



**Environmental
Planning
Commission**

**Agenda Number: 4
Project Number: 1008337
Case Number: 17EPC-40065
Hearing Date: December 14, 2017**

Staff Report

Agent	Consensus Planning, Inc.
Applicant	Cornerstone Capital, LLC
Request	Zone Map Amendment (Zone Change)
Legal Description	Tracts 1A, 1B, 1C, and 2 through 5, Brunacini Industrial Park
Location	north side of Menaul Blvd. NE between Vassar Dr. NE and the North Diversion Channel
Size	approximately 9.8 acres
Existing Zoning	M-1 (Light Manufacturing)
Proposed Zoning	C-2 (Community Commercial)

Staff Recommendation

APPROVAL of Project # 1008337
Case # 17EPC-40065
based on the Findings and subject to the Conditions of Approval included within this report

**Staff Planner
Cheryl Somerfeldt**

Summary of Analysis

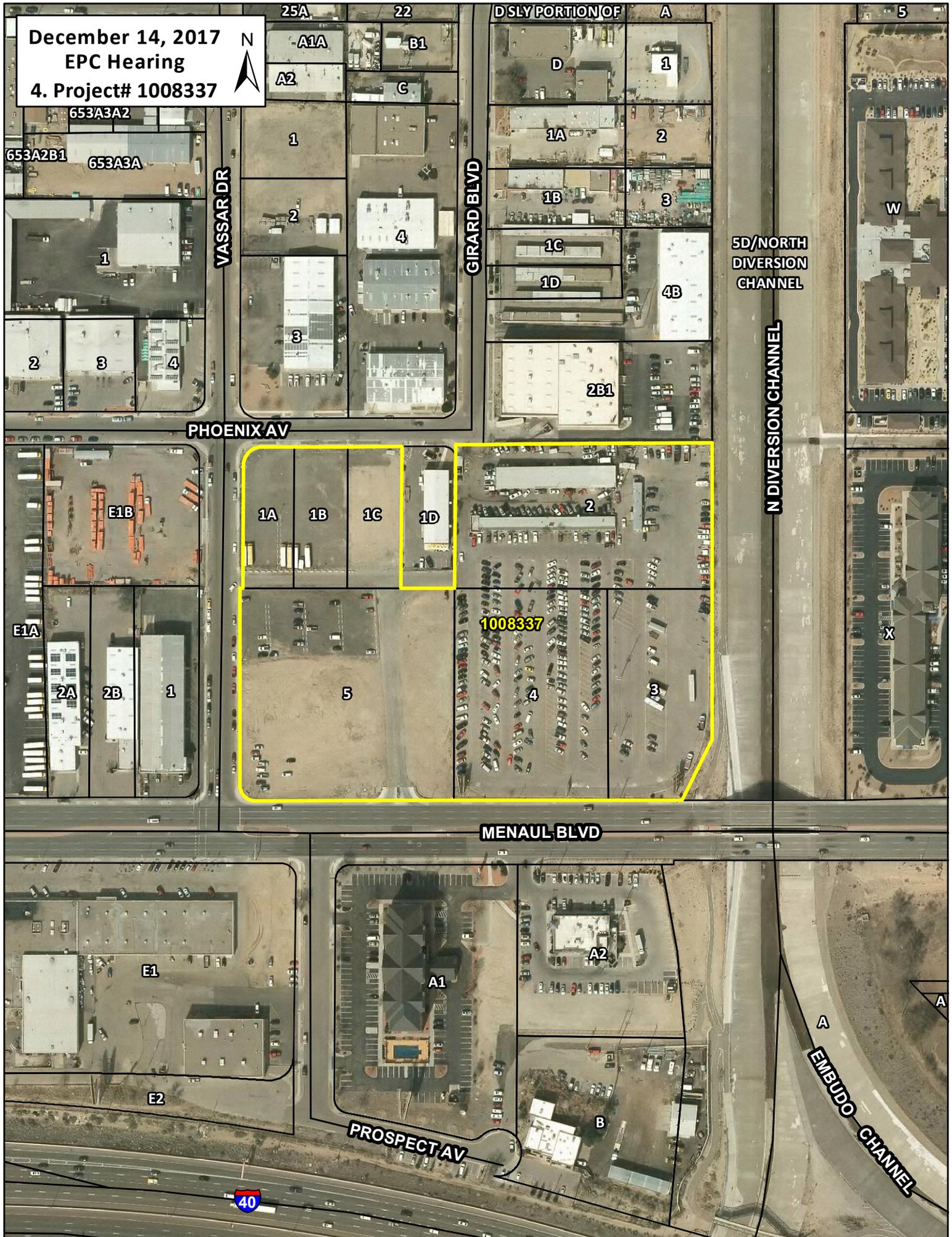
This is a request for a Zone Map Amendment (Zone Change) for a property located on the north side of Menaul Boulevard NE between Vassar Drive NE and Richard Drive NE. The applicant is proposing to change the zone from M-1 to C-2 to allow for future multi-family and retail/commercial development. The site is currently being used for parking lots.

The request is justified due to it being more advantage to the community in accordance with Comprehensive Plan policies pursuant to R-270-1980 as outlined in the Findings of this report.

The District 7 Coalition was notified as were property owners within 100 feet of the subject site as required. A facilitated meeting was not requested nor held. Staff has not received any inquiries or written comments in support or opposition. Staff recommends approval.



