for Commercial Development Site Plan at
2900 Pan American Freeway
Albuquerque, Bernalillo County, District Three

Dear Mr. Barela:

This letter is in response to the request for a written statement from NMDOT in regard to your proposed access for the commercial property located on the west side of the Interstate 25 Southbound Frontage Road (Pan American Freeway), just south of Candelaria Road. The NMDOT Traffic Section has reviewed the preliminary site plan sheet dated July 1, 2011 and agrees in concept with one (1) proposed driveway along State right-of-way which will provide legal access from the I-25 Southbound Frontage Road to the 2901 Pan American Freeway commercial development.

This letter will serve as preliminary approval for the requested access. The property owner will still be required to submit a completed construction plan set for the required roadway improvements within the NMDOT right-of-way. In addition, the property owner is still required to submit a permit for the driveway with all the required documentation and obtain approval from NMDOT District Three before utilizing the access.

If there are any questions, please feel free to give me a call at (505) 841-2729 or nancy.perea@state.nm.us.

Sincerely,

Nancy Perea, P.E.
District Three Assistant Traffic Engineer

cc: Tony Abbo, P.E., P.T.O.E. – D3 ADE Engineering Support (via email)
Christina Bahl, D3 Permitting Agent (via email)
Kristal Metro, City of Albuquerque (via email)
Nilo Salgado-Fernandez, City of Albuquerque (via email)
William Burk (via email)

Susana Martinez
Governor

Alvin C. Dominguez, P.E.
Cabinet Secretary

Commissioners

Pete Rahn
Chairman
District 3

Debra Hicks
Vice Chairman
District 2

Dr. Kenneth White
Secretary
District 1

Ronald Schmeits
Commissioner
District 4

Butch Mathews
Commissioner
District 5

Jackson Gibson
Commissioner
District 6

**City of Albuquerque
Planning Department
Inter-Office Memorandum**

TO: Jack Cloud, DRB Chair

FROM: Carrie Barkhurst, Planner

SUBJECT: Project # 1008695

DATE: 06/27/2011

On April 14, 2011, the Environmental Planning Commission approved Project #1008695 / 11EPC-40007, a zone map amendment and 11EPC-40008, a site development building permit, for Tract E-2, Sundts Industrial Area, zoned M-2 to be changed to SU-1/M-2 & Transit Facility, located on southwest corner of Candelaria NE and Pan American Frwy containing approximately 2 acres.

The applicant has generally satisfied the EPC conditions of approval for the site development plan for building permit. Sheet 2, Architectural Elevations, as reviewed and approved by the EPC, was not *included in this submittal. This sheet needs to be added to the final site development plan, which should be numbered accordingly.* Staff has the following comments regarding EPC Conditions of Approval:

2. Conditions of Approval from the City Engineer:
 - a. The design vehicle classification is not shown on the site plan. The applicant states that the turning template exhibit has been provided to the City Engineer.
 - c. NMDOT approval has not been demonstrated.
3. Conditions of Approval from PNM: On 6/24/11, a PNM representative stated that the proposed desert willow tree species is acceptable, because it is less than 25-feet tall at full maturity, and that there are no other outstanding issues.
4. Staff recommends that Condition #4, which is actually a Finding, should be added to the site plan in order to facilitate potential future revisions to the amount of parking provided.
7. Condition #7, regarding a pedestrian sidewalk connection to Candelaria Rd. is provided along the front of the property within the NMDOT frontage road right-of-way. This facility meets the intent of the EPC Condition of Approval.

Compliance with City Engineer conditions should be verified with the City Engineer. If you should *have any questions regarding this case, please do not hesitate to call me at 924-3879.*

Thank you.

REVISED for Resubmittal to DRB)

PROJECT: REMODEL EXISTING TRUCK WASH FACILITY FOR EL PASO LOS ANGELES LIMOUSINE EXPRESS, INC.

Page 2 of 2

5. DRB is to sign off on EPC conditions when requirements have been met.
6. A shaded patio space with seating for customers and passengers has been added.
7. A pedestrian sidewalk connecting the bus facility to Candelaria Rd has been added.

Engineering Comments (DRB Hearing (May 25, 2011)).

1. A note has been added to the Site Development Plan, stating that all work within the NMDOT right of way will be completed under separate permits (Traffic Control and Access).
2. A letter from NMDOT noting that NMDOT concurs with the plan and clarifying conditions necessary to issue the appropriate NMDOT permits has been sent to the City Traffic Engineer.
3. A Site Distance Exhibit has been added to the Site Development Plan.
4. The dimension from the face of curb to the property line has been added to the Site Development Plan.
5. The accessible way has been revised on the Site Development Plan.
6. The pavement limits have been clarified on the Site Development Plan.
7. The dirt areas along the east property line are to be paved, and are so shown on the Site Development Plan.
8. The sidewalk along the frontage road has been extended and widened to 6 feet on the Site Development Plan.
9. The parking has been revised, to clarify spaces, add striping, radii and islands
10. Additional turning templates are shown on the Site Development Plan. Scaled templates have been filed with the City Traffic Engineer.
11. The westernmost pond has been re-labeled "Mud Disposal Pond", to match the site plan on file (there is no Grading and Drainage Plan).

(REVISED for Resubmittal to DRB)

PROJECT: REMODEL EXISTING TRUCK WASH FACILITY FOR EL PASO LOS ANGELES LIMOUSINE EXPRESS, INC.

ADDRESS: 2901 Pan American Freeway, NE

EPC CONDITIONS OF APPROVAL (June 14, 2011) – p. 5

1. Applicant will comply with all requirements that the City Traffic Engineer may place on the site regarding access and circulation.
2. Conditions of the approval for the proposed Site Plan for Building Permit from the City Engineer, municipal Development and NMDOT shall include:
 - a. Provide Turning Templates for Bus and Truck
 - *The turning radii paths have been revised on the Site Plan, and dimensioned turning templates are filed with the Traffic Engineer.*
 - b. Provide Advance and Directional Signage at Entrance and Aisle
 - *This has been added to the Site Plan.*
 - c. NMDOT Coordination Approval & Verification is Required
 - *NMDOT has furnished their requirements (see attached sheet). As-built drawings for the frontage road, and site elevations have been received and given to Arsenio Martinez, PE, who is designing the entrance on the frontage road.*
 - d. Frontage Road Conditions:
 - a. *Advance signage has been added per NMDOT*
 - b. *Striping and signage to delineate ingress and egress has been added.*
 - c. *Chainlink fence along property line has been added.*
 - d. *Stop sign, "No Left Turn", Do Not Enter" and "One Way" signs have been added.*
 - e. Developer agrees to responsibility for permanent improvements to transportation facilities adjacent to the proposed site development plan, as may be required by the DRB.
 - f. Requirements of previous actions by the EPC and/or DRB will be completed and/or provided for.
 - g. The Site Plan shall comply and be designed per DPM Standards.
3. Conditions of Approval for the Proposed Site Plan for Building Permit from PNM shall include:
 - a. Existing easements are shown on the Site Development Plan.
 - b. The tree species has been changed to a shorter tree.
 - c. The clearance around the cell phone tower enclosure is shown on the Site Development Plan.
4. The parking has been increased and has been approved.

(REVISED for Resubmittal to DRB)

PROJECT: REMODEL EXISTING TRUCK WASH FACILITY FOR EL PASO LOS ANGELES LIMOUSINE EXPRESS, INC.

ADDRESS: 2901 Pan American Freeway, NE

EPC CONDITIONS OF APPROVAL (June 14, 2011) – p. 5

1. Applicant will comply with all requirements that the City Traffic Engineer may place on the site regarding access and circulation.
2. Conditions of the approval for the proposed Site Plan for Building Permit from the City Engineer, municipal Development and NMDOT shall include:
 - a. Provide Turning Templates for Bus and Truck
 - *The turning radii paths have been revised on the Site Plan, and dimensioned turning templates are filed with the Traffic Engineer.*
 - b. Provide Advance and Directional Signage at Entrance and Aisle
 - *This has been added to the Site Plan.*
 - c. NMDOT Coordination Approval & Verification is Required
 - *NMDOT has furnished their requirements (see attached sheet). As-built drawings for the frontage road, and site elevations have been received and given to Arsenio Martinez, PE, who is designing the entrance on the frontage road.*
 - d. Frontage Road Conditions:
 - a. *Advance signage has been added per NMDOT*
 - b. *Striping and signage to delineate ingress and egress has been added.*
 - c. *Chainlink fence along property line has been added.*
 - d. *Stop sign, "No Left Turn", Do Not Enter" and "One Way" signs have been added.*
 - e. Developer agrees to responsibility for permanent improvements to transportation facilities adjacent to the proposed site development plan, as may be required by the DRB.
 - f. Requirements of previous actions by the EPC and/or DRB will be completed and/or provided for.
 - g. The Site Plan shall comply and be designed per DPM Standards.
3. Conditions of Approval for the Proposed Site Plan for Building Permit from PNM shall include:
 - a. Existing easements are shown on the Site Development Plan.
 - b. The tree species has been changed to a shorter tree.
 - c. The clearance around the cell phone tower enclosure is shown on the Site Development Plan.
4. The parking has been increased and has been approved.

REVISED for Resubmittal to DRB)
PROJECT: REMODEL EXISTING TRUCK WASH FACILITY FOR EL PASO LOS
ANGELES LIMOUSINE EXPRESS, INC.

Page 2 of 2

5. DRB is to sign off on EPC conditions when requirements have been met.
6. A shaded patio space with seating for customers and passengers has been added.
7. A pedestrian sidewalk connecting the bus facility to Candelaria Rd has been added.

Engineering Comments (DRB Hearing (May 25, 2011)).

1. A note has been added to the Site Development Plan, stating that all work within the NMDOT right of way will be completed under separate permits (Traffic Control and Access).
2. A letter from NMDOT noting that NMDOT concurs with the plan and clarifying conditions necessary to issue the appropriate NMDOT permits has been sent to the City Traffic Engineer.
3. A Site Distance Exhibit has been added to the Site Development Plan.
4. The dimension from the face of curb to the property line has been added to the Site Development Plan.
5. The accessible way has been revised on the Site Development Plan.
6. The pavement limits have been clarified on the Site Development Plan.
7. The dirt areas along the east property line are to be paved, and are so shown on the Site Development Plan.
8. The sidewalk along the frontage road has been extended and widened to 6 feet on the Site Development Plan.
9. The parking has been revised, to clarify spaces, add striping, radii and islands
10. Additional turning templates are shown on the Site Development Plan. Scaled templates have been filed with the City Traffic Engineer.
11. The westernmost pond has been re-labeled "Mud Disposal Pond", to match the site plan on file (there is no Grading and Drainage Plan).

City of Albuquerque



DEVELOPMENT/ PLAN REVIEW APPLICATION

Supplemental form

SUBDIVISION	S	Z	ZONING & PLANNING
___ Major Subdivision action			___ Annexation
___ Minor Subdivision action			___ County Submittal
___ Vacation	V		___ EPC Submittal
___ Variance (Non-Zoning)			___ Zone Map Amendment (Establish or Change Zoning)
SITE DEVELOPMENT PLAN	P		___ Sector Plan (Phase I, II, III)
<input checked="" type="checkbox"/> for Subdivision			___ Amendment to Sector, Area, Facility or Comprehensive Plan
<input checked="" type="checkbox"/> for Building Permit			___ Text Amendment (Zoning Code/Sub Regs)
___ Administrative Amendment (AA)			___ Street Name Change (Local & Collector)
___ IP Master Development Plan	D		
___ Cert. of Appropriateness (LUCC)	L	A	APPEAL / PROTEST of...
STORM DRAINAGE (Form D)			___ Decision by: DRB, EPC, LUCC, Planning Director or Staff, ZHE, Zoning Board of Appeals
___ Storm Drainage Cost Allocation Plan			

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION: BILL BURK THIRD, ARCHITECT

Professional/Agent (if any): WILLIAM E. BURK PHONE: 292-6566

ADDRESS: 9617 La Playa NE FAX: 294-7232

CITY: Albuq STATE NM ZIP 87111 E-MAIL: bburkiii@earthlink.net

APPLICANT: El Paso Los Angeles Limousine Express Inc. PHONE: 915-544-4719

ADDRESS: PO Box 1183 FAX: 915-544-4718

CITY: EL PASO STATE TX ZIP _____ E-MAIL: limomex@aol.com

Proprietary interest in site: Owner List all owners: _____

DESCRIPTION OF REQUEST: DRB Approval of Site Development Plan for Building Permit

Is the applicant seeking incentives pursuant to the Family Housing Development Program? Yes. No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. E-2 Block: - Unit: -

Subdiv/Addn/TBKA: Sundt's Industrial Area

Existing Zoning: M-2 Proposed zoning: SU FORM-2 + MRGCD Map No _____

Zone Atlas page(s): H-15 UPC Code: TRANSIT FACILITY

101 505 936 542 710 339

CASE HISTORY: List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z_, V_, S_, etc.): Project # 1008695, 11 EPC-4007

CASE INFORMATION: Within city limits? Yes Within 1000FT of a landfill? NO

No. of existing lots: 1 No. of proposed lots: 1 Total area of site (acres): 2.01

LOCATION OF PROPERTY BY STREETS: On or Near: SW corner of Candelaria + NE

Between: _____ and Pan American Freeway South

Check-off if project was previously reviewed by Sketch Plat/Plan , or Pre-application Review Team . Date of review: _____

SIGNATURE William E. Burk III DATE 5/16/11

(Print) WILLIAM E. BURK III Applicant Agent

BILL BURK, THIRD, ARCHITECT

FOR OFFICIAL USE ONLY

Form revised 4/07

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input checked="" type="checkbox"/> All checklists are complete	<u>11DRB - 20141</u>	<u>SBP</u>		\$ <u>0</u>
<input checked="" type="checkbox"/> All fees have been collected		<u>CMF</u>		\$ <u>20.00</u>
<input checked="" type="checkbox"/> All case #s are assigned				\$ _____
<input checked="" type="checkbox"/> AGIS copy has been sent				\$ _____
<input checked="" type="checkbox"/> Case history #s are listed				\$ _____
<input type="checkbox"/> Site is within 1000ft of a landfill				\$ _____
<input type="checkbox"/> F.H.D.P. density bonus				\$ _____
<input type="checkbox"/> F.H.D.P. fee rebate				\$ _____
	Hearing date <u>May 25, 2011</u>			Total
				\$ <u>20.00</u>

V. [Signature] S-16-11 Project # 1008695

Planner signature / date

FORM P(3): SITE PLAN REVIEW - D.R.B. MEETING (UNADVERTISED)

- SKETCH PLAT REVIEW AND COMMENT (DRB22)** **Maximum Size: 24" x 36"**
 ___ Scaled site sketch and related drawings showing proposed land use including structures, parking, Bldg. setbacks, adjacent rights-of-way and street improvements, etc. (folded to fit into an 8.5" by 14" pocket) **6 copies.**
 ___ Zone Atlas map with the entire property(ies) clearly outlined
 ___ Letter briefly describing, explaining, and justifying the request
 ___ List any original and/or related file numbers on the cover application
 Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

- SITE DEVELOPMENT PLAN FOR SUBDIVISION (DRB18)** **Maximum Size: 24" x 36"**
 ___ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
 ___ Scaled site plan and related drawings (folded to fit into an 8.5" by 14" pocket) **6 copies**
 ___ Zone Atlas map with the entire property(ies) clearly outlined
 ___ Letter briefly describing, explaining, and justifying the request
 ___ Letter of authorization from the property owner if application is submitted by an agent
 ___ Copy of the document delegating approval authority to the DRB
 ___ Completed Site Plan for Subdivision Checklist
 ___ Infrastructure List, if relevant to the site plan
 ___ Fee (see schedule)
 ___ List any original and/or related file numbers on the cover application
 Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original to the meeting. Your attendance is required.**

- SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (DRB17)** **Maximum Size: 24" x 36"**
 ___ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
 ___ Site plan and related drawings (folded to fit into an 8.5" by 14" pocket) **6 copies**
 ___ Site Plan for Subdivision, if applicable, previously approved or simultaneously submitted. **6 copies.**
 ___ Solid Waste Management Department signature on Site Plan
 ___ Zone Atlas map with the entire property(ies) clearly outlined
 ___ Letter briefly describing, explaining, and justifying the request
 ___ Letter of authorization from the property owner if application is submitted by an agent
 ___ Copy of the document delegating approval authority to the DRB
 ___ Infrastructure List, if relevant to the site plan
 ___ Completed Site Plan for Building Permit Checklist
 ___ Copy of Site Plan with Fire Marshal's stamp
 ___ Fee (see schedule)
 ___ List any original and/or related file numbers on the cover application
 Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original to the meeting. Your attendance is required.**

- AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (DRB01)** **Maximum Size: 24" x 36"**
 AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (DRB02) **Maximum Size: 24" x 36"**
 ___ Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **6 copies**
 ___ DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **6 copies**
 ___ Zone Atlas map with the entire property(ies) clearly outlined
 ___ Letter briefly describing, explaining, and justifying the request
 ___ Letter of authorization from the property owner if application is submitted by an agent
 ___ Infrastructure List, if relevant to the site plan
 ___ Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
 ___ Fee (see schedule)
 ___ List any original and/or related file numbers on the cover application
 Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original to the meeting. Your attendance is required.**

- FINAL SIGN-OFF FOR EPC APPROVED SDP FOR BUILDING PERMIT (DRB05)**
 FINAL SIGN-OFF FOR EPC APPROVED SDP FOR SUBDIVISION (DRB06)
 N/A ___ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
 ___ Site plan and related drawings (folded to fit into an 8.5" by 14" pocket) **6 copies**
 N/A ___ Approved Grading and Drainage Plan (folded to fit into an 8.5" by 14" pocket) **6 copies**
 ___ Solid Waste Management Department signature on Site Plan for Building Permit
 ___ Zone Atlas map with the entire property(ies) clearly outlined
 ___ Letter carefully explaining how each EPC condition has been met **and** a copy of the EPC Notification of Decision
 N/A ___ Infrastructure List, if relevant to the site plan
 ___ Copy of Site Plan with Fire Marshal's stamp (not required for SDP for Subdivision)
 ___ List any original and/or related file numbers on the cover application
 Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original to the meeting. Your attendance is required.**

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

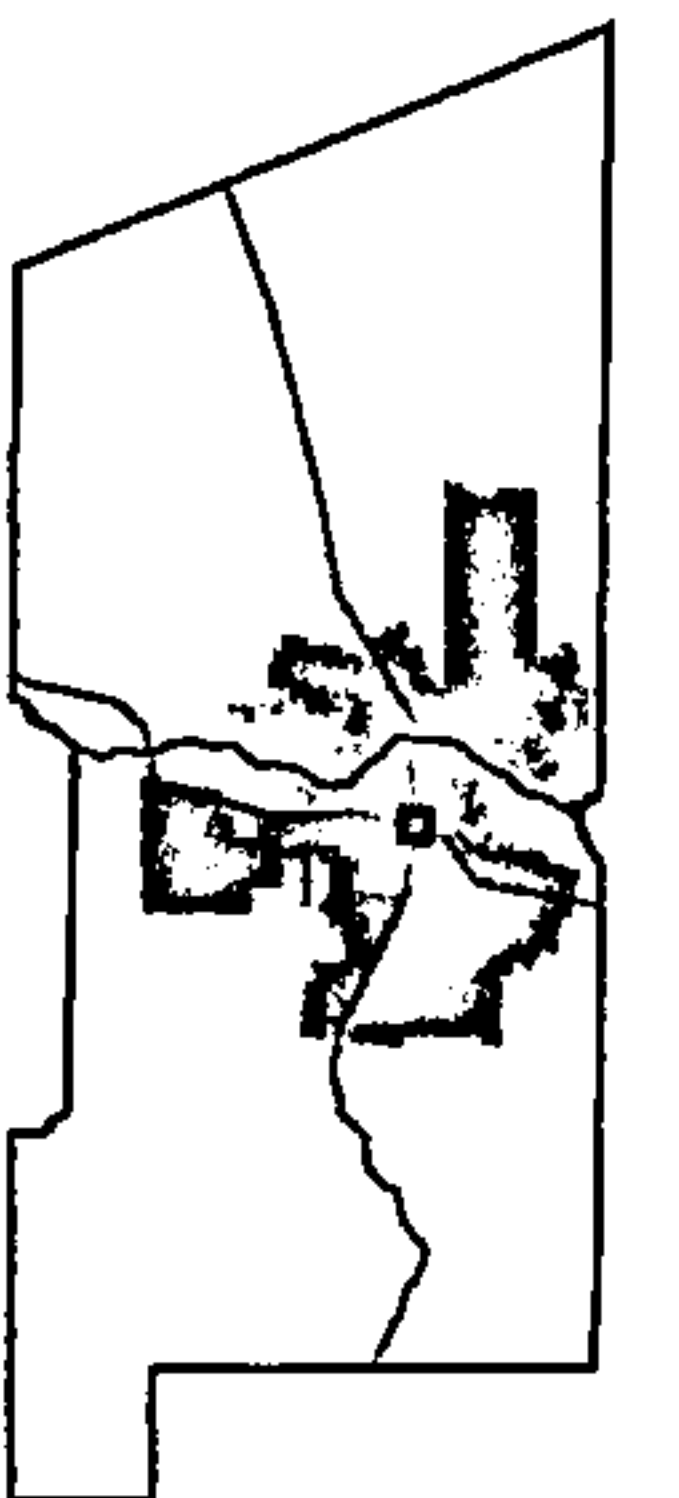
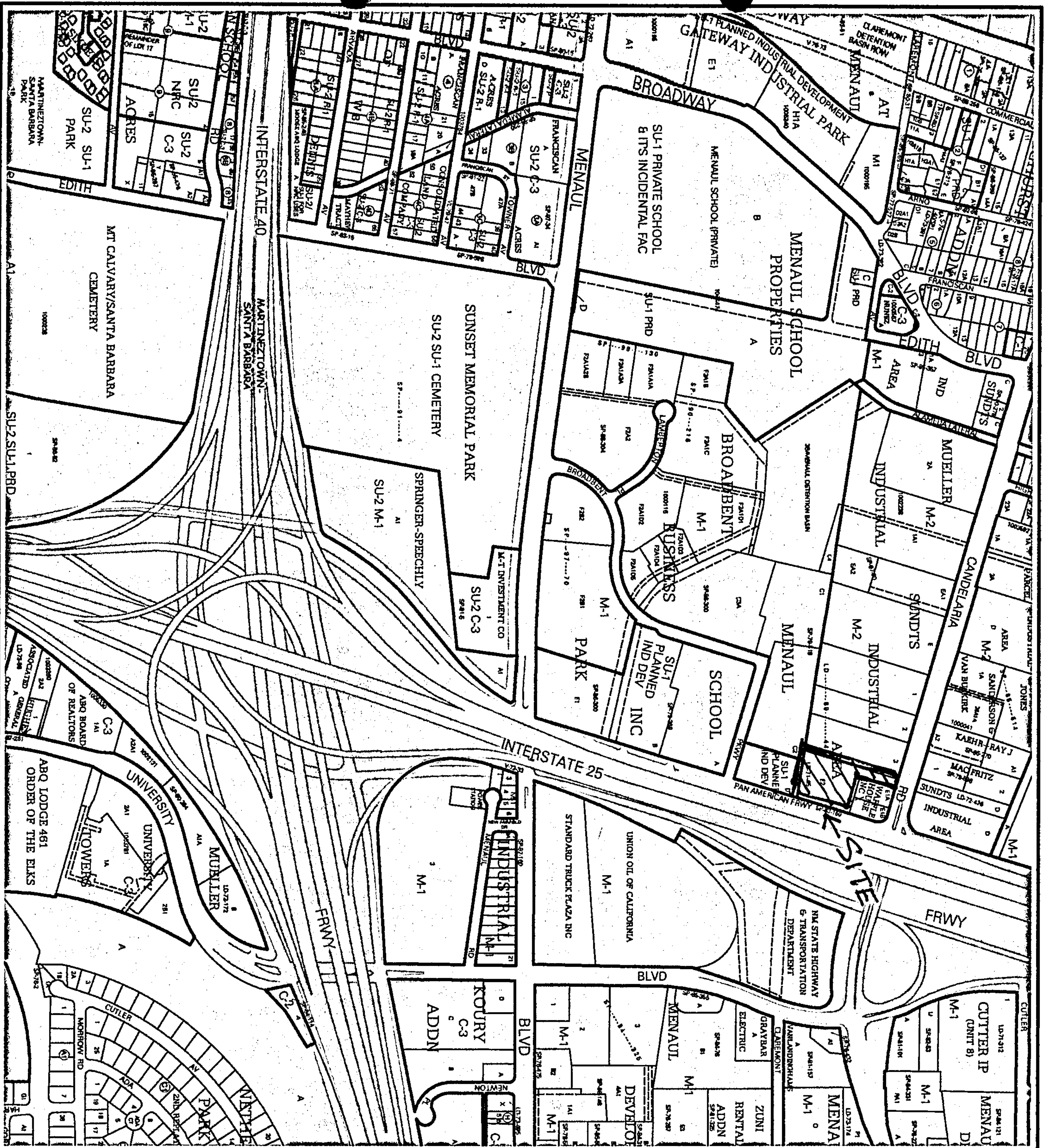
WILLIAM E. BURK, Architect
 Applicant name (print)
William E. Burk # 5/16/11
 Applicant signature / date



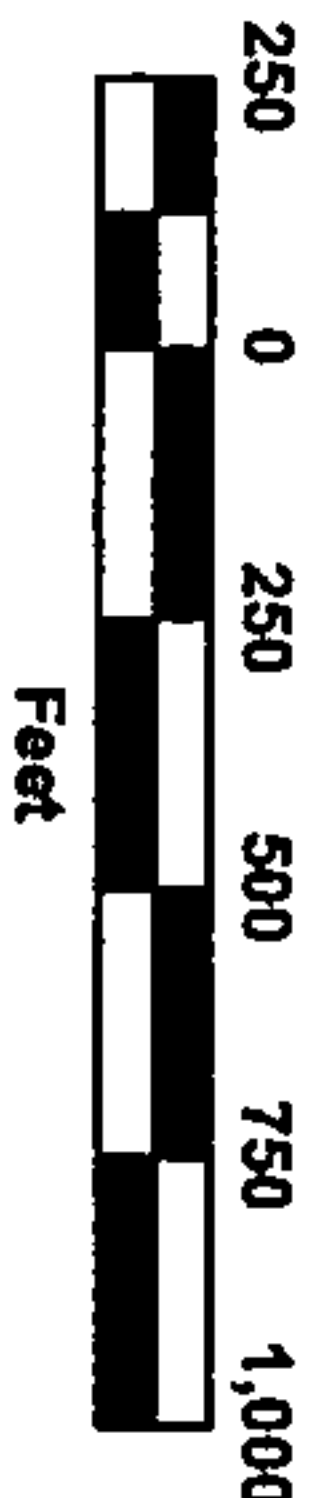
- Checklists complete
 Fees collected
 Case #s assigned
 Related #s listed

Application case numbers
11DRB- -70141

Form revised October 2007
[Signature] S-16-11
 Planner signature / date
 Project # 1008695



LEGAL DESCRIPTION
T10N
R3E
SEC 9
UNIFORM PROPERTY CODE
1-015-059



Map amended through January 2010



PUBLIC WORKS DIVISION
GIS PROGRAM

This information is for reference only. Bernalillo County assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary. Source data are from Bernalillo County and the City of Albuquerque. For current information visit www.berncoco.gov.

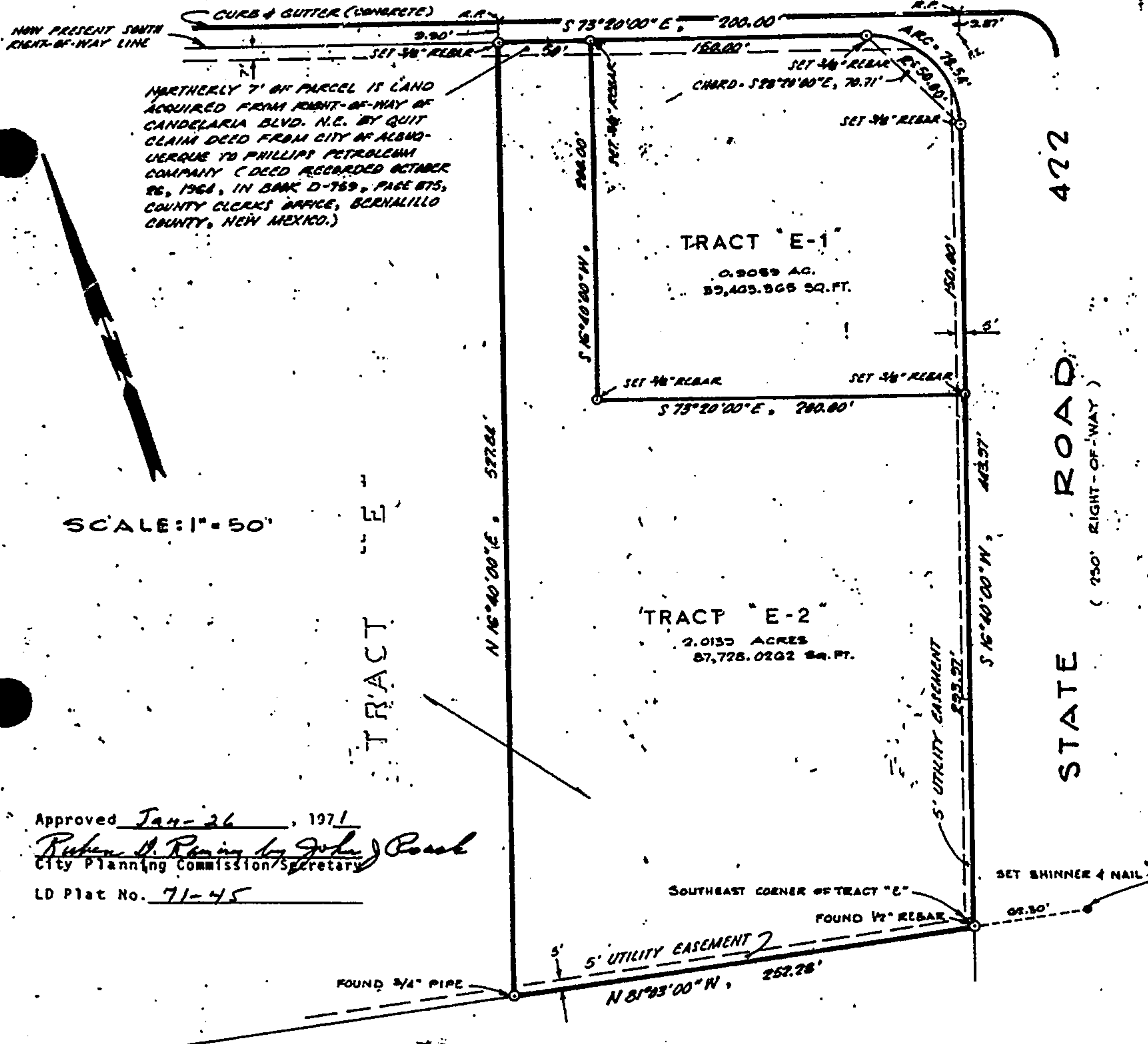
H-15-Z

Title Company hereby certifies that all the taxes have been paid in full for the period of the past ten (10) years, up to and including the year 1970, for all of the property included in the plat upon which this certificate appears.

New Mexico Title Company

By: *Robert G. Pugh*

CANDELARIA ROAD N.E.



NORTHERLY 7' OF PARCEL IS LAND ACQUIRED FROM RIGHT-OF-WAY OF CANDELARIA BLVD. N.E. BY QUIT CLAIM DEED FROM CITY OF ALBUQUERQUE TO PHILLIPS PETROLEUM COMPANY (DEED RECORDED OCTOBER 26, 1964, IN BOOK D-759, PAGE 875, COUNTY CLERK'S OFFICE, BERNALILLO COUNTY, NEW MEXICO.)

SCALE: 1" = 50'

Approved Jan-26, 1971
Robert G. Pugh
City Planning Commission Secretary

LD Plat No. 71-45



I, D.T. Morrison, New Mexico Registered Land Surveyor No. 1010, do hereby certify that the plat shown hereon was prepared by me or under my supervision and directions and that the same is true and correct to the best of my belief and knowledge.