December 14, 2017
EPC Hearing
4. Project# 1008337



PHOENIX AV

VASSAR DR

GIRARD BLVD

MENAU BLVD

PROSPECT AV

5D/NORTH
DIVERSION
CHANNEL

N DIVERSION CHANNEL

EMBUDO CHANNEL



653A3A2
653A2B1
653A3A

E1B
E1A
2A
2B
1

1A
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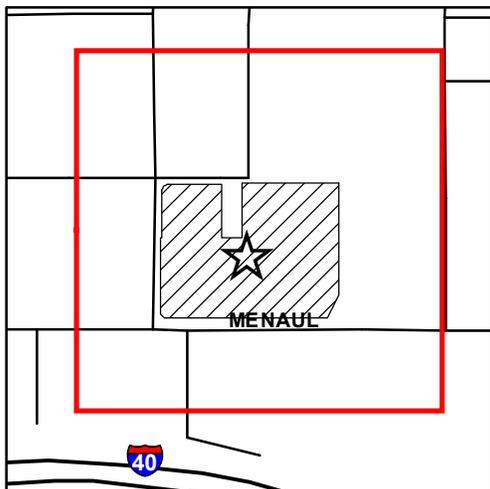
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ZONING MAP

Note: Grey shading indicates County.

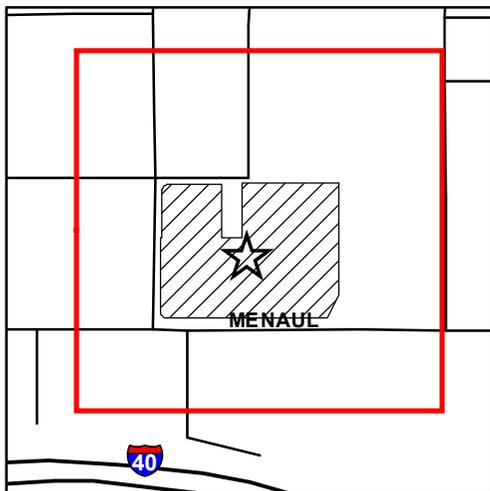


1 inch = 200 feet

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1008337

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17EPC-40065



LAND USE MAP

Note: Grey shading indicates County.

KEY to Land Use Abbreviations

- AGRI Agriculture
- COMM Commercial - Retail
- CMSV Commercial - Service
- DRNG Drainage
- MFG Manufacturing
- MULT Multi-Family or Group Home
- PARK Park, Recreation, or Open Space
- PRKG Parking
- PUBF Public Facility
- SF Single Family
- TRAN Transportation Facility
- VAC Vacant Land or Abandoned Buildings
- WH Warehousing & Storage

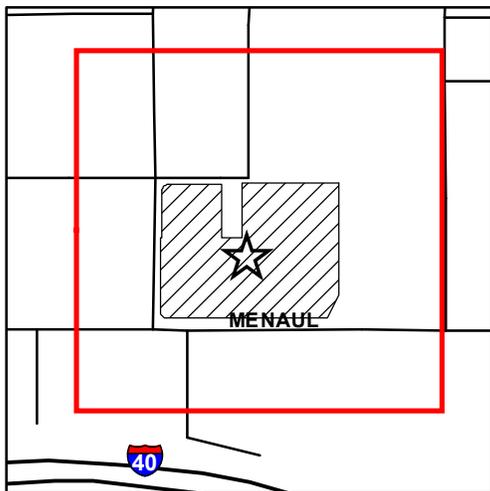
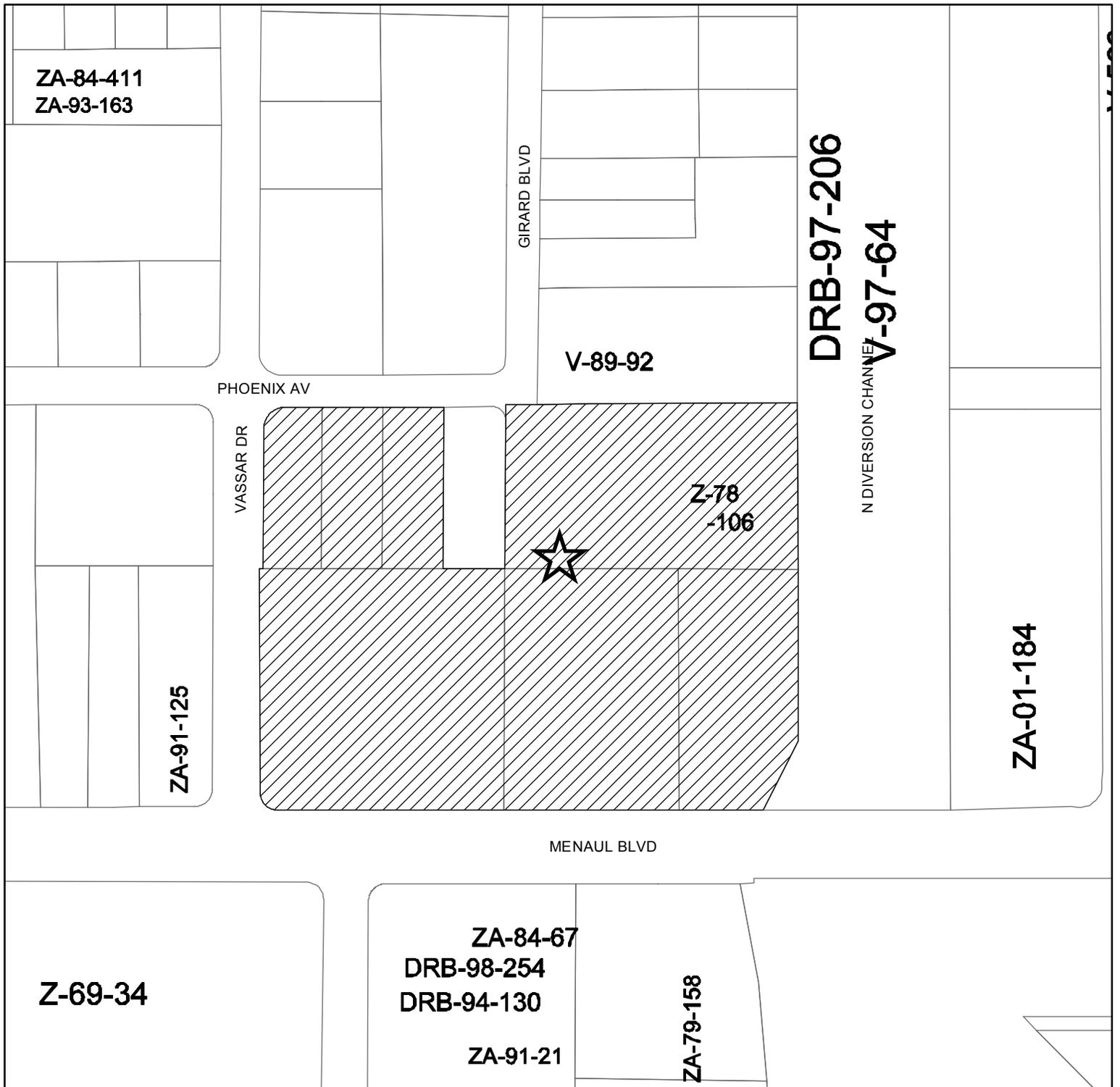


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HISTORY MAP

Note: Grey shading indicates County.

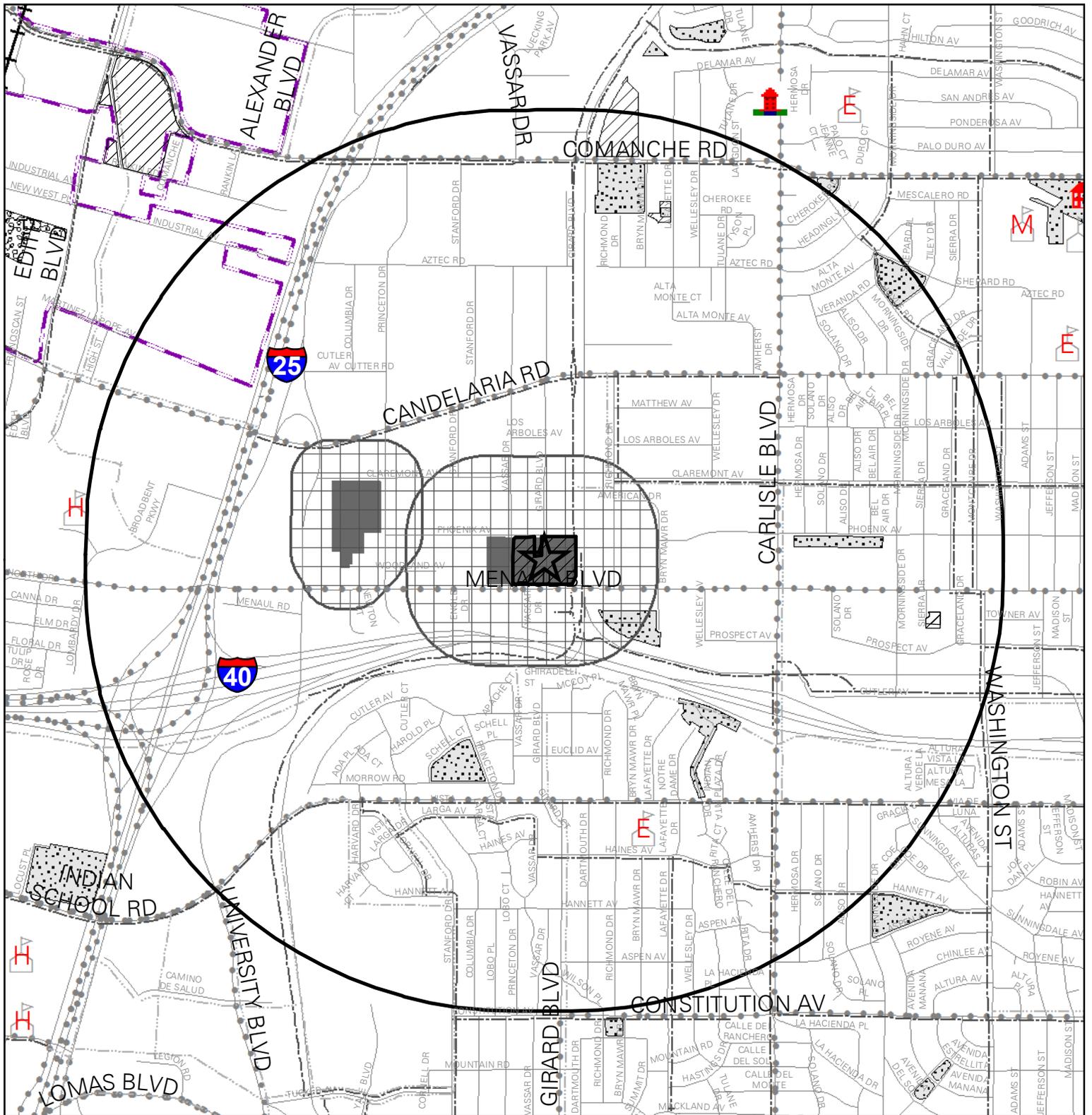


1 inch = 200 feet

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Public Facilities Map with One-Mile Buffer



- | | | | |
|----------------------|-------------------------|--------------------------|-----------------------------|
| Community Center | Fire | Public Schools | Landfill Buffer (1000-feet) |
| Multi-Service Center | Police | Proposed Bike Facilities | Landfill designated by EHD |
| Senior Center | Sheriff | ABQ Bike Facilities | Developed County Park |
| Library | Solid Waste | ABQ Ride Routes | Undeveloped County Park |
| Museum | Albuquerque City Limits | | Developed City Park |
| | | | Undeveloped City Park |

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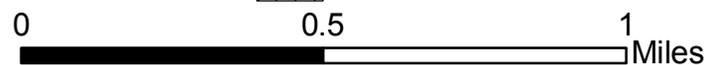


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I. INTRODUCTION

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-1	Area of Change and Area of Consistency	Wholesale / Warehousing; Vacant / Other; Commercial Retail
<i>North</i>	M-1	Area of Consistency	Wholesale, Industrial Manufacturing, Commercial Service
<i>South</i>	C-3	Area of Change	Commercial Service, Commercial Retail
<i>East</i>	C-3	Area of Change	Commercial Service
<i>West</i>	M-1	Area of Change	Commercial Retail, Parking Lot / Structures

Proposal

This is a request for a Zone Map Amendment (Zone Change) from M-1 to C-2 for Tracts 1A, 1B, 1C, 2, 3, 4 and 5 of Brunacini Industrial Park an approximately 9.8 acre site located on the north side of Menaul Boulevard NE, between Vassar Drive NE on the west and the North Diversion Channel on the east. The applicant wishes to re-develop the property from existing parking and vacancy into future multi-family and retail/commercial development, which is permitted in the requested C-2 zone. Since the request is to a “straight zone” (not an SU-1 zone), a site development plan is not required at this time.

EPC Role

The EPC is hearing this case because the EPC is required to hear all zone change cases in the City, regardless of site size. The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1)]. If so, the Land Use Hearing Officer (LUHO) would hear the appeal and make a recommendation to the City Council. The City Council would make the final administrative decision. The request is a quasi-judicial matter.

History/Background

The area near Carlisle Boulevard NE and Menaul Boulevard NE is part of a larger area that was annexed into the City in the 1950’s. The earliest available record indicates that the City Planning Commission (CPC) denied a zone change from C-1 to C-2 along both sides of Carlisle Boulevard NE, between Menaul Boulevard NE and Claremont Avenue NE in 1957. The CPC approved zone changes and a plan for the Duke City Industrial Area along