D.T. Morrison
D.T. Morrison, N.M.L.S. No. 1010

DRAWN BY: G.T.R. 12-31-70

MAP AND SURVEY BY: D.T. MORRISON - SURVEYOR INC. ALBUQUERQUE, NEW MEXICO

STATE

State of New Mexico } SS
County of Bernalillo
This instrument was filed for record on

JAN 27 1971
Attest: A.M. Recorded in Vol. of records of said County Falls
Clerk & Record
Deputy Clerk

PLAT OF
TRACTS "E-1" & "E-2"
COMPRISING A REPLAT OF AN EASTERLY PORTION OF
TRACT "E"
SUNDT'S INDUSTRIAL AREA
ALBUQUERQUE, NEW MEXICO
DECEMBER, 1970

A certain tract of land situate within the Town of Albuquerque Grant, city of Albuquerque, Bernalillo County, New Mexico, being and comprising an Easterly portion of Tract lettered "E" of Sundt's Industrial Area, a Subdivision to the city of Albuquerque, New Mexico, as the same is shown and designated on the plat of Tracts A, B, C, D, E, F, and G, of said Subdivision, filed in the office of the county clerk of Bernalillo County, New Mexico, on July 23, 1956, together with a Seven foot (7') portion of Candelaria Blvd. N.E. acquired from Right-of-Way by Quit Claim deed from City of Albuquerque to Phillips Petroleum Company (Deed recorded October 26, 1964, in Book D-759, Page 875, County Clerks office, Bernalillo County, New Mexico).

Being more particularly described by metes and bounds survey as follows:

Beginning at the Southeast corner of the tract herein described, said Southeast corner being common to the Southeast corner of aforementioned Tract lettered "E" (a point on the west line of New Mexico State Road No. 422); thence,

N 81° 03' 00" W, 252.28 feet distance along the Southerly line of said Tract lettered "E" to the Southwest corner of the tract herein described; thence,

N 16° 40' 00" E, 527.84 feet distance to the Northwest corner of the tract herein described (a point on the now present Southerly line of aforementioned Candelaria Road N.E.); thence,

S 73° 20' 00" E, 200.00 feet distance along said now present Southerly line of Candelaria Road N.E. to a point of curvature; thence,

Southeasterly, 78.54 feet distance along the Arc of a Curve bearing to the Right (said Curve having a Radius of 50.00 feet and a Long Chord which bears S 28° 20' 00" E, 70.71 feet distance) to a point of Tangency on the Westerly Right-of-Way line of New Mexico State Road No. 422; thence,

S 16° 40' 00" W, 449.97 feet distance along said Westerly Right-of-Way line to the Southeast Corner and place of beginning of the tract herein described and containing 2.9223 acres, more or less. Surveyed, replatted, and subdivided and comprising Tracts "E-1" and "E-2" of the replat of Tract "E", Sundt's Industrial Area, Albuquerque, New Mexico, is with the free consent of, and in accordance with, the wishes and desires of the undersigned owner(s) and proprietor(s) thereof.

State of Oklahoma }
County of (Sequoyia) } ss

John G. Gorman and *Joe W. Zeman*
Owner(s) and Proprietor(s) of the land shown hereon

On this 26th day of January, 1971, before me a Notary Public in and for said County and State, personally appeared *John G. Gorman* and *Joe W. Zeman*, who being by me duly sworn, did say that they are Vice-President and Asst. Secretary, respectively, of PHILLIPS PETROLEUM COMPANY, a Corporation organized under the laws of the state of Delaware; that the seal affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and that said *John G. Gorman* and *Joe W. Zeman* acknowledge said instrument to be the free act and deed of said corporation.

VICE-PRESIDENT *John G. Gorman* Asst. Secretary *Joe W. Zeman*
In Witness Whereof, I have hereunto set my hand and seal on the 26th day of January, 1971, above written.

Notary Public *Glenn A. Cannon* My Commission Expires Sept. 3, 1973

PROJECT: REMODEL EXISTING TRUCK WASH FACILITY FOR EL PASO LOS ANGELES LIMOUSINE EXPRESS, INC.

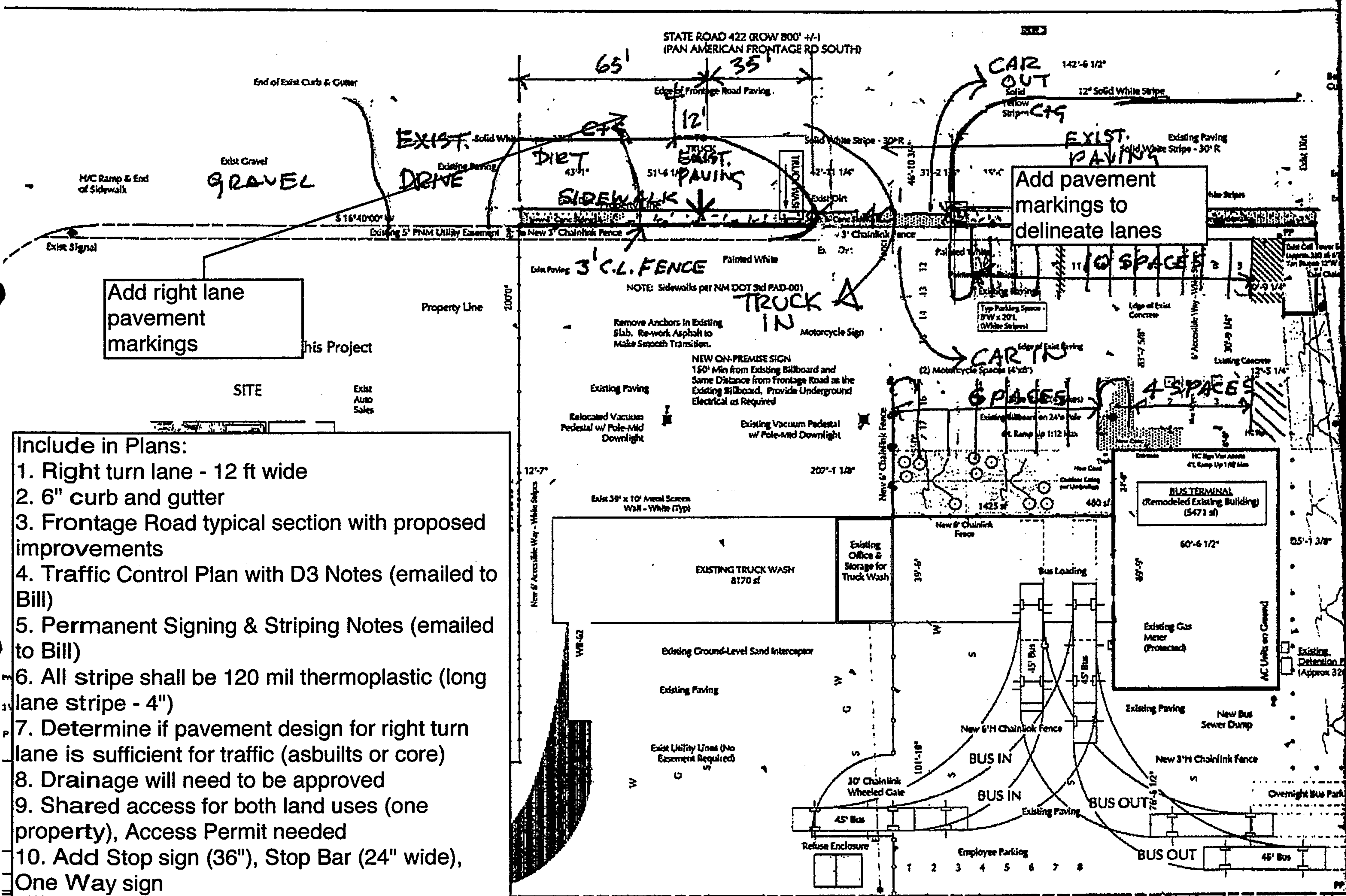
ADDRESS: 2901 Pan American Freeway, NE

EPC CONDITIONS OF APPROVAL – p. 21

1. Site Development Plan must be approved within six months or 12 months if time is extended.
 - *This application is for DRB approval of the Site Development Plan.*

FURTHER CONDITIONS OF APPROVAL (City Engineer, Municipal Development, NMDOT) – p. 26

1. Provide Turning Templates for Bus and Truck
 - *The turning radii paths have been revised on the Site Plan, and dimensioned turning templates are part of this application.*
2. Advance and Directional Signage at Entrance and Aisle
 - *This has been added to the Site Plan.*
3. NMDOT Coordination Approval & Verification is Required
 - *NMDOT has furnished their requirements (see attached sheet). As-built drawings for the frontage road have been sent by NMDOT, but have not yet been received. (These are necessary for the design of curb and gutter NMDOT has requested.)*
4. Frontage Road Conditions:
 - a. *Advance signage has been added per NMDOT*
 - b. *Striping and signage to delineate ingress and egress has been added.*
 - c. *Chainlink fence along property line has been added.*
 - d. *Stop sign has been added.*
5. Developer agrees to responsibility for permanent improvements to transportation facilities adjacent to the proposed site development plan, as may be required by the DRB.
6. Requirements of previous actions by the EPC and/or DRB will be completed and/or provided for.
7. The Site Plan shall comply and be designed per DPM Standards.



Add right lane pavement markings

Add pavement markings to delineate lanes

- Include in Plans:
1. Right turn lane - 12 ft wide
 2. 6" curb and gutter
 3. Frontage Road typical section with proposed improvements
 4. Traffic Control Plan with D3 Notes (emailed to Bill)
 5. Permanent Signing & Striping Notes (emailed to Bill)
 6. All stripe shall be 120 mil thermoplastic (long lane stripe - 4")
 7. Determine if pavement design for right turn lane is sufficient for traffic (asbuilts or core)
 8. Drainage will need to be approved
 9. Shared access for both land uses (one property), Access Permit needed
 10. Add Stop sign (36"), Stop Bar (24" wide), One Way sign

LANDSCAPE NOTES

1. All plant material to be watered by hose. Incorporate Roof Run-Off where technically possible.
2. Owner agrees to maintain all landscaping and promptly replace dead plant material.
3. There is no high-water-use turf.
4. Landscaping at maturity will cover 75% of required landscape area.
5. Landscaping to comply with City of Albuquerque Water Ordinance Art 6-1-1-1.

SITELIGHTING

Site lighting is Wall-Mounted on Bus Terminal. Lighting will Meet Standards of 14-16-39 Area Lighting Regulations

Existing 6'H Chainlink Fence M-2 Zone N 16°40'00" E Property Line 527°10.00" M-2 Zone Existing 6'H Chainlink Fence Property Line

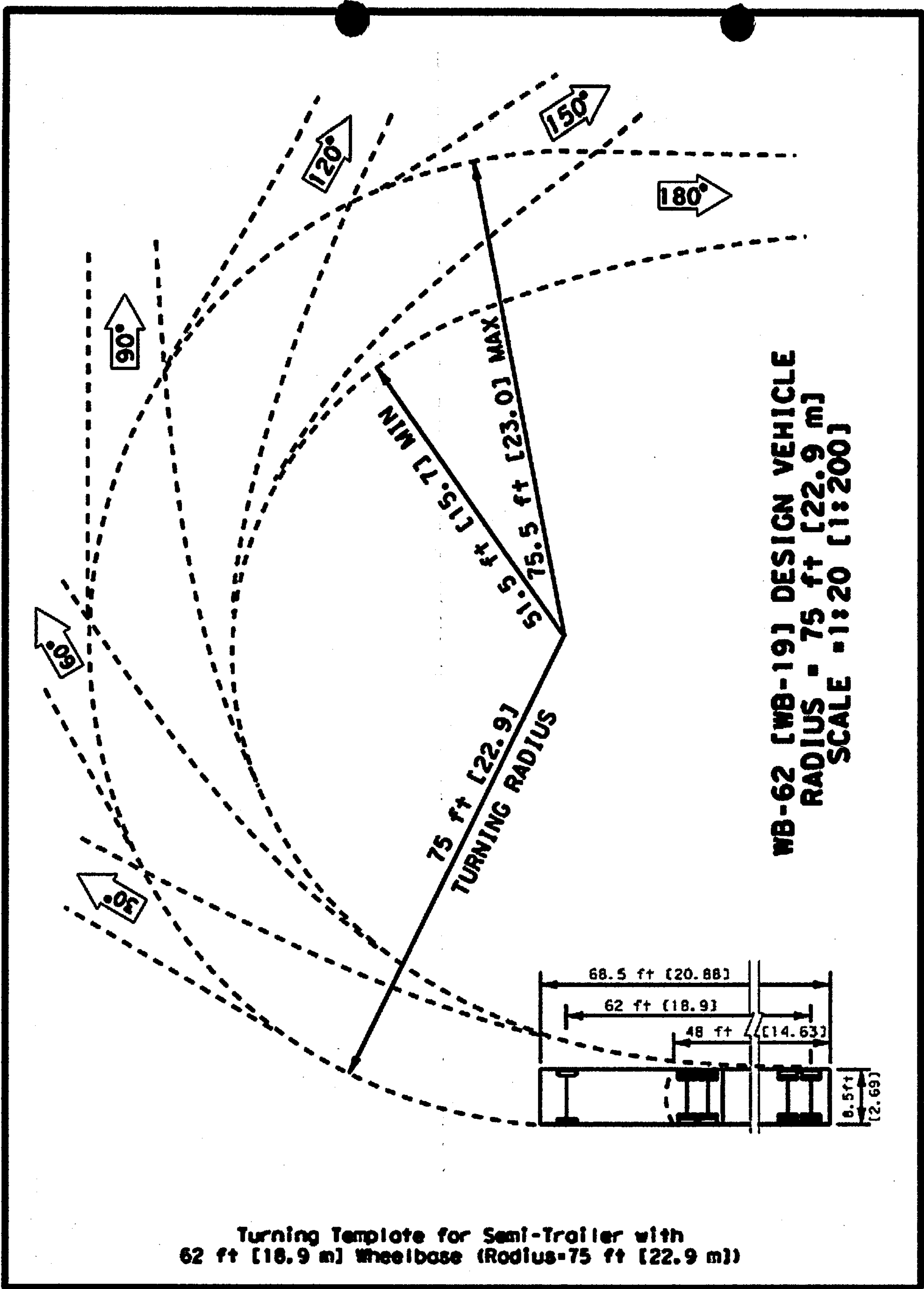
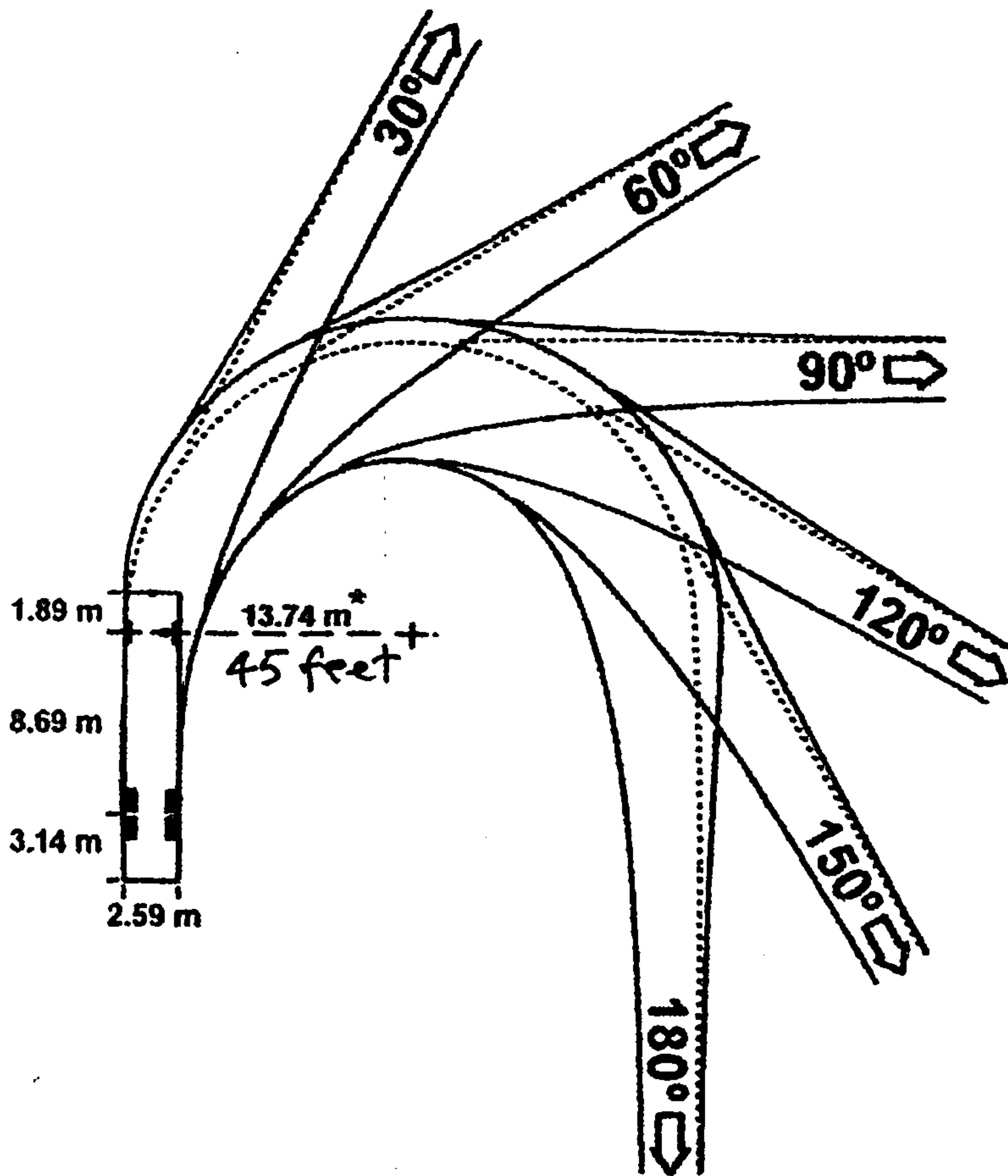


Figure 7-5. Turning Template for Semi-Trailer with 62 ft [18.9 m] Wheelbase (Radius = 75 ft [22.9 m]), (not to scale). Click [here](#) to see a PDF of the image.