Carlisle Boulevard NE between Claremont and Phoenix Avenues NE, which did not develop as planned. In 1986, the EPC approved a two-part proposal for a Zone Change and a Site Development Plan for the northwest corner of Carlisle and Menaul Boulevards NE which became known as American Square and currently includes the existing Walmart. The Zone Change, from various descriptors to C-2, was finalized in 1988.

Context

The subject site is in an Area of Change as designated by the Comprehensive Plan, is not within the boundaries of a Sector Development Plan, and is primarily characterized by light industrial and heavy commercial uses. The subject site is bordered by Phoenix Avenue NE and an abutting industrial property on the north, the North Diversion Channel on the east, Menaul Boulevard NE on the south, and Vassar Drive NE on the west.

The property to the north is zoned M-1 and holds existing industrial land uses; the property to the south is zoned C-3 and is occupied by a hotel and chain restaurant; the property to the east of the North Diversion Channel is zoned C-3 and is occupied by a hotel; the property to the west is zoned M-1 and is occupied by an auto-parts establishment.

Generally, the subject site is within proximity of the University of New Mexico which lies to the south and is separated from the subject site by the I-40 highway but can be accessed by University Boulevard NE. Commercial developments to the east include the older American Plaza and the relatively new Green Jeans Farmery food market on the east side of Carlisle Boulevard NE north of Menaul Boulevard NE. Aside from industrial uses, some hotels and restaurants are located nearby. Bus Route 8 runs regularly along Menaul Boulevard NE with bus stops in close proximity to the subject property at Vassar Drive NE. The North Diversion Channel along the east side of the subject site provides a paved multi-use trail connection exclusive of vehicles to areas north and south of the subject site.

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 Menaul Boulevard NE as a Community Principal Arterial.

Comprehensive Plan Corridor Designation

The Comprehensive Plan designates Menaul Boulevard NE as a Multi-Modal Corridor. Multi-Modal Corridors are intended to encourage the re-development of aging, auto-oriented, commercial strip development to a more mixed-use, pedestrian-oriented environment that focuses heavily on providing safe, multi-modal transportation options.

Trails/Bikeways

The 2040 Long Range Bikeway System (LRBS) produced by the Mid-Region Council of Governments (MRCOG) identifies the adjacent North Diversion Channel corridor as having an “Existing, Paved Trail”, which connects to trails to the north and south. There are

no bike lanes or bike routes along Menaul Boulevard NE. The nearest east-west bicycle routes are located to the north on Claremont Avenue and to the south on Cutler Avenue.

Transit

The property is on Route 8 which runs east-west on Menaul Boulevard NE and offers frequent service from morning to evening and on the weekends. The nearest stop pair is located at the southwest corner of the subject site on either side of Vassar Street NE.

Public Facilities/Community Services

Please refer to the Public Facilities Map in the packet for a complete listing of public facilities and community services located within one mile of the subject site.

II. ANALYSIS of APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

Existing

The existing zoning for the subject site is M-1 Light Manufacturing zone which provides suitable sites for heavy commercial and light manufacturing uses. Uses permissible in the M-1 zone are similar to the C-3 zone and IP zone (which requires a Site Plan). The existing M-1 zone does not permit residential uses.

Proposed

The proposed zoning for the subject site is C-2 Community Commercial zone which provides suitable sites for offices, most service and commercial activities, and certain specified institutional uses. The proposed use, multi-family, is found in subsection 14-16-2-17 (8), which requires that the site be located within 660 feet from the right-of-way line of a transit corridor. Residential uses may be a part of vertical mix of uses. Houses are not allowed and the maximum density is 30 dwelling units per acre. For residential development larger than five acres, a Site Development Plan for Building Permit would require Environmental Planning Commission (EPC) approval. The C-2 zone does not permit single-family houses.

Difference

Both the existing M-1 zone and the proposed C-2 zone are considered straight zones, which means that the subject site is not subject to a Site Plan (SU-1 zoning) or a Sector Plan (SU-2 zoning). A zone change from M-1 to C-2 is considered a “down-zone” to less intense uses, which is generally considered not harmful to the existing community although a consideration would be whether new multi-family users would consider the existing surrounding zones harmful. However, since the surrounding M-1 is an existing condition, it would be expected that residents would choose the location as a benefit due to other factors. Multi-family is considered a transition use between single-family and non-residential uses.

Albuquerque / Bernalillo County Comprehensive Plan (Rank III)

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

The subject site is located in an Area of Change as designated by the Comprehensive Plan. Areas of Change are intended to be the focus of urban-scale development that benefits job growth and housing opportunities. Applicable policies include:

CHAPTER 5: Land Use

GOAL 5.2: Complete Communities: Foster communities where residents can live, work, learn shop, and play together.

POLICY 5.2.1 Land Uses: Create healthy, sustainable, and distinct communities with a mix of uses that are conveniently accessible from surrounding neighborhoods.

- b) Encourage development that offers choice in transportation, work areas, and lifestyles.
- d) Encourage development that broadens housing options to meet a range of incomes and lifestyles.
- h) Encourage infill development that adds complementary uses and is compatible in form and scale to the immediately surrounding development.
- n) Encourage more productive use of vacant lots and under-utilized lots, including surface parking.

The zone map amendment furthers this policy by allowing future multi-family and commercial retail uses through the C-2 zone, thereby creating the opportunity for future infill development on partially vacant and underutilized property. The site is within walking and biking distance to the surrounding neighborhood commercial uses west of Carlisle Boulevard along Menaul Boulevard, extending north to Candelaria Road. The property also provides access to the North Diversion Channel Bike and Pedestrian Trail just east of the site. It will provide new housing and neighborhood commercial uses within an area served by transit and the major street network (Menaul Boulevard, Carlisle Boulevard, and a half a mile from I-40 and I-25). The proposed zone change will allow multifamily and neighborhood commercial uses use to develop on the site, thereby broadening housing and commercial retail options for those looking to downsize and will offer additional commercial and retail services.

The request furthers Goal 5.2 and Policy 5.2.1 b, d, h, and n because the proposed zone change would permit multi-family development, offering choices in lifestyle and housing options to meet a range of incomes and lifestyles shown through market research to be a growing need in the area. Since the lots are currently used for parking and part of the subject site is completely vacant, the project would encourage a more productive use of vacant and under-utilized lots. Compatibility in form and scale cannot be evaluated with a Zone Change request because a Site Plan was not submitted, and evaluation is limited to permitted uses within the proposed zone. The subject site is located on a Multi-Modal Corridor as designated by the Comprehensive Plan, which would afford

residents transportation options in addition to automobiles. Mixed-uses typically provide urban services and multi-modal options for City residents.

GOAL 5.3: Efficient Development Patterns: Promote development patterns that maximize the utility of existing infrastructure and public facilities and the efficient use of land to support the public good.

POLICY 5.3.1 Infill Development: Support additional growth in areas with existing infrastructure and public facilities.

This goal is furthered by promoting development on semi-vacant and semi-blighted property within an area that is currently underutilized for M-1 uses. All urban infrastructure and services are available for development. The project will be an efficient use of land that supports the public good, is uniquely situated between existing, compatible uses, and will provide good synergy with its neighbors, some of which currently accommodate C-2 zones and uses.