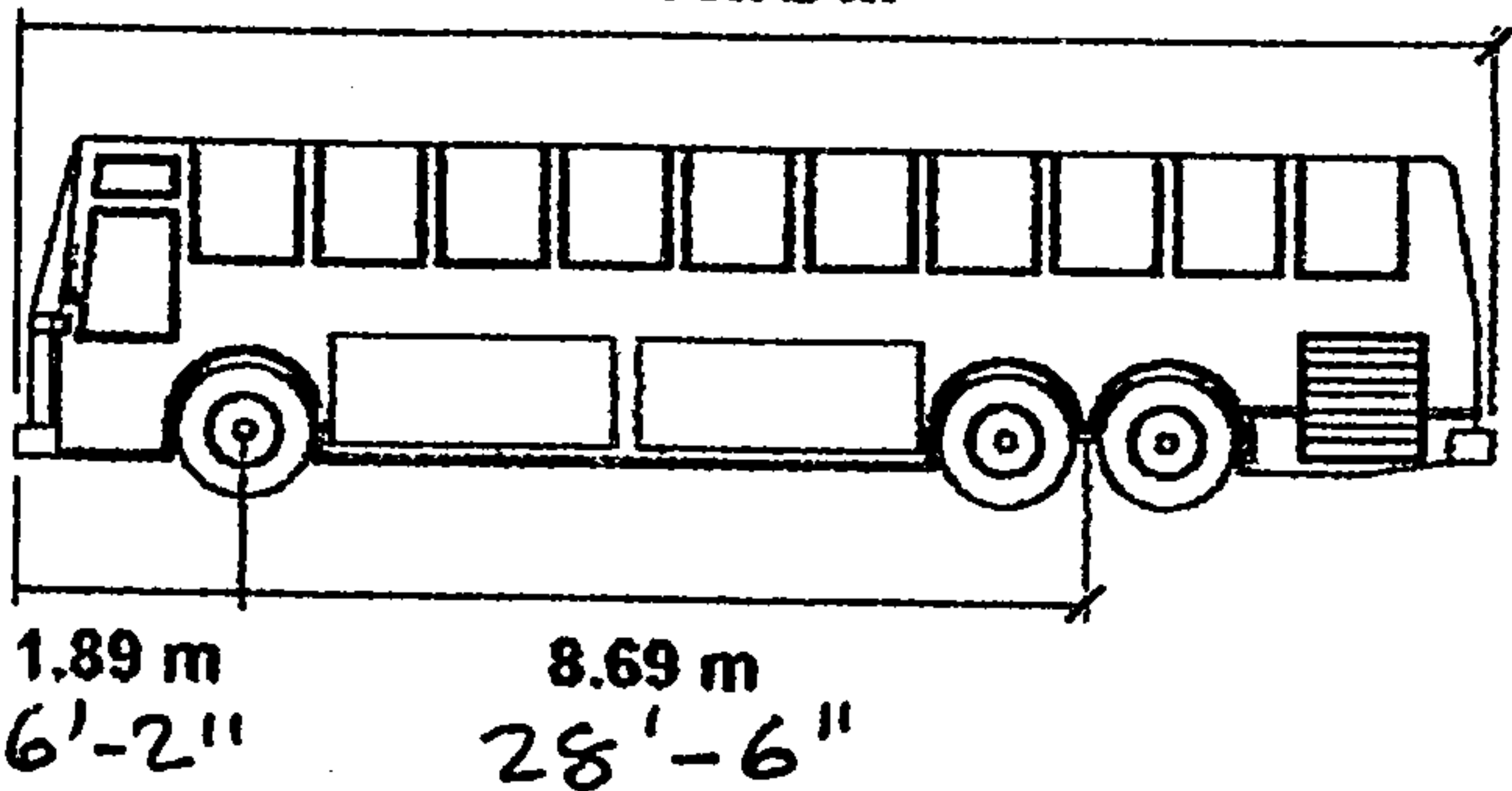
Figure 404.5G

45 feet

13.72 Meter Bus & Motorhome Design Vehicle

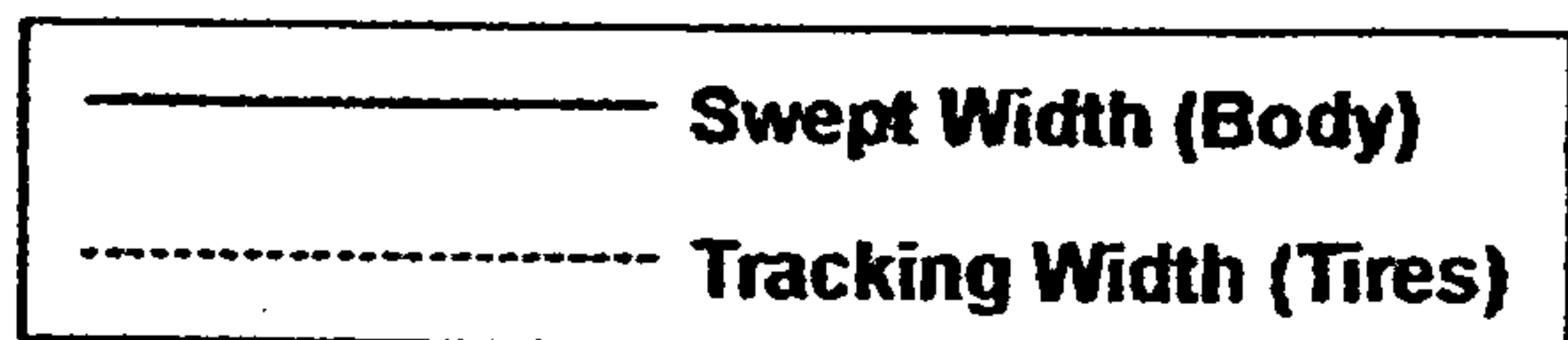


45 feet
13.72 m



* Radius to outside wheel at beginning of curve.

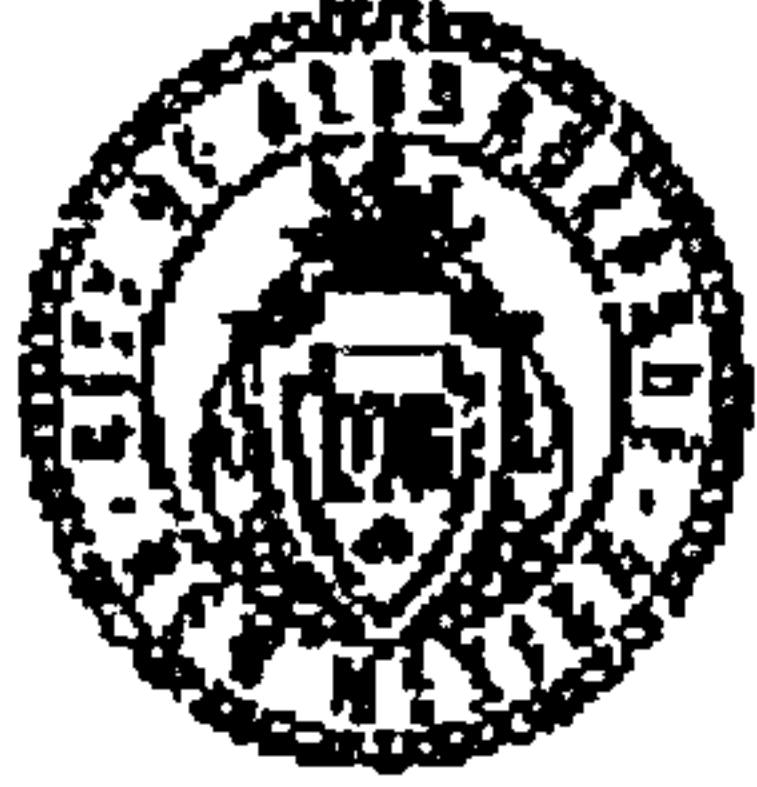
LEGEND



13.72 Meter BUS

- Width : 2.59 m 8'-5"
- Track : 2.59 m 8'-5"
- Lock to Lock Time : 6 seconds
- Steering Lock Angle: 44.3 degrees

Note: For definitions, see Indexes 404.1 and 404.5.



**Environmental
Planning
Commission**

*Agenda Number: 02
Project Number: 1008695
Case #s: 11EPC-40007 & 40008
April 14, 2011*

Staff Report

Agent	Bill Burk Third Architect
Applicant	El Paso Los Angeles Limousine Express (MILO NM1, LLC)
Request(s)	Zone Map Amendment Site Development Plan for Building Permit
Legal Description	Tract E-2, Sundts Industrial Area Subdivision
Location	29001 Pan American Frwy NE, at the southwest corner of Candelaria and Pan American Frwy
Size	Approximately 2 acres
Existing Zoning	M-2
Proposed Zoning	SU-1 for M-2 & Transit Facility

Staff Recommendation

APPROVAL of 11EPC-40007 based on the Findings beginning on Page 19 and Condition of Approval on page 21.

DEFERRAL of 11EPC-40008 based on the Findings beginning on Page 22.

Staff Planner
Carrie Barkhurst, Planner

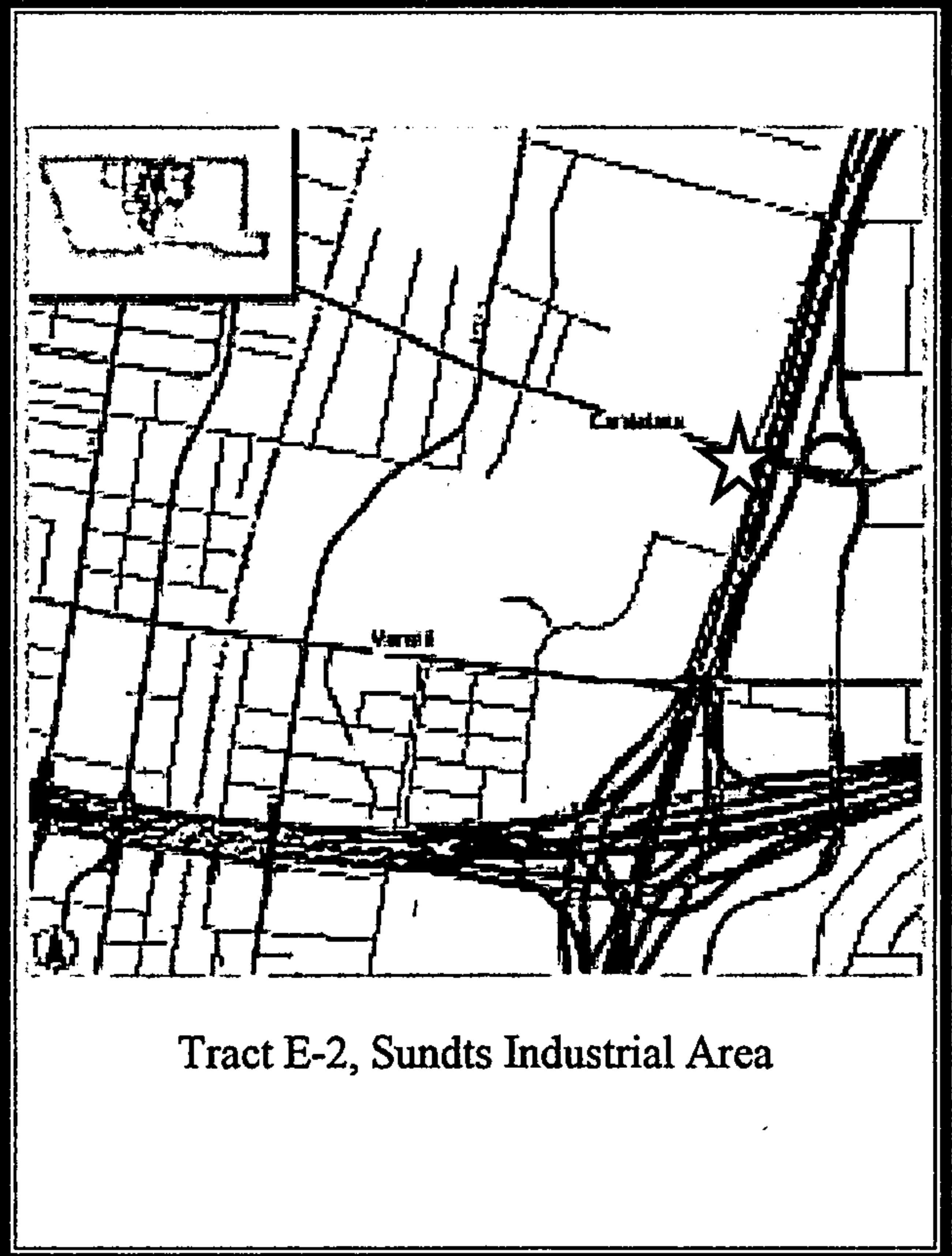
Summary of Analysis

The dual request is for a zone change and a site development plan for building permit in order to relocate an existing transportation service company from the Downtown Neighborhood to a more appropriate location along the interstate highway. This is an adaptive reuse of a repair garage. The applicant proposes minor site improvements and additional façade articulation on the existing structure.

The request furthers a preponderance of applicable goals and policies of the Comprehensive Plan and the North Valley Area Plan. The request is adequately justified according to R-270-1980. The Site Plan for Building Permit has numerous transportation-related issues and coordination required with NMDOT. The City Engineer has requested a 60-day deferral for 11EPC-40008.

The site is in the Central Urban Area of the Comprehensive Plan. There are no affected neighborhood associations and there is no known opposition to this request.

Staff recommends approval with conditions.



City Departments and other interested agencies reviewed this application from 2/28/2011 to 3/11/2011. Agency comments used in the preparation of this report begin on Page 25.

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>	M-2	Central Urban Area; North Valley Area Plan	Truck Wash
<i>North</i>	M-2; M-1	Central Urban Area; North Valley Area Plan	Commercial; Motel; Warehouse; Public Facility
<i>South</i>	SU-1 Planned Industrial Development: M-1	Central Urban Area; North Valley Area Plan	Office
<i>East</i>	NMDOT I-25 ROW; M-1 on east side of I-25	Established Urban Area	Interstate Highway; Office; Commercial; Warehouse
<i>West</i>	M-2	Central Urban Area; North Valley Area Plan	Warehouse; Commercial

II. INTRODUCTION

Proposal

The dual request is for a zone change and a site plan for building permit. The applicant requests to rezone Tract E-2, Sundts Industrial Area Subdivision from M-2 to SU-1 for M-2 & Transit Facility. The zoning change is required because Transit Facilities are designated as a Special Use that must be governed by a Site Development Plan. The applicant proposes an adaptive reuse of an existing truck repair garage to be used as the bus terminal. The existing truck wash is not currently operating, but it is proposed to re-open after site improvements are completed. The exterior modifications to the building include relocating garage doors, windows, and entrances; adding new sections of metal panels to the building; and adding two building-mounted signs. One new free-standing sign is also proposed. The site has one existing billboard sign that is 62-foot tall and another smaller off-premise free-standing sign. There is an 115kV transmission line and an overhead distribution line along the southern property boundary. The PNM transmission line has a co-located Wireless Transmission Facility on it. New fencing is proposed in order to modify the site circulation, and control access from NMDOT's Pan American Freeway.

The subject site is located in the Central Urban Area and within the boundaries of the North Valley Area Plan. There are no applicable sector plans and no neighborhood associations are effected.

The Environmental Planning Commission (EPC) has decision-making authority for the zone change because the site is less than one block, per §14-16-4-1(C)(10) of the Zoning Code.

Context

The subject site is in a predominantly industrial area that has some commercial and institutional land uses. The subject site is a flag lot, with access to and from Candelaria Rd.; the main

property front is along the Pan American Freeway Frontage Road. The site is bounded by Candelaria Rd., Pan American Freeway, Menaul Blvd., and Edith Blvd.