Policy 5.3.1 is furthered by allowing the development of future multi-family and neighborhood commercial, C-2 development on an infill property served by existing water and sewer infrastructure, access to the major street network, transit routes (Bus Route 8), the North Diversion Channel Bike Lane, and pedestrian connections to adjacent uses.

The request furthers Goal 5.3 and Policy 5.3.1 because the subject site is located on Menaul Boulevard NE north of the University of New Mexico, west of Uptown and east of I-40 in a central location with existing infrastructure and services. Development of this site to mixed-uses would be an efficient use of land in support of a public need.

GOAL 5.6: Encourage and direct growth to Areas of Change where it is expected and desired and ensure that development in and near Areas of Consistency reinforces the character and intensity of the surrounding area.

POLICY 5.6.2 Areas of Change: Direct growth and more intense development to Centers, Corridors, industrial, and business parks, and Metropolitan Redevelopment Areas where change is encouraged.

- c) Foster a range of housing options at various densities according to each Center or Corridor type.
- d) Encourage higher-density housing and mixed-use development as appropriate land uses that support transit and commercial and retail uses.
- f) Encourage development where adequate infrastructure and community services exist.

This policy is furthered by proposing a development that responds to the need for various housing densities and supply of neighborhood commercial uses. C-2 uses are appropriate for this site and the surrounding, existing commercial and service uses. The subject property is appropriate for infill development because adequate infrastructure and community services already exist. The land to the east of the subject site is comprised of numerous neighborhood commercial services that extend north to Candelaria Road. The

development envisioned for this property will provide a greater balance to the vast areas of single family subdivisions to the south and add to the healthy mix of uses in this transitioning area of change.

The request furthers Goal 5.6 and Policy 5.6.2 c, d, and f because the subject site is in an Area of Change which is intended to direct growth toward more intense development areas and corridors such as Menaul Boulevard NE. The proposed project would provide a multi-family housing option in an area where multi-family does not currently exist. Higher-density housing and mixed-use development would be located in an area with transit options, existing commercial uses, as well as adequate infrastructure, and community services.

POLICY 5.6.4 Appropriate Transitions: Provide transitions in Areas of Change for development abutting Areas of Consistency through adequate setbacks, buffering, and limits on building height and massing.

- a) Provide appropriate transitions between uses of different intensity or density and between non-residential uses and single-family neighborhoods to protect the character and integrity of existing residential areas.
- b) Minimize development's negative effects on individuals and neighborhoods with respect to noise, lighting, air pollution, and traffic.

This development is in an Area of Change and will not pose a nuisance to adjacent properties with respect to traffic, noise, pollution, smell, or views. The future C-2 uses that will be allowed by this zone map amendment are less intense than the uses allowed by the current M-1 zone and fit well within the character of the area. Multi-family development that will be allowed by this zone map amendment provides greater diversity of housing in an area that lacks a diversity of housing options, with primarily single family uses nearby. The zoning requested by the applicant will provide a good transition from the M-1 uses to the west and the existing commercial uses east of the North Diversion Chanel.

The request generally furthers Goal 5.6 and Policy 5.6.4 a and b because the subject site is in an Area of Change and would not provide negative effects on any neighborhoods with respect to noise, lighting, or air pollution. The project would have no effect on the character or integrity of existing residential areas. In this case, the question of incompatibility is less about the impact of the new development on existing residential areas than on the existing light industrial uses on new residents; however since the proposal is for new residential development, potential residents would have full knowledge of existing conditions.

CHAPTER 7: Urban Design

GOAL 7.3: Sense of Place: Reinforce sense of place through context-sensitive design of development and streetscapes.

POLICY 7.3.4 Infill: Promote infill that enhances the built environment or blends in style and building materials with surrounding structures and the streetscape of the block in which it is located.

b) Promote buildings and massing of commercial and office uses adjacent to single-family neighborhoods that is neighborhood-scale, well designed, appropriately located, and consistent with the existing development context and neighborhood character.

This policy is furthered by proposing zoning to accommodate an infill development that is along a transit corridor and close to existing light manufacturing, commercial retail, and service uses, and within a half mile of I-40 and I-25. Single-family neighborhoods exist south of this property and I-40. The project will be an efficient use of land that will add to the diversity of housing and commercial retail options in the area. The buildings will be appropriately located in this area and the site layout will be designed to complement accommodation and hotel developments to the east and will provide a good transition from the light manufacturing uses west of the property to the existing neighborhood commercial uses east of the property and Diversion Channel.

The request generally furthers Goal 7.3 and Policy 7.3.4 because the proposed project would improve the streetscape and enhance the built environment over the existing parking lots and vacant land. The proposed project would introduce a less intense use among more intense uses.

Policy 7.3.4 b does not apply because the subject site is not located adjacent to a single-family neighborhood, and therefore is not consistent with the existing development context and neighborhood character.

CHAPTER 8: Economic Development

GOAL 8.1: Placemaking: Create places where business and talent will stay and thrive:

POLICY 8.1.2 Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

c) Prioritize local job creation, employer recruitment, and support for development projects that hire local residents.

This policy is furthered by increasing employment and housing options for West Northeast area. The combination of multi-family and neighborhood commercial uses permitted by the C-2 zoning will allow them to live in closer proximity to their places of employment. This project will also support the creation of new jobs for local residents through the future commercial retail uses. Additional residences in the area may also encourage future development projects that provide new and expanded employment opportunities in the area.

The request generally furthers Goal 8.1 and Policy 8.1.2 because the proposal would encourage placemaking and potentially a more diverse economy than currently exists in the immediate area; however existing residents cannot be used as a measure because they are not located in the immediate area.

CHAPTER 9: Housing

GOAL 9.1 Supply: Ensure a sufficient supply and range of high-quality housing types that meet current and future needs at a variety of price levels to ensure more balanced housing options.

POLICY 9.1.1 Housing Options: Support the development, improvement, and conservation of housing for a variety of income levels and types of residents and households.

- c) Assure the availability of a wide distribution of quality housing for all persons regardless of race, color, religion, sex, national origin, ancestry, age, or disabled status.
- i) Provide for the development of multi- family housing close to public services, transit, and shopping.

This goal is furthered by allowing the future development of a multi-family housing project through the proposed C-2 zone, a use not currently allowed by the existing zoning. Multi-family options continue to be in high demand and this demand in the West Northeast area is anticipated to increase as the "baby boomer" generation continues to retire and downsize. In addition, many young professional and families are looking for multi-family options to accommodate their desired lifestyle. Allowing this use in this area ensures that a diverse range of housing options are available to meet current and future housing demand.

This policy is furthered by accommodating the option for multi-family residential development, per the C-2 zone in an employment center area; West Northeast. The project is appropriately located near existing manufacturing, jobs, commercial, services, including the surrounding car lots, gas stations, furniture stores, convenience stores, and restaurant and dining options. Additional commercial retail and services are located south along Carlisle Boulevard and extend to the commercial areas up to the North Diversion Channel. Public transit routes, bus stops, and bike lanes are provided along Menaul Boulevard and the North Diversion Channel Trail. This policy is furthered by contributing to the vitality of the Plan area through adding housing diversity in the form of multi-family rentals. Multi-family options continue to be in high demand and this demand is anticipated to increase amongst "baby boomers" and others that work in the North 1-25 corridor. The proposed zoning will allow a quality infill project within this community and in the adjacent neighborhoods which are comprised of commercial retail and service, single family, and limited multi-family uses.

In 2016, the New Mexico Apartment Market Survey and Trend Report (AMSTR) was published by MyRentComps.com. The survey was for the entire Albuquerque metro area and showed out of the 31,107 units that responded, 95.58% were occupied. This study also provided an analysis of the West NE area, as shown in the map below. Of the 1,122

of the units that responded, the survey in this area indicated a 96.7% occupancy rate. The findings presented in AMSTR that was demonstrate the high occupancy rate and demand for multifamily housing in the West Northeast area.

According to the CBRE May 2016 Albuquerque/Santa Fe Multifamily Market Survey, occupancy rates in Albuquerque increased from 94.2% to 95.32% from 2015. As stated in the survey, "Albuquerque enjoys a reputation as one of America's most stable rental markets ... ". Once again, the findings of this research and this survey substantiate the need for additional multi-family units and options in Albuquerque.

The request furthers Goal 9.1 and Policy 9.1.1 c and i because the proposed development would provide multi-family in an area which does not currently provide residential options but does have existing commercial services. The proposal would potentially provide housing with a variety of price levels for a variety of income levels and types of residents. The proposed multi-family housing and mixed-use project is located close to existing transit, shopping, and other services.

GOAL 9.2 Sustainable Design: Promote housing design that is sustainable and compatible with the natural and built environments.

POLICY 9.2.1 Compatibility: Encourage housing development that enhances neighborhood character, maintains compatibility with surrounding land uses, and responds to its development context - i.e. urban, suburban, or rural – with appropriate densities, site design, and relationship to the street.

This policy is furthered by allowing future multi-family development, which will enhance the neighborhood character in an antiquated and underutilized heavy commercial and light industrial area. The proposed zoning will allow a multi-family and commercial retail development project that will be nearby existing C-3 and C-2 uses, thereby maintaining compatibility with surrounding land uses and responding to its development context. The proposed zoning allows multi-family residential uses at a density of up to 30 dwelling units per acre. This will provide a good transition in density and balance to the M-1 uses to the west and the C-2 and C-3 uses to the east that extend to Candelaria Road.

This policy is furthered by adding to the current limited mix of uses in the area. The vast majority of the commercial and industrial uses are currently located east of the North Diversion Channel. The future multi-family and commercial retail development will create a balance in the time and direction of traffic movement, and will promote living close to one of Albuquerque's major employment centers. The new housing option has the potential to reduce vehicular traffic in the area as it provides a living option for those who work in the area. The single ownership and development aspirations of the applicant include pedestrian and bicycle connectivity for the proposed uses as well as to the existing properties and services surrounding the site. This will promote walking, bicycling, and use of public transportation for the future residents.

The request generally furthers Goal 9.2 and Policy 9.2.1 because the request would construct housing that enhances the neighborhood character and blends with the urban environment providing appropriate density. Although it cannot be determined if the resulting project would be compatible with the natural and built environments with a zone change request, the project will be built to current codes and will return to the EPC for Site Plan for Building Permit. Since there is not a surrounding residential neighborhood in this immediate area, it is not possible for the proposed development to respond to the character or context. It is expected that the proposed new construction of infill development on a vacant parking lot with mixed-uses on a transit corridor would invigorate the streetscape and enhance the relationship to the street, and create a residential character where one does not currently exist.