North of the subject site are two motels, a used-car sales lot, storage and warehousing, an adolescent treatment center, and the State Children, Youth, and Families Department. South of the subject site is a business park. Directly to the east is the frontage road and I-25. There are no views to or from this property, as it is located in a developed area, below I-25. Beyond I-25 are a vacant parcel and other travel related services. West of the subject site is the CNM Technology Annex and other industrial/warehousing businesses. West of Edith is the Stronghurst neighborhood. Southwest of the subject site on the same major city block is a charter vocational school, a for-profit college, Bernalillo County Child Protective Services, and the Menaul School.

The City limit is located adjacent to this subdivision on the north and west sides. Property located west of Edith and north of Martinez Street is within the County.

History

The M-2 zoning designation was established in 1957 with annexation of the Sundt's Industrial Area Subdivision. Ninety-two acres were annexed. NM 422 passed through the eastern portion of the subdivision, and was later replaced by US I-25. The subject site is a portion of Tract E, which has been further subdivided on multiple occasions. There is no further documented zoning history for this property.

The only recent land use request in the area surrounding the subject site is a request for a variance for sign height for the hotel on the north side of Candelaria, which occurred in 2001.

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 LRRS designates Candelaria Rd. as an urban principal arterial. Edith Blvd. is designated as an urban minor arterial.

The Comprehensive Plan's Centers and Corridors Concept designates I-25 and 2nd Street as Express Corridors. Express Corridors are limited access roadways that emphasize automobile mobility.

Candelaria Rd. has a Commuter Bus route service with a bus stop approximately 425-feet from the subject site. There is an existing bicycle lane along Candelaria that connects to the North Diversion Trail. Other bicycle facilities are proposed in the area.

Public Facilities/Community Services

There are several public parks located approximately one-mile from the subject site. There are a number of public service organizations in the near vicinity, as mentioned in the Context section above. For more specific information, refer to the Public Facilities Map.

III. ANALYSIS

Albuquerque Comprehensive Zoning Code

The current zoning is M-2 Heavy Manufacturing which provides suitable sites for nearly all industrial uses, including M-1 uses, smelting, foundry, heavy boiler, salvage, and manufacturing (§14-16-2-21). The former use of the site as a truck wash, which is permissive in the M-2 zone, will re-open after the site improvements are complete.

The proposed zoning is SU-1 for M-2 & Transit Facility. All of the permissive and conditional uses described in the M-2 zoning district would be allowed, with the addition of Transit Facility as a new use. Transit Facilities are among the uses that are specifically listed in the SU-1 zoning district, therefore this use must be governed by the SU-1 zone. The SU-1 Special Use zone is appropriate for uses that 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." Therefore, a site plan is required that specifies the use and design of the site. In the future, if another M-2 use is proposed at the site, amended site development plan must be approved.

Definitions

TRANSIT FACILITIES. The following uses, if conducted off the public right-of-way: bus passenger terminal, bus maintenance facility, transit transfer center, and park-and-ride joint-use facilities.

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

The applicant provided justification for the proposed zone change in the application submitted on February 24, 2011 and in a supplemental Memo submitted on March 9, 2011.

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.

This proposed Zone Change will contribute to the health, safety, and welfare of the neighborhood, community, and city by allowing a bus terminal to be built in a more appropriate

location than its present one, and by fitting into a heavy-commercial/industrial area along the I-25 Transportation Corridor.

- *The positive effect on the environment will be that of removing bus traffic, noise, and fumes from a site that abuts residential and educational uses, to a site on the South Frontage Road of I-25. Some traffic noise and fumes will come with a Bus Terminal, but are expected to be no greater than those from the previous use of the building (detail and repair of large trucks). The Bus Terminal will handle only six buses per day, and expansion of the schedule is expected to be minimal.*
- *The positive effect on roadways will be that of removing some bus traffic from West Central and Rio Grande Blvd. to I-40. The addition of bus traffic to the new site will have minimum adverse effect, as it is currently a commercial/industrial area.*
- *The positive effect on Manzano Day School will be considerable, as the next-door bus traffic will be removed.*
- *There will be little or no effect on public facilities, parks, fire or police facilities. There are no public facilities or parks nearby, and the use would not change the demands on the Fire Department from those of the previous business. The Police Department may have increased calls to a Bus Terminal, but these should be balanced by the decrease in calls to the previous location near Old Town.*
- *There will be no effect on drainage facilities, as there is no change in the building footprint, grading or pervious area.*

Staff agrees. This business is currently operating in a location that has been identified as inappropriate by the community and specifically identified as problematic in the 2011 Downtown Neighborhood Association Sector Development Plan Update (which has not yet been adopted at this time). The new location is more appropriately sited along the I-25 frontage road in an industrial area, as proposed in this request.

The proposed zone change will remain consistent with adjacent properties, with the addition of a new use that is also appropriate in this zone. The proposed change is not likely to have a significant adverse impact on the welfare of area 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.

This request allows M-2 zoning, but asks for "transit facility" to be added as a Permissive Use. "Truck Terminal," is a Conditional Use in M-2, and is very similar, but involves loading and unloading of trucks, instead of buses.

The existing vacant building is an eyesore and a hazard. It is not in good repair and has become a haven for pigeons and transients. The proposed adaptive re-use will change the building into a safer, more productive entity, providing a service to the traveling public.

The stability of land use and zoning is maintained, because this new use is similar to the previous one, and will not add to noise, traffic or light pollution of the previous use of Truck Repair and Detailing.

Staff agrees. The applicant is requesting a new use that is only allowed in the SU-1 zone. The request maintains the permissive and conditional uses allowed in the M-2 zone, and adds transit facility. The subject site is a suitable location for this use, and it will redevelop a currently under-used property. The proposed zoning and land uses are compatible with surrounding zoning and land uses. Therefore, this zone change will not negatively impact the stability of land use or zoning.

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

Albuquerque / Bernalillo County Comprehensive Plan

The subject site is located in the area designated Central Urban by the Comprehensive Plan with a Goal to “promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.

The applicant has cited the following policies to justify the request:

The Goal of Developing and Established Areas, II.5., “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.”

The Goal of “perpetuating the tradition of identifiable, individual, but integrated communities” is partially met by removing a disruptive use from the West Central/Old Town area, to the more appropriate transportation corridor of I-25. The addition of a Bus Terminal at the corner of Candelaria and Pan American Freeway will not change the character of the existing heavy commercial/industrial area.

Staff agrees that this is a more appropriate site for this business location than the residential area it is currently located in. More significantly, this use is suitable for the M-2 area where it is proposed to be relocated. This request furthers Goal II.5.

Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

This project is a Bus Terminal, which is an urban land use. The site is not appropriate for dwelling units because of its proximity to the I-25 frontage Road (Pan American Freeway).

Staff agrees that this zone change will allow the subject site, and the city as a whole, to have a full range of urban land uses. The request is consistent with Policy II.B.5.a.

Policy II.B.5.c: Where needed to guide more detailed planning, major portions of the Established Urban Area and Developing Urban Area and adjacent Plan map areas shall be formed into districts for rank two area planning which should use the following process:

- Determine boundaries for each area plan based upon design character, social and cultural identity, and visual and environmental features.
- Determine content of each area plan based upon needs analysis, including but not limited to characteristics, conditions, trends and opportunities in land use, the built and visual environment, and social and economic environment.
- Determine development potential of each plan area in keeping with density objectives of the Comprehensive Plan.
- Determine activity center appropriateness and character for each area in coordination with the area-wide Activity Centers implementation planning program

This site is on the east boundary of the North Valley Area Plan. It is east of the historic floodplain, which defines the "Valley." The I-25 corridor is shown as the eastern boundary of the North Valley Area Plan, but has none of the characteristics of the north Valley.

Staff finds this policy is not particularly relevant to the request. The subject site is within a rank two planning area, and is generally consistent with the goals and objectives of the plan.

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

This Project respects the existing neighborhood because it creates a use (Bus Terminal) that is no more intense than the previous use (truck detail and repair). The character of the use is also consistent with other properties in the area.

Staff agrees. The site plan respects existing social, cultural, and environmental resources, and the new use will have a minimal impact on the existing neighborhood. The zone change request furthers Policy II.B.5.d. There are a number of unresolved transportation-related issues which may have a negative impact on the carrying capacity of the local road system. The City Engineer has requested a deferral of the Site Development Plan for Building Permit to allow the applicant time to satisfactorily resolve these concerns.

Policy II.B.5.e: 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.

This Project is a re-use of a vacant building in an established urban area.

Staff agrees. This is an infill project that is served by existing urban facilities and services. There will be no adverse effect on existing neighborhoods because the proposed use is separate from residential neighborhoods and it is consistent with existing zoning and land uses. The request furthers Policy II.B.5.e.

Policy II.B.5.i: 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.

This project is in line with Policy I, which dictates that the adverse effects of noise, lighting, pollution, and traffic of service uses be minimized in residential areas. The existing bus terminal will move from its West Central location, abutting residential and educational uses.

Staff agrees that the proposed zone change will allow this business to relocate to a more appropriate location, away from the residential land uses in Old Town. The new land use is proposed in an existing industrial area, which is sited away from residential areas. Therefore, its location will minimize adverse effects on residential environments. The request furthers Policy II.B.5.i.

Policy II.B.5.j:

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 free-standing retailing and contiguous storefronts along streets in older neighborhoods

This Project complies with Policy J in that a Heavy Commercial SU-1 Use is going into an area of M-2 Zoning and is appropriate for the area.

The request is for a new service use in an existing manufacturing area, with existing non-residential zoning. The particular use is suited for a more heavy industrial area than general commercial, which is appropriate in the areas listed above. The request is consistent with Policy II.B.5.j.

Policy II.B.5.k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

This Policy does not apply because there are no established Residential Neighborhoods nearby.

Staff finds the proposed location adjacent to arterial streets and an Express Corridor is appropriate for the land use. This request has no anticipated impacts to established residential neighborhoods. The zone change request is consistent with Policy II.B.5.k. The Site Development Plan for Building Permit has outstanding issues to be resolved in order to minimize harmful impacts on traffic in the area and improve safety.

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

This Policy is consistent with this Project, which employs an "Industrial" design appropriate to the location.

Staff agrees that this design is appropriate to the Plan area. It is an adaptive re-use of a building with façade improvements and additional landscaping. The request is consistent with Policy II.B.5.l.

Policy II.B.5.m: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged

The Project is along the frontage road of I-25. There is no vista available. Additional Landscaping has been added.

Staff agrees. The proposed site improvements will improve the visual environment along the frontage road. The request is consistent with Policy II.B.5.m.

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

This Project is an adaptive re-use of a vacant building in an existing Heavy Commercial / Industrial Area.

Staff agrees. The request furthers Policy II.B.5.o.

North Valley Area Plan (Rank II)

The North Valley Area Plan was adopted in 1993. The Plan generally encompasses the 28.5 square mile area south of the Bernalillo/Sandoval County line, north of Interstate 40, west of Interstate 25 and east of the Rio Grande. Of the total area, 4.01 square miles are within the corporate limits of the Village of Los Ranchos de Albuquerque and are not subject to the NVAP. Of the remaining area, 14.38 square miles are in the City of Albuquerque and 10.15 square miles are in unincorporated Bernalillo County. Specific boundaries (as of 1993) are shown on page 24 of the Plan.

The NVAP establishes twelve overarching Goals (p. 5-6) and sets forth policies regarding land use and zoning for the area. Other policies provide guidance on air quality, wastewater, drainage, transportation, housing, village centers, community design, agriculture and rural character and implementation. The following Goal and policies were cited by the applicant as applicable to the request:

Land Use Goal 2.d is to "preserve and enhance the environmental quality of the North Valley Area by reducing noise level impacts." (p. 5).

Reduce noise level impacts. This project removes bus noise from areas adjacent to residential and educational uses, to the transportation corridor of I-25.

The request proposes to relocate a business from the Downtown Area to a more appropriate location within the North Valley Area. This will reduce impacts on residential environments and site the use within an existing industrial/manufacturing area. Staff finds that this request is consistent with NVAP Land Use Goal 2.d.

Land Use Goal 6 is to “encourage quality commercial/industrial development and redevelopment in response to area needs in already developed established commercial industrial zones and areas. To discourage future commercial/industrial development on lots not already zoned commercial/industrial.” (p. 6).

Develop Commercial/Industrial uses in already-developed commercial zones and areas. This property is currently zoned M-2.

Staff agrees. The subject site is already zoned M-2, which allows commercial, industrial and manufacturing land uses. The subdivision is fully developed as commercial and industrial land uses. This request furthers Land Use Goal 6 by providing industrial redevelopment in an appropriate location. The redevelopment of this site will improve the aesthetics and the vitality in the area.

Land Use Goal 11 is to “locate commercial and industrial development within the I-25 corridor, and selected areas along the I-40 corridor, especially as an alternative to extensive lower valley commercial/industrial development.” (p. 6).

Locate commercial and industrial development within the I-25 corridor, especially as an alternative to extensive lower valley commercial/industrial development. This project matches this goal.

Staff agrees. The subject site is within the I-25 corridor, and is a redevelopment opportunity for existing industrial property. This request furthers Land Use Goal 11.

Transportation Goal 2 is to “actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel” (p. 12).

The City/County shall limit light industrial/heavy-commercial traffic through residential areas. This project will not impact any residential area.

Staff finds that this request is consistent with Transportation Goal 2. Relocating the business closer to I-25 reduces the amount of bus traffic through the city. Additionally, the business itself encourages inter-state transit, instead of individual vehicular travel.

- 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.

This change is advantageous to the community, because it will allow the adaptive-reuse of a vacant building for a Bus Terminal, which will have a minimum impact on the neighboring area, as the previous use was large truck repair. Indeed, the current bus terminal on West Central, which abuts residential and educational uses, will be removed from that location. (CHP Policy I; NVAP Goal 2.d, 6, 11; Transportation Policy 2.)

This explanation relies on the "more advantageous to the community" justification of the zone change. The relocation of the business to a more appropriate location is more advantageous to the community and the city. The subject site will be upgraded, and a compatible land use is proposed. Staff agrees with this justification, as supported by the goals and policies cited in Section C.

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

The Permissive Uses to be allowed under the zone change are M-2, which is the current zoning, and Transit Facility, which will allow a Bus Terminal. The Bus Terminal, with six buses per day, will cause no more noise, pollution, or traffic congestion than the previous use of truck repair.

Staff agrees. The permissive uses in this zone change request are generally of the same intensity as the remainder of the block, which is also M-2. M-2 is the highest intensity of land use available. The zone requested will allow both permissive and conditional uses to be applied at the subject site. Any change to the land use would require an amended site development plan to be approved. The approval process will ensure that the community is protected from new, more intense uses occurring on the site without public review.

- 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.

This project will result in no un-programmed capital expense for the city, as no new City infrastructure is involved.

Staff agrees that this zone change request would not result in unprogrammed capital expenditures by the City.

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

Cost of land and other financial benefit to the Owner are not the reason for the zone change request. The ability to have the Bus Terminal on a larger site, and the ease of getting buses from the terminal to I-25 is the primary reason for this new facility. The determining factor for

approving the zone change is the appropriateness of the Bus Terminal on this site, especially considering the inappropriateness of the existing location of West Central.

Staff agrees. *Staff finds that the proposed land use itself is the determining factor for the zone change request, because a zone change is required for this particular land use, regardless of its location.*

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

Does not apply, because this Project is not trying to justify apartments, office or commercial zoning. This site is M-2 zoning.

The site's location is a major factor but it is not the only factor. The site's location in an industrial area is more salient to the zone change request than its location on a collector or major street.

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

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

This request is a "spot zone", as it expands the permissive use of the existing M-2 zoning of a particular site, by allowing the construction of a bus terminal in a zone that already allows a truck terminal as a conditional use. Because the Bus Station is compatible with M-2 uses, and will not contribute more traffic noise, or light pollution than the previous use, this request is consistent with The Comprehensive Plan and the north Valley Area Plan.

This project is consistent with the Comprehensive Plan and the North Valley Area Plan, in that it removes an inappropriate use from West Central, and re-uses a vacant building with a very appropriate use along the I-25 transportation corridor, without adverse impact to its new neighbors.

Staff agrees. *The request facilitates realization of the Comprehensive Plan, via the Zoning Code, by designating the correct zoning district for this existing business in a new, more appropriate location. Relocating the business in an industrial area, as proposed, will also facilitate implementation of aspects of the draft Downtown Neighborhood Association Sector Plan Update.*

-
- 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.

This project is consistent with the Comprehensive Plan and the North Valley Area Plan, in that it removes an inappropriate use from West Central, and re-uses a vacant building with a very appropriate use along the I-25 transportation corridor, without adverse impact to its new neighbors. This Project is not a Strip Zone because it only consists of one piece of property.

The request will not create "strip zoning." It is essentially the same as the surrounding block, with one new use added.

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

The applicant is requesting a zone change and approval of a Site Development Plan for Building Permit. Both are required because Transit Facilities are designated as a Special Use that must be governed by an approved Site Development Plan. The applicant proposes an adaptive reuse of an existing truck repair garage to be used as the bus terminal. The exterior modifications include relocating garage doors, windows, and entrances; painting portions of the building; and adding two building-mounted signs. One new free-standing sign is also proposed. The existing truck wash is not currently operating, but it is proposed to re-open after site improvements are completed.

§14-16-3-11 of the Zoning Code states, "...Site Development Plans are expected to meet the requirements of adopted city policies and procedures." As such, staff has reviewed the attached site development plan for conformance with applicable goals and policies of the Comprehensive Plan, and the North Valley Area Plan.

APPLICABLE ORDINANCES, PLANS AND POLICIES FOR SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Please refer to the section "Analysis of Applicant's Justification," Section C, beginning on Page 5 for an analysis of applicable plans and policies from the Comprehensive Plan and the North Valley Area Plan.

Site Plan Layout / Configuration

The proposed site plan layout is an adaptive re-use of an existing structure at the subject site. The site development plan divides the subject site into two main use areas – the portion to the

north will remain as a truck wash, and the portion to the south will become the bus transit facility. Both uses are owned and operated by the same company.

Additions to the site include new fencing for access control, a new free-standing sign, and landscaping. The existing building is compatible with other structures in the area, which generally have minimal articulation. This block of Candelaria Rd. has a number of metal buildings. The subject site has a F.A.R. of 0.16:1 and a total lot area of 87,556 SF.

In the M-2 zone, setbacks are as regulated in the O-1 zone, which requires a minimum setback of 5-feet from the front and corners, and 11-feet from the public right-of-way. This development proposes setbacks to be 83'-7" from the front, and 12'-7" from the side, and 76'-6" from the rear property line. A landscaped buffer is only provided on the south side of the property. This buffer also serves to transition to a lower grade and as a drainage basin.

The truck wash use consists of six washing bays, one office/storage room located between the bays, and one truck bay obstructed by the proposed refuse enclosure. There are two freestanding vacuum stations located to the east of the truck wash bays, which are not noted on the Site Plan. The trucks access the site from Pan American Freeway, and exit onto Candelaria Rd. There are no signs or pavement markings proposed to control the direction of traffic. It is likely that customers will access the site from both major streets, which could potentially cause traffic conflicts. There is no designated parking for the truck wash.

The proposed transit facility has 11 customer parking spaces provided, with one motorcycle space and 4 bicycle spaces. Customer ingress and egress is provided from Pan American Freeway. The buses and employees will access the site from Candelaria Rd. The applicant does not desire pedestrian or vehicular access for customers from Candelaria. However, there is nothing proposed that would prohibit customers from accessing the site via Candelaria. There are 7 employee parking spaces that are secured spaces behind the building. There is a bus loading bay adjacent to the bus terminal. After loading passengers, the bus will exit the site onto Candelaria.

There are six minor technical deficiencies with the Site Development Plan:

1. The existing zoning is shown, instead of the requested zoning designation.
2. The north arrow is pointing east.
3. It is unclear if pavement markings are proposed.
4. The property lines shown appear to include the two parcels to the north, which are not a part of this request.
5. Two existing truck wash vacuum stations and bollards on the east side of the truck wash are not shown on the site plan. There is additional utility infrastructure on the west side of the truck wash that is not shown on the site plan.
6. The truck turning templates shown adjacent to Candelaria Rd. have numbers that are not displayed correctly. They are shown as mirror images of the numbers.

Staff recommends these site plan clarifications as a condition of approval.

Public Outdoor Space

There are no requirements for public outdoor space in the M-2 zoning district (§14-16-2-21), and none is provided. Staff recommends providing some outdoor seating for customers, if none is provided inside the building.

Vehicular Access and Circulation

As mentioned above, the bus terminal portion of the subject site has public parking in the front, accessed by Pan American Freeway, and employee parking and bus service located to the rear, accessed by Candelaria Rd. There is no signage proposed that restricts customer or pedestrian access from Candelaria. The truck wash has ingress from Pan American Freeway and egress to Candelaria Rd. The proposed circulation modifies access to the truck wash to be one way, entering from Pan American Freeway and exiting onto Candelaria Rd.

Previously, there were two right-in, right-out access points from Pan American Freeway. The request seeks to provide two turning lanes into the site from the north entrance, and one egress lane at the south. NMDOT has not reviewed or approved this circulation proposal.

A State Highway Access Permit with the New Mexico Department of Transportation (NMDOT) is required for the driveways on Pan American Freeway. Their design and specification is governed by the NMDOT. The applicant must work with NMDOT for approval of the proposed ingress and egress design prior to Site Plan approval. The City Engineer has recommended a deferral for the Site Development Plan for Building Permit to allow the applicant more time to resolve the outstanding issues and agency coordination.

There is no signage controlling access to the site. Staff finds that the proposed access to both businesses is irregular, and may cause confusion to customers. The City Engineer has recommended a condition of approval for the applicant to provide the truck turning templates on the site plan.

Parking

Zoning Enforcement has indicated that this use is classified as service. According to the Off-Street Parking Regulations, parking for service uses is required to be "one space per 200 square feet for the first 15,000 square feet of net leasable area..." This would require 29 spaces for the subject site, with the 10% transit reduction applied. However, in the SU-1 zone, "Off-street parking shall be provided as required by the Planning Commission," per § 14-16-2-22(C). There are 18 parking spaces provided.

The applicant has explained that there will be no long-term parking available for bus passengers. Typically, passengers are dropped-off or some may use public transit. Therefore, there is not much parking demand for this business. At the current location, there is no off-street parking provided. Similarly, the truck wash use would not typically need parking due to the nature of the service provided. Staff supports the request for a reduced amount of parking, as shown on the Site Plan for Building Permit.

Pedestrian and Bicycle Access and Circulation, Transit Access

There is no pedestrian or bicycle access provided in the Site Plan for Building Permit. Pedestrians would access the site directly from their vehicle into the existing building. There is a bus stop located on Candelaria Rd. 425-feet from the subject site. Pedestrians or bicyclists would likely access the bus terminal from the frontage road or along the service entrance from Candelaria. The applicant has indicated that the overwhelming majority of customers have luggage and are dropped-off at the bus terminal. Therefore, pedestrian access from the public right-of-way is not something that would likely be used by this particular business. Staff finds that the applicant has provided sufficient justification for not providing separated pedestrian access to the site.

Walls/Fences

The site has an existing retaining wall, south of the building, and a wireless transmission facility wall enclosure CMU wall that is 6-feet tall. The retaining wall is not dimensioned or detailed. Staff was unable to access this portion of the site to further investigate. The site also has 6-foot high chain-link fences along the adjacent property lines to the north and the west. There is a temporary chain-link fence around the truck wash bays and existing building.

The applicant proposes a new 3-feet high chain-link fence along the NMDOT right-of-way and a 6-feet high chain-link fence that encloses the rear of the bus terminal. There are two rolling gates at the rear of the subject site to secure the bus terminal.

Lighting and Security

The only lighting proposed for the site is building-mounted lighting. There is lighting on the existing billboard sign and on the proposed free-standing sign. There are two existing pole lights that are not shown on the site plans. They appear to be approximately 12-14-feet in height. Staff recommends that these be shown on the Site Plan.

Landscaping

There are two proposed landscaping areas and one drainage ponding area along the south side of the subject site. They provide an adequate buffer to the business park to the south. The 3,200 SF ponding area has established vegetation. The two new landscaping areas are 2,200 SF combined. The landscape calculations shown are incorrect. The existing building area is 13,641 SF, inclusive of the truck washing bays. The net lot area is 65,375 SF. There is no buffer provided between the properties to the north and the west. The landscaping plan lacks topography lines.

The landscaping regulations are as determined by the EPC. The General Regulations for Landscaping, §14-16-3-10, are not triggered because a building addition is not proposed. For reference, the landscaping regulations require 15% of the net lot area to be landscaped, which would be 9,806 SF. The applicant has provided 4,860 SF of landscaped area. The southeastern planting area does not have the minimum 75% coverage in vegetative groundcover. There are no buffers along the other property boundaries or along the road right-of-way.

Grading, Drainage, Utility Plans

The existing grading and drainage patterns will not be altered.

The site has existing underground and aboveground utility lines, which are shown on the Site Development Plan for Building Permit. There is also a 5-foot wide utility line easement for a PNM transmission line along the southern edge of the property. PNM has provided three conditions of approval which require the applicant to determine the location of existing easements, to abide by the conditions of those easements, and to provide adequate buffering around their facilities.

Architecture

The building architecture is an existing metal structure with a pitched roof. There are truck washing bays extending from the main building that are also constructed of metal panels. The metal screen walls are identified as 39' x 10'. However, staff believes that they are 18'-6" inches tall, based on the building elevations shown. In the middle of the truck washing bays is a brick structure, identified as "Existing Office & Storage for Truck Wash." This structure is two stories tall, approximately 18'-6".

The applicant is proposing to relocate several doors and windows. Replacement metal panels will be added in the voids. They are identified as "New Panels. Match Existing [color] as Close as Possible." New panels and trim are proposed along the building front. The existing building height is dimensioned as 23'-2". The maximum permitted height in the M-2 zone is 36-feet.

Signage

There are two existing free-standing signs on the subject site. One is an existing 300 SF off-premise sign that is located near Candelaria Rd. The height of this sign is unknown. The second free-standing sign is also an off-premise sign located near the center of the property. This is a 62-foot high billboard sign with 672 SF on each side.

The applicant proposes one new free-standing sign to identify the business. This one is located directly in front of one of the truck wash bays. It may be located in combination with the two existing vacuum stations, which are not shown on the plans. This proposed sign is 60-feet tall with 300 SF on each side. As shown, it is located 70-feet from the frontage road.

There are two new building mounted signs proposed for the bus terminal. They are internally illuminated panel signs of 80 SF each. The truck wash has an existing building mounted sign which is not shown on the Site Development Plan for Building Permit. Staff recommends including this sign in the plans as a condition of approval. Permits are required for the three new signs.

The City Engineer has indicated that the applicant needs to provide signage to inform circulation. This may include on and off-site advance and directional signage. Staff recommends this as a condition of approval.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

Zoning Enforcement commented that the minimum parking requirements and landscaping plan elements were deficient. Staff recommends EPC approval of a reduced amount of parking for

this site development plan. A recommended condition is for the applicant to include all elements of a landscaping plan as identified in the Zoning Code.

The Public Service Company of New Mexico requires three conditions of approval: to identify existing utility easements and abide by the conditions of those, to consult with PNM regarding any encroachment into PNM right-of-way, and to provide adequate space around PNM utility poles and service areas for maintenance.

The New Mexico Department of Transportation has provided comments that they will only allow two access points from Pan American Freeway. NMDOT will also require a deceleration lane and curb and gutter in the right-of-way for the proposed site layout. There is a schematic design of the NMDOT's comments attached to the staff report. NMDOT has not yet reviewed the latest version of the site plan for building permit, which is included with this staff report.

The City Engineer has recommended a 60-day deferral for the Site Development Plan for Building Permit. This request was made in order to give the applicant additional time to resolve the outstanding transportation related concerns. Prior to approval of this site plan, the applicant must provide documentation from NMDOT that the proposed circulation and driveway modifications are satisfactory. Further, the applicant has not provided sufficient information regarding semi-truck turning templates. The City Engineer needs this information in order to comment on the proposed plan, and to evaluate potential adverse impacts on adjacent local roads. The applicant has also not provided a signage and pavement marking plan, which is also required in order to demonstrate that the site will function safely. The applicant coordinated with Staff to make improvements and changes to the site plan, but has not made sufficient progress to demonstrate that the proposed layout will meet standard traffic engineering requirements.

Neighborhood/Public

This property does not fall within any Neighborhood Association or Coalition boundaries. No facilitated meeting was requested, and at the time of the staff report publication, there were no letters in support of or opposition to this request.

V. CONCLUSION

The dual request for a zone map amendment and a Site Development Plan for Building Permit is for Tract E-2, Sundt's Industrial Subdivision. The zone change is from M-2 Manufacturing to SU-1 for M-2 & Transit Facilities. The SU-1 zone is required for Transit Facilities so that potential impacts of this use can be mitigated through a site development plan. The request maintains consistency with the remainder of the area by referencing the M-2 zone, as regulated in the zoning code. The property will have the same permissive and conditional uses, with the addition of the transit facility as a permissive use.

The applicant is requesting a zone change and approval of a Site Development Plan for Building Permit. Both are required because Transit Facilities are designated as a Special Use that must be governed by an approved Site Development Plan. The applicant proposes an adaptive reuse of an existing truck repair garage to be used as the bus terminal. The exterior modifications include relocating garage doors, windows, and entrances; painting portions of the building; and adding two building-mounted signs. One new free-standing sign is also proposed. The existing truck wash is not currently operating, but it is proposed to re-open after site improvements are

completed. The City Engineer has requested a deferral for the Site Plan for Building Permit to allow the applicant more time to resolve access and circulation issues and agency consultation with NMDOT prior to approval.

The applicant has provided adequate justification for the zone change per R-270-1980 by demonstrating the request is consistent with a preponderance of applicable goals and policies in the Comprehensive Plan and the North Valley Area Plan. There is no known opposition.

Staff recommends approval of the Zone Map Amendment request for Tract E-2, Sundt's Industrial Subdivision, containing approximately 2 acres. Staff recommends deferral of the Site Development Plan for Building Permit until the applicant can more adequately resolve the outstanding transportation related issues.

FINDINGS – (1008695) (11EPC-40007) (April 14, 2011) (Zone Map Amendment)

1. The request is for a Zone Map Amendment to modify the zoning from M-2 Heavy Manufacturing to SU-1 for M-2 as regulated & Transit Facility for Tract E-2, Sundts Industrial Subdivision, located on Pan American Frontage Road South between Candelaria Rd. NE and Broadbent Pkwy. NE and containing approximately 2 acres.
2. The request is accompanied by a Site Development Plan for Building Permit (11EPC-40008), as required for a change to SU-1 zoning, per §14-16-2-22(A) of the Zoning Code.
3. The City Engineer has requested a 60-day deferral for the Site Plan for Building Permit so that the applicant may resolve outstanding transportation related issues and to complete agency coordination with NMDOT. The EPC may approve a zone change request if it is accompanied by an illustrative site development plan that meets the minimum requirements of a Site Plan for Subdivision, per § 14-16-2-22(A)(1), if there is a condition of approval that a site plan is approved within a specified period of time.
4. The Environmental Planning Commission (EPC) has decision-making authority for the zone change because the site is less than one block, per §14-16-4-1(C)(10) of the Zoning Code.
5. The subject site is in the Central Urban Area of the Comprehensive Plan and within the boundaries of the North Valley Area Plan.
6. The Albuquerque/Bernalillo County Comprehensive Plan, the North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
7. Pan American Freeway is designated as an Express Corridor and Candelaria Rd. as a Principal Arterial in the Comprehensive Plan. Pan American Freeway is an NMDOT facility.
8. The applicant provided an adequate justification for the zone change per R-270-1980.
 - A. The proposed SU-1 zone is consistent with the health, safety, morals and general welfare of the City. It will not have a significant additional negative impact on the environment, public facilities and services, and future development will be controlled through a site development plan. The proposed transit facility relocation may reduce burden on the local roadway network.

- B. Although distinct from adjoining zones, the request will not destabilize land use and zoning, because the zoning incorporates the underlying zoning and adds a new permissive use. The applicant provided an acceptable justification for the zone change.
- C. The zone change is consistent with the preponderance of relevant goals and policies in the Comprehensive Plan and the North Valley Area Plan as described below:
- i. The request supports the goal of “perpetuating the tradition of identifiable, individual, but integrated communities” both in the Downtown Area and the North Valley by allowing this business to relocate to a more appropriate location along a major transportation corridor. This furthers the Comprehensive Plan Goal II.B.5 and policy II.B.5.d because it preserves the unique characteristics of both neighborhoods, and it is consistent with existing social, cultural and environmental conditions.
 - ii. The zone change request will allow a full range of urban land uses by providing a suitable site for the existing transit service business to relocate. This furthers the Comprehensive Plan policy II.B.5.a.
 - iii. The request furthers Comprehensive Plan Policy II.B.5.e and o because it is an infill redevelopment that does not require any additional services or capital expenditure.
 - iv. The request allows an existing service use to be relocated to a more appropriate area, which will reduce adverse impacts to residential environments. This furthers the Comprehensive Plan policy II.B.5.i and j.
 - v. The zone change supports redevelopment in an industrial area, which furthers the North Valley Area Plan Land Use Goal 6 because it preserves the environmental quality of the Valley area by siting the business in a more appropriate location.
 - vi. This request furthers the North Valley Area Plan Land Use Goal 11 because it is located in the I-25 transportation corridor.
- D. The applicant has adequately justified the request by demonstrating that the requested zone change is more advantageous to the community, as demonstrated in Section C.
- E. The proposed SU-1 for M-2 & Transit Facility zone will not be harmful to adjacent properties, the neighborhood or the community. The requested zoning allows the relocation of a transit service business to a more appropriate location along the I-25 corridor.
- F. The request would not require unprogrammed capital expenditures by the City.
- G. The cost of land or other economic considerations pertaining to the applicant are not the determining factor for the zone change.

- H. The property's location on a major street is a factor for the request but is not the sole justification for the proposed zoning.
 - I. The proposed SU-1 "spot zone" is acceptable because it facilitates realization of the Comprehensive Plan and other applicable, adopted City plans, as discussed in Section C.
 - J. The proposed zone change would not result in strip commercial zoning.
9. There are no applicable neighborhood associations and there is no known opposition.

RECOMMENDATION – (1008695) (11EPC-40007) (April 14, 2011) (Zone Map Amendment)

APPROVAL of 11EPC-40007, a request for a Zone Map Amendment, for Tract E-2, Sundts Industrial Subdivision, based on the preceding Findings and subject to the following Condition.

CONDITIONS OF APPROVAL – (1008695) (11EPC-40007) (April 14, 2011) (Zone Map Amendment)

1. The Site Development Plan for Building Permit must be approved within the time period specified in § 14-16-4-1(C)(11) of this Zoning Code. If such requirements are not met within six months after the date final city approval is voted, the approval is void; however, the Planning Director may extend this time limit up to an additional six months.

FINDINGS – (1008695) (11EPC-40008) (April 14, 2011) (Site Development Plan for Building Permit)

1. The request is for a Site Development Plan for Building Permit for Tract E-2, Sundts Industrial Subdivision, located on Pan American Frontage Road South between Candelaria Rd. NE and Broadbent Pkwy. NE and containing approximately 2 acres.
2. The request is accompanied by a Zone Map Amendment request (11EPC-40007), to modify the zoning from M-2 Heavy Manufacturing to SU-1 for M-2 & Transit Facility.
3. The subject site is in the Central Urban Area of the Comprehensive Plan and within the boundaries of the North Valley Area Plan.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. Pan American Frontage Road is designated as an Express Corridor and Candelaria Rd. as a Principal Arterial in the Comprehensive Plan.
6. The Site Development Plan for Building Permit furthers the preponderance of applicable goals and policies of the Comprehensive Plan and the North Valley Area Plan as described below:
 - A. The request supports the goal of “perpetuating the tradition of identifiable, individual, but integrated communities” both in the Downtown Area and the North Valley by allowing this business to relocate to a more appropriate location along a major transportation corridor. This furthers the Comprehensive Plan Goal II.B.5 and policy II.B.5.d because it preserves the unique characteristics of both neighborhoods, and it is consistent with existing social, cultural and environmental conditions.
 - B. The request furthers Comprehensive Plan Policy II.B.5.e and o because it is an infill redevelopment that does not require any additional services or capital expenditure.
 - C. The request allows an existing service use to be relocated to a more appropriate area, which will reduce adverse impacts to residential environments. This furthers the Comprehensive Plan policy II.B.5.i and j.
 - D. This request furthers the North Valley Area Plan Land Use Goal 11 because it is located in the I-25 transportation corridor.
7. The parking provided is deficient according to the Zoning Code requirements by 11 parking spaces. Because there is no long-term parking provided, the majority of bus terminal customers

will be dropped-off. The only parking needed for the truck wash is provided within the washing bays. Therefore, the parking deficit is not unreasonable.

8. The submittal does not contain all the elements required of a landscape plan as identified in the Zoning Code. Since no additions are being made to the site, landscaping regulations will be as determined by the EPC. Once a determination has been made, a landscaping plan should be submitted to reflect what was approved by the Planning Commission.

9. The submittal has not adequately resolved a number of outstanding transportation, access and circulation related issues. The applicant has not satisfactorily completed consultation with NMDOT for the City to approve the proposed Site Development Plan for Subdivision. The City Engineer has requested a 60-day deferral for the applicant to resolve the outstanding issues.

10. There are no applicable neighborhood associations and there is no known opposition.

RECOMMENDATION – (1008695) (11EPC-40008) (April 14, 2011) (Site Development Plan for Building Permit)

DEFERRAL of 11EPC-40008, a request for Site Development Plan for Building Permit for Tract E-2, Sundts Industrial Subdivision, based on the preceding Findings.

***K. Carrie Barkhurst
Planner***

cc: William E Burk, 9617 La Playa NE, Albuquerque, NM 87111
El Paso Los Angeles Limousine Express, Inc., PO Box 1183, El Paso, TX, 79947

Attachments

- A. Site Photographs
- B. R-270-1980 (Adopting Policies for Zone Map Change Applications)
- C. Zoning Description, SU-1 §14-16-2-22

- D. Zoning Description, M-2 §14-16-2-21
- E. Transportation Department Request for deferral
- F. Application Form
- G. Transportation Impact Study Form
- H. Authorization Letter
- I. Memorandum from Applicant, received March 29, 2011
- J. Application Review Memo from Staff, March 17, 2010
- K. Memorandum from Applicant, received March 7, 2011
- L. Application Review Memo from Staff, March 2, 2010
- M. Supplemental Information from Applicant
- N. Neighborhood Contact Letter
- O. Site Plan Reductions

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

- ❖ The submittal should clarify if the SU-1 zone would allow permissive and conditional uses in the M-2 zone, or just permissive uses.
- ❖ The submittal does not contain all the elements required of a landscape plan as identified in the Zoning Code. Since no additions are being made to the site, landscaping regulations will be as determined by the EPC. Once a determination has been made, a landscaping plan should be submitted to reflect what was approved by the Planning Commission.
- ❖ Parking calculations would be based on service use as identified in the Parking Regulations.

Office of Neighborhood Coordination

Long Range Planning

The site is within the boundaries of the Central Urban area of the Comprehensive Plan and the North Valley Area Plan. There is not a Sector Development Plan for the area. The applicant does not reference any of these plans, nor the zone map change criteria and policies of R-270-1980 in the justification for this request. However, based on the existing zoning and land use in the area the proposed zone and use would seem compatible.

The SU-1 zone will give the public an opportunity to comment on any future development on the site.

CITY ENGINEER

Transportation Development Services

Reviewed, no comments for the Amendment to Zone Map.

Site Development –Building Permit:

1. Provide the classification, size and turning template exhibit for the design vehicle (bus and truck). Provide the truck turning template exhibit. The modified exhibit doesn't represent an appropriate turning templates, especially the bus backing into the parking stalls.
2. Advance and directional signage, to identify Bus and truck route at entrance and aisle, will be required for on and off site conditions.
3. Project fronts NMDOT ROW, coordination, approval and verification shall be provided prior to EPC approval.
4. The following conditions of approval regarding access to the frontage road shall be met, or otherwise as required by NMDOT:
 - a. Provide advanced signage per NMDOT to alert traffic of entrance and exit access.
 - b. Striping and signage is required to delineate ingress and egress traffic fronting Pan American Freeway.

-
- c. Provide a continuous chain link fence along the property line, except for at the locations of the driveways.
 - d. Provide a stop sign, 'No Left Turn' sign, 'Do not enter' and 'One Way' sign placed on the frontage road driving lanes at the transit facility egress.
5. 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).
 6. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 7. Site plan shall comply and be designed per DPM Standards.

Hydrology

The Hydrology section has no objection to the Zone Map Amendment.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Reviewed, and no 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 Site Plan for Building Permit Amendment shall include:

1. Provide the classification, size and turning template exhibit for the design vehicle (bus and truck). Provide the truck turning template exhibit. The modified exhibit doesn't represent an appropriate turning templates, especially the bus backing into the parking stalls.
2. Advance and directional signage, to identify Bus and truck route at entrance and aisle, will be required for on and off site conditions.
3. Project fronts NMDOT ROW, coordination, approval and verification shall be provided prior to EPC approval.
4. The following conditions of approval regarding access to the frontage road shall be met, or otherwise as required by NMDOT:
 - a. Provide advanced signage per NMDOT to alert traffic of entrance and exit access.

-
- b. Striping and signage is required to delineate ingress and egress traffic fronting Pan American Freeway.
 - c. Provide a continuous chain link fence along the property line, except for at the locations of the driveways.
 - d. Provide a stop sign, 'No Left Turn' sign, 'Do not enter' and 'One Way' sign placed on the frontage road driving lanes at the transit facility egress.
5. 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).
 6. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 7. Site plan shall comply and be designed per DPM Standards.

WATER UTILITY AUTHORITY

Utility Services

ABCWUA has no adverse comments on any of the EPC cases scheduled for April 14, 2011.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Reviewed, no objection. Request does not affect our facilities.

Open Space Division

Open Space has no adverse comments.

City Forester

POLICE DEPARTMENT/Planning

This project is in the APD's Valley Area Command.

No Crime Prevention of CPTED comments concerning the proposed Amendment to Zone Map request at this time. However, if on-site, long-term parking becomes part of the proposed property use, further consultation would be necessary.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Approved need to call for detail on refuse enclosure call 681-2766

FIRE DEPARTMENT/Planning

- 1) Premise ID (IFC 505) Please be aware of requirements for address identification.

TRANSIT DEPARTMENT

Project # 1008695 11 EPC-40007 AMNDT TO ZONE MAP (ESTB ZONING/ZONE CHG) 11EPC-40008 SITE DEVELOPMENT – BUILDG PRMT	Adjacent and nearby routes	Route #94, Unser Express commuter route, passes the site on Candelaria.
	Adjacent bus stops	Nearest bus stop located 425' west of the southwest property line serving the above-mentioned route in the eastbound direction.
	Site plan requirements	None.
	Large site TDM suggestions	N/A
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Sundt's Industrial Area, Lot E-2 is located on the Southwest Corner of Candelaria NE and Pan American Frwy. The owner of the above property requests an Amendment to Zone Map to allow for a zone change from M-2 to SU for M-2 and Transit Facility, and a Site Development Plan for Building Permit for the re-development of a truck repair facility into a Bus Terminal for El Paso Los Angeles Limousine Express, Inc. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

1. As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
2. An existing 115kV transmission line and an overhead distribution line are located along the southern lot boundary of the project site. As a condition, any proposed encroachment to existing rights-of-way must be reviewed by PNM for compliance with National Electric Safety Code (NESC) requirements, as well as PNM access for maintenance or future use included on the utility sheet. This includes any proposed changes to the existing grade, existing or proposed

signs, walls or fences, landscaping, lighting, access, parking and driveway. The proposed tree selection on the Landscaping sheet within the electric transmission right-of-way should be replaced with a shorter tree selection in order to ensure sufficient safety clearances.

3. Screening should be designed to allow for access to utility facilities. As a condition, all screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Please refer to the PNM Electric Service Guide for specifications.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

In reference to the proposed development that is adjacent to the I-25 Frontage Road (west side) just south of Candelaria Rd., attached are the NMDOT comments on the site plan. It was determined that the property will be allowed one access point for ingress and egress.

** See attached diagram on the following page. Note that the layout that NMDOT has reviewed is different from the one included with this staff report.*



City of Albuquerque
Planning Department
Urban Design & Development Division
P.O. Box 1293
Albuquerque, New Mexico 87103

Date: April 14, 2011

OFFICIAL NOTIFICATION OF DECISION

FILE: Project # 1008695
11EPC-40007 AMNDT TO ZONE MAP (ZONE
CHANGE)
11EPC-40008 SITE DEVELOPMENT –
BUILDING PRMT

El Paso Los Angeles Limousine Express Inc.
P.O. Box 1183
El Paso, TX 79947

LEGAL DESCRIPTION:

Bill Burk Third Architect, agent for El Paso Los Angeles Limousine Express Inc., requests the above actions for all or a portion of Tract E-2, Sundts Industrial Area, zoned M-2 to be changed to SU-1/M-2 & Transit Facility, located on southwest corner of Candelaria NE and Pan American Frwy containing approximately 2 acres. (H-15) Carrie Barkhurst, Staff Planner

On April 14, 2011 the Environmental Planning Commission voted to APPROVE Project #1008695 / 11EPC-40007, a request for an Amendment to the Zone Map (Zone Change), and APPROVE Project #1008695 / 11EPC-40008, a request for Site Development for Building Permit, based on the following Findings and subject to the following Conditions:

FINDINGS – (1008695) (11EPC-40007) (April 14, 2011) (Zone Map Amendment)

1. The request is for a Zone Map Amendment to modify the zoning from M-2 Heavy Manufacturing to SU-1/M-2 & Transit Facility for Tract E-2, Sundts Industrial Subdivision, located on Pan American Frontage Road South between Candelaria Rd. NE and Broadbent Pkwy. NE and containing approximately 2 acres.
2. The request is accompanied by a Site Development Plan for Building Permit (11EPC-40008), as required for a change to SU-1 zoning, per §14-16-2-22(A) of the Zoning Code.

3. The City Engineer has requested a 60-day deferral for the Site Plan for Building Permit so that the applicant may resolve outstanding transportation related issues and to complete agency coordination with NMDOT. The EPC may approve a zone change request if it is accompanied by an illustrative site development plan that meets the minimum requirements of a Site Plan for Subdivision, per § 14-16-2-22(A)(1), if there is a condition of approval that a site plan is approved within a specified period of time.
4. The Environmental Planning Commission (EPC) has decision-making authority for the zone change because the site is less than one block, per §14-16-4-1(C)(10) of the Zoning Code.
5. The subject site is in the Central Urban Area of the Comprehensive Plan and within the boundaries of the North Valley Area Plan.
6. The Albuquerque/Bernalillo County Comprehensive Plan, the North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
7. Pan American Freeway is designated as an Express Corridor and Candelaria Rd. as a Principal Arterial in the Comprehensive Plan. Pan American Freeway is an NMDOT facility.
8. The applicant provided an adequate justification for the zone change per R-270-1980.
 - A. The proposed SU-1 zone is consistent with the health, safety, morals and general welfare of the City. It will not have a significant additional negative impact on the environment, public facilities and services, and future development will be controlled through a site development plan. The proposed transit facility relocation may reduce burden on the local roadway network.
 - B. Although distinct from adjoining zones, the request will not destabilize land use and zoning, because the zoning incorporates the underlying zoning and adds a new permissive use. The applicant provided an acceptable justification for the zone change.
 - C. The zone change is consistent with the preponderance of relevant goals and policies in the Comprehensive Plan and the North Valley Area Plan as described below:
 - i. The request supports the goal of “perpetuating the tradition of identifiable, individual, but integrated communities” both in the Downtown Area and the North Valley by allowing this business to relocate to a more appropriate location along a major transportation corridor. This furthers the Comprehensive Plan Goal II.B.5 and policy II.B.5.d because it preserves the unique characteristics of both neighborhoods, and it is consistent with existing social, cultural and environmental conditions.

- ii. The zone change request will allow a full range of urban land uses by providing a suitable site for the existing transit service business to relocate. This furthers the Comprehensive Plan policy II.B.5.a.
 - iii. The request furthers Comprehensive Plan Policy II.B.5.e and o because it is an infill redevelopment that does not require any additional services or capital expenditure.
 - iv. The request allows an existing service use to be relocated to a more appropriate area, which will reduce adverse impacts to residential environments. This furthers the Comprehensive Plan policy II.B.5.i and j.
 - v. The zone change supports redevelopment in an industrial area, which furthers the North Valley Area Plan Land Use Goal 6 because it preserves the environmental quality of the Valley area by siting the business in a more appropriate location.
 - vi. This request furthers the North Valley Area Plan Land Use Goal 11 because it is located in the I-25 transportation corridor.
- D. The applicant has adequately justified the request by demonstrating that the requested zone change is more advantageous to the community, as demonstrated in Section C.
- E. The proposed SU-1 for M-2 & Transit Facility zone will not be harmful to adjacent properties, the neighborhood or the community. The requested zoning allows the relocation of a transit service business to a more appropriate location along the I-25 corridor.
- F. The request would not require unprogrammed capital expenditures by the City.
- G. The cost of land or other economic considerations pertaining to the applicant are not the determining factor for the zone change.
- H. The property's location on a major street is a factor for the request but is not the sole justification for the proposed zoning.
- I. The proposed SU-1 "spot zone" is acceptable because it facilitates realization of the Comprehensive Plan and other applicable, adopted City plans, as discussed in Section C.
- J. The proposed zone change would not result in strip commercial zoning.

9. There are no applicable neighborhood associations and there is no known opposition.

CONDITIONS OF APPROVAL – (1008695) (11EPC-40007) (April 14, 2011) (Zone Map Amendment)

1. The Site Development Plan for Building Permit must be approved within the time period specified in § 14-16-4-1(C)(11) of this Zoning Code. If such requirements are not met within

six months after the date final city approval is voted, the approval is void; however, the Planning Director may extend this time limit up to an additional six months.

FINDINGS – (1008695) (11EPC-40008) (April 14, 2011) (Site Development Plan for Building Permit)

1. The request is for a Site Development Plan for Building Permit for Tract E-2, Sundts Industrial Subdivision, located on Pan American Frontage Road South between Candelaria Rd. NE and Broadbent Pkwy. NE and containing approximately 2 acres.
2. The request is accompanied by a Zone Map Amendment request (11EPC-40007), to modify the zoning from M-2 Heavy Manufacturing to SU-1 for M-2 & Transit Facility.
3. The subject site is in the Central Urban Area of the Comprehensive Plan and within the boundaries of the North Valley Area Plan.
4. The Albuquerque/Bernalillo County Comprehensive Plan, the North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. Pan American Frontage Road is designated as an Express Corridor and Candelaria Rd. as a Principal Arterial in the Comprehensive Plan.
6. The Site Development Plan for Building Permit furthers the preponderance of applicable goals and policies of the Comprehensive Plan and the North Valley Area Plan as described below:
 - A. The request supports the goal of “perpetuating the tradition of identifiable, individual, but integrated communities” both in the Downtown Area and the North Valley by allowing this business to relocate to a more appropriate location along a major transportation corridor. This furthers the Comprehensive Plan Goal II.B.5 and policy II.B.5.d because it preserves the unique characteristics of both neighborhoods, and it is consistent with existing social, cultural and environmental conditions.
 - B. The request furthers Comprehensive Plan Policy II.B.5.e and o because it is an infill redevelopment that does not require any additional services or capital expenditure.
 - C. The request allows an existing service use to be relocated to a more appropriate area, which will reduce adverse impacts to residential environments. This furthers the Comprehensive Plan policy II.B.5.i and j.

D. This request furthers the North Valley Area Plan Land Use Goal 11 because it is located in the I-25 transportation corridor.

7. The parking provided is deficient according to the Zoning Code requirements by 11 parking spaces. Because there is no long-term parking provided, the majority of bus terminal customers will be dropped-off. The only parking needed for the truck wash is provided within the washing bays. Therefore, the parking deficit is not unreasonable.
8. The submittal does not contain all the elements required of a landscape plan as identified in the Zoning Code. Since no additions are being made to the site, landscaping regulations will be as determined by the EPC. Once a determination has been made, a landscaping plan should be submitted to reflect what was approved by the Planning Commission.
9. The submittal has not adequately resolved a number of outstanding transportation, access and circulation related issues. The applicant has not satisfactorily completed consultation with NMDOT for the City to approve the proposed Site Development Plan for Subdivision. The City Engineer has requested a 60-day deferral for the applicant to resolve the outstanding issues.
10. There are no applicable neighborhood associations and there is no known opposition.

CONDITIONS OF APPROVAL – (1008695) (11EPC-40008) (April 14, 2011) (Site Development Plan for Building Permit)

1. Applicant will comply with all requirements that the City Traffic Engineer may place on the site regarding access and circulation.
2. Conditions of approval for the proposed Site Plan for Building Permit from the City Engineer, Municipal Development and NMDOT, as shown on pages 26 and 27 of the staff report shall include:
 - a. Provide the classification, size and turning template exhibit for the design vehicle (bus and truck). Provide the truck turning template exhibit. The modified exhibit doesn't represent appropriate turning templates, especially the bus backing into the parking stalls.
 - b. Advance and directional signage, to identify Bus and truck route at entrance and aisle, will be required for on and off site conditions.
 - c. Project fronts NMDOT ROW. Coordination, approval and verification shall be provided prior to DRB approval.
 - d. The following conditions of approval regarding access to the frontage road shall be met, or otherwise as required by NMDOT:

- i. Provide advanced signage per NMDOT to alert traffic of entrance and exit access.
 - ii. Striping and signage is required to delineate ingress and egress traffic fronting Pan American Freeway.
 - iii. Provide a continuous chain link fence along the property line, except for at the locations of the driveways.
 - iv. Provide a stop sign, 'No Left Turn' sign, 'Do not enter' and 'One Way' sign placed on the frontage road driving lanes at the transit facility egress.
 - 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).
 - f. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and/or provided for.
 - g. Site plan shall comply and be designed per DPM Standards.
3. Conditions of approval for the proposed Site Plan for Building Permit from PNM, as shown on pages 28 and 29 of the staff report shall include:
 - a. As a condition, it is the applicant's obligation to determine if existing utility easements cross the property and to abide by any conditions or terms of those easements.
 - b. An existing 115kV transmission line and an overhead distribution line are located along the southern lot boundary of the project site. As a condition, any proposed encroachment to existing rights-of-way must be reviewed by PNM for compliance with National Electric Safety Code (NESC) requirements, as well as PNM access for maintenance or future use included on the utility sheet. This includes any proposed changes to the existing grade, existing or proposed signs, walls or fences, landscaping, lighting, access, parking and driveway. The proposed tree selection on the Landscaping sheet within the electric transmission right-of-way should be replaced with a shorter tree selection in order to ensure sufficient safety clearances.
 - c. Screening should be designed to allow for access to utility facilities. As a condition, all screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Please refer to the PNM Electric Service Guide for specifications.
4. The Commission delegates to the Planning Director authority to adjust the parking required pursuant to the Administrative Approval procedure.
5. 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. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

6. A shaded patio space with seating for customers and passengers shall be provided.
7. A pedestrian sidewalk connecting the bus facility to Candelaria Rd. shall be provided.

IF YOU WISH TO APPEAL/PROTEST THIS DECISION, YOU MUST DO SO BY APRIL 29, 2011 IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE WILL BE CALCULATED AT THE LAND DEVELOPMENT COORDINATION COUNTER AND IS REQUIRED AT THE TIME THE APPEAL IS FILED. IT IS NOT POSSIBLE TO APPEAL EPC RECOMMENDATIONS TO CITY COUNCIL; RATHER, A FORMAL PROTEST OF THE EPC'S RECOMMENDATION CAN BE FILED WITHIN THE 15 DAY PERIOD FOLLOWING THE EPC'S DECISION.

Persons aggrieved with any determination of the Environmental Planning Commission (EPC) and who have legal standing as defined in Section 14-16-4-4.B.2 of the City of Albuquerque Comprehensive Zoning Code may file an appeal to the City Council by submitting written application on the Planning Department form to the Planning Department **within 15 days** of the Planning Commission's decision. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday, the next working day is considered as the deadline for filing the appeal. Such appeal, if heard, shall be heard within 45 days of its filing.

YOU WILL RECEIVE NOTIFICATION IF ANY PERSON FILES AN APPEAL. IF THERE IS NO APPEAL, YOU CAN RECEIVE BUILDING PERMITS AT ANY TIME AFTER THE APPEAL DEADLINE QUOTED ABOVE, PROVIDED ALL CONDITIONS IMPOSED AT THE TIME OF APPROVAL HAVE BEEN MET. SUCCESSFUL APPLICANTS ARE REMINDED THAT OTHER REGULATIONS OF THE CITY ZONING CODE MUST BE COMPLIED WITH, EVEN AFTER APPROVAL OF THE REFERENCED APPLICATION(S).

ZONE MAP AMENDMENTS: Pursuant to Zoning Code Section 14-16-4-1(C)(11), a change to the zone map does not become official until the Certification of Zoning is sent to the applicant and any other person who requests it. Such certification shall be signed by the Planning Director after appeal possibilities have been concluded and after all requirements prerequisite to this certification are met. If such requirements are not met within six months after the date of final City approval, the approval is void. The Planning Director may extend this time limit up to an additional six months.

Official Notice of Decision
PROJECT #1008695
April 14, 2011
Page 8 of 8

SITE DEVELOPMENT PLANS: Pursuant to Zoning Code Section 14-16-3-11(C)(1), if less than one-half of the approved square footage of a site development plan has been built or less than one-half of the site has been developed, the plan for the undeveloped areas shall terminate automatically seven years after adoption or major amendment of the plan: within six months prior to the seven-year deadline, the property owners shall request in writing thorough the Planning Director that the Planning Commission extend the plan's life an additional five years.

DEFERRAL FEES: Pursuant to Zoning Code Section 14-16-4-1(B), deferral at the request of the applicant is subject to a \$110.00 fee.

Sincerely,

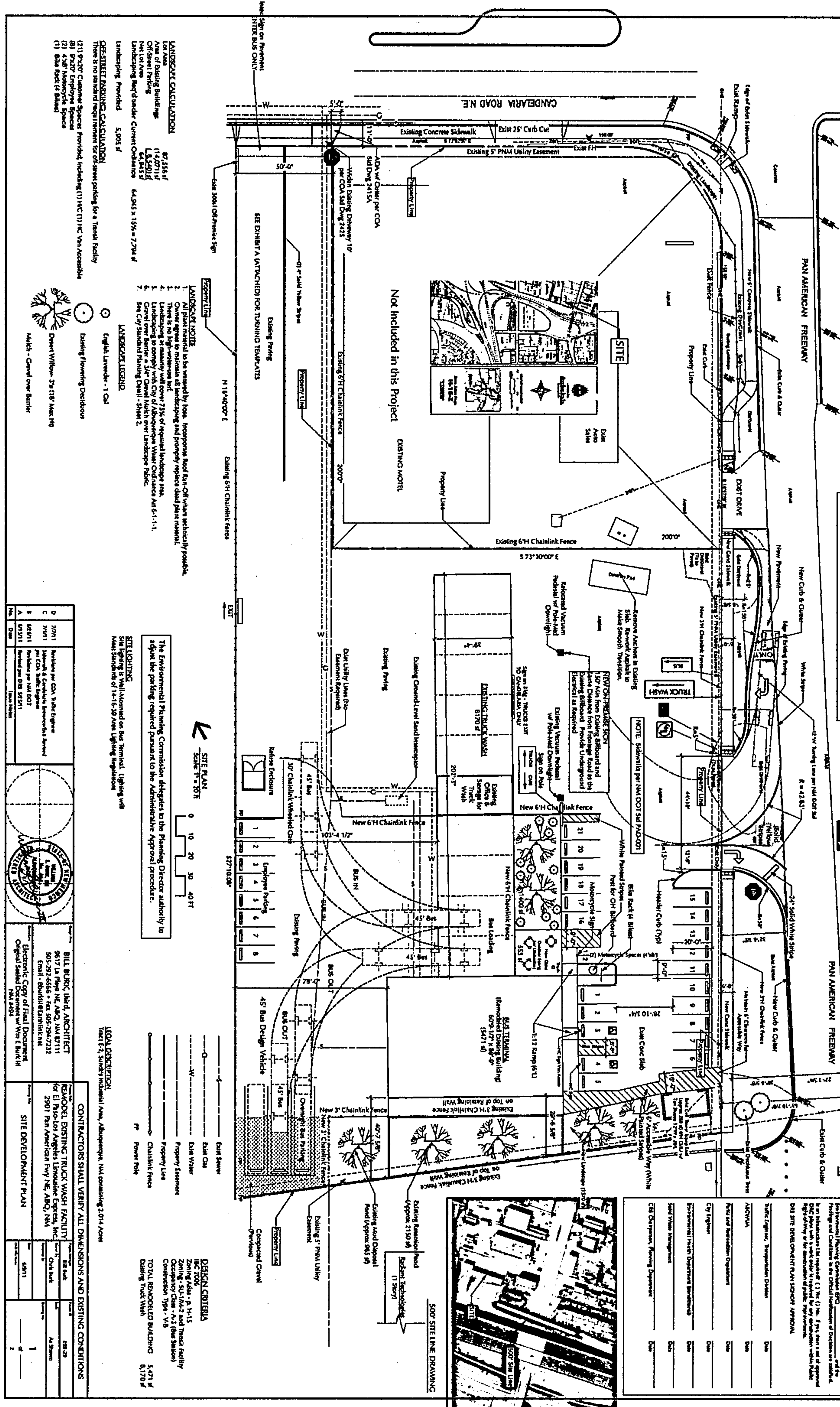
CMarrone

for Deborah Stover
Planning Director

DS/cb/mc

cc: William E Burk, 9617 La Playa NE, Albuquerque, NM 87111

NOTE: All work within NMA DOT ROW will be completed under Separate Permit (Traffic Control Permit and Access Permit)



LANDSCAPE CALCULATION
 Lot Area: 87,556 sq ft
 Area of Building Footprint: 114,071 sq ft
 Off-street Parking: 64,945 sq ft
 Net Lot Area: 64,945 sq ft
 Landscaping Req'd under Current Ordinance: 64,945 x 15% = 7,792 sq ft
 Landscaping Provided: 5,905 sq ft

DECKLETT PARKING CALCULATION
 There is no standard requirement for off-street parking for a Transit facility

DESIGN NOTES
 1. All plant material to be watered by hose. Incorporate Road Run-Off where technically possible.
 2. Owner agrees to maintain all landscaping and promptly replace dead plant material.
 3. There is no high-water mark.
 4. Landscaping to include a minimum of 75% of required landscape area.
 5. Landscaping to include City of Albuquerque Water Code Article 6-1-1.1.
 6. Gravel from Barber & Lyer, City of Albuquerque Landscape Fabric.
 7. See City Standard Planting Detail - Sheet 2.

LANDSCAPE LEGEND
 English Lavender - 1 Gal
 Existing Flowering Deciduous
 Desert Willow - 3" x 18" Max Hg
 Mulch - Gravel over Barbed

LANDSCAPE NOTES
 1. All plant material to be watered by hose. Incorporate Road Run-Off where technically possible.
 2. Owner agrees to maintain all landscaping and promptly replace dead plant material.
 3. There is no high-water mark.
 4. Landscaping to include a minimum of 75% of required landscape area.
 5. Landscaping to include City of Albuquerque Water Code Article 6-1-1.1.
 6. Gravel from Barber & Lyer, City of Albuquerque Landscape Fabric.
 7. See City Standard Planting Detail - Sheet 2.

LANDSCAPE LEGEND
 English Lavender - 1 Gal
 Existing Flowering Deciduous
 Desert Willow - 3" x 18" Max Hg
 Mulch - Gravel over Barbed

SITE LIGHTING
 Site Lighting is to be furnished on bus terminal. Lighting will meet standards of 14-16-39 Ave Lighting Ordinance

LEGAL DESCRIPTION
 Tract 2, Sundt Industrial Ave, Albuquerque, NM containing 2.014 Acres

CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS

DESIGN CRITERIA
 IRC 2006
 Zoning: S-U-1.6-2 and Transit Facility
 Occupancy Class: A-1 (Bus Station)
 Construction Type: V-8
 TOTAL REMODELED BUILDING: 5,471 sq ft
 Existing Truck Wash: 6,170 sq ft

PROJECT NUMBER	Application Number

This plan is prepared by the specific ISA Development Plan approved by the Planning Commission. It is not to be construed as a final plan or as a final design. It is subject to change without notice. The City of Albuquerque is not responsible for any errors or omissions in this plan. The City of Albuquerque is not responsible for any damages or injuries resulting from the use of this plan. The City of Albuquerque is not responsible for any costs or expenses incurred by the applicant in connection with this plan. The City of Albuquerque is not responsible for any delays or interruptions in the processing of this plan. The City of Albuquerque is not responsible for any other matters not specifically mentioned in this plan.

PROFESSIONAL DESIGNER	DATE
Bill Burk, Licensed Architect	08/29
Bill Burk, Licensed Engineer	08/29
Bill Burk, Licensed Surveyor	08/29

PROFESSIONAL DESIGNER	DATE
Bill Burk, Licensed Architect	08/29
Bill Burk, Licensed Engineer	08/29
Bill Burk, Licensed Surveyor	08/29

Bill Burk, Licensed Architect
 9617 La Placa NE, Albuquerque, NM 87111
 505-292-6666 • Fax: 505-294-7232
 Email: bburk@earthlink.net

Electronic Copy of Final Document
 Original Sealed Document w/ Bill Burk II
 NM 1924