Resolution 270-1980

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

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

Analysis of Applicant's Justification

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

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

This request is consistent with the health, safety, morals, and general welfare of the City. The proposed zone change will allow multifamily residential and commercial/retail uses, not permissible by the existing zoning, but allowed under commercial zoning categories, including the C-3 zone that governs adjacent properties. The proposed zoning will not be disruptive to the surrounding community. To the south of the property and Interstate 40, single family and multi-family uses abound. These uses would be compatible and synonymous with the proposed uses. Furthermore, the site is surrounded by existing commercial, retail, and warehouse uses. Less than 600 feet of the subject property and to east of Richmond Drive, there are a number of properties zoned C-2. East of Carlisle Boulevard, is the site for Green Jeans Farmery, a successful commercial retail center that was recently entitled and developed.

The applicant's proposed uses will serve the surrounding and overall community with in-demand housing and retail options, particularly in this area of the City that is well-

served by existing amenities, jobs, and with convenient access to both interstates. The proposed uses will provide an appropriate and organic transition to the existing C-2 uses to the east of the diversion channel. Similar to the Sawmill Wells Park area, the area in which this property is located is also transforming. The character of land north of Menaul Boulevard and south of Candelaria Boulevard is experiencing changing character from large tracts of manufacturing and warehousing uses to mixed-use development that includes residences, commercial, retail, cultural, and live-work uses. The changes taking place in land uses calls for better transitions among uses, rather than the isolation of uses that is appropriate when residential areas border heavy industries. C-2 zoning restricts future residential uses to multi-family and the Menaul Boulevard & Vassar Drive - ZMA 3 of 13 permissive commercial retail uses allowed by this zoning category provide the desired, appropriate transition of uses. The proposed zoning will allow for appropriate transitions between the emerging commercial retail uses, such as Eclectic Urban Pizzeria and Tap House to the west of the site and the Brewery District to the north. This area is in transition from manufacturing and heavy commercial to a mix of residential and neighborhood commercial uses that are intended to serve area residents as well as employees of businesses within this City corridor.

Consistency with the City's health, safety, morals, and general welfare is shown by demonstrating that a request furthers applicable goals and policies from the Comprehensive Plan (and other plans if applicable), which the applicant has done as demonstrated in the response to Section C and re-stated in Section D. The response to Section A is sufficient.

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

The property is currently zoned M-1. The applicant is proposing to change this zoning to C-2, which is intended to allow a mixed-use development, including multi-family development and commercial retail. As stated in the description above, the proposed use is compatible with the existing uses and zoning in the surrounding area, which fosters zoning and land use stability.

The surrounding area is transitioning into mixed uses, including higher density residential and neighborhood uses, as part of the proposed C-2 (Neighborhood Commercial) zone. In addition to the development C-3 and C-2 uses to the east of the North Diversion channel, to the east, the site is primarily surrounded by hotels, commercial service, industrial, and manufacturing uses. Single family development has occurred to the south of Interstate 40 and limited multi-family options exist in the immediate area. The subject site is appropriate for a multifamily development based on the changed conditions of the area.

The applicant has adequately demonstrated that the proposed zone change would not promote instability of land use or zoning in the area because the future multi-family residential and commercial or mixed-uses would not be destabilizing to the existing commercial uses in the area (services, retail, warehousing). Also, the request is

justified based on responses to Sections C and D, because it furthers applicable goals and policies of the Comprehensive Plan. The response to Section B is sufficient.

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

The request is not in significant conflict with adopted elements of the Comprehensive Plan as shown by the Comprehensive Plan policy analysis in this report. No Sector Development Plans apply to this area. Since this is a request for a straight zone and a Site Development Plan is not proposed at this time, issues such as site design, building design, materials, and compatibility with surroundings the cannot be evaluated except for as they pertain to uses.

- D. The applicant must demonstrate that the existing zoning is inappropriate because:
- (1) There was an error when the existing zone map pattern was created; or
 - (2) Changed neighborhood or community conditions justify the change; or
 - (3) A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The existing zoning is inappropriate because a different use category is more advantageous to the community, as articulated by the Comprehensive Plan and as explained below:

The proposed zone change would allow multi-family and commercial retail and service uses to be developed under a C-2 zone. The existing zoning unduly restricts the density on this property that has excellent potential for adding to the diversity of housing and retail choices and lessening the drive time for employees that work within the area and others who do not wish to live in and maintain a single-family home. As previously mentioned, there is a current lack of higher density residential zoning and land use immediately north of Interstate 40 and along either side of Interstate 25. Zoning that allows these uses along I-25 occurs much further north, beyond Montgomery Boulevard. As such, the C-2 zoning requested is more advantageous to the community than the current M-1 zoning, which allows limited commercial and retail services and no multi-family development.

There is a growing demand for multi-family housing and neighborhood commercial options. The proposed project will meet this demand by providing the ability for appropriate C-2 uses to locate on the site and within region. Per the C-2 zone, the allowable multi-family density for this subject property is restricted to a maximum of 30 dwelling units per acre. The density allowed by the C-2 zone is ideal for the subject site's development scale potential.

From a broad community standpoint, the increase in renters and demand for rental units, both in Albuquerque and nationwide, represents a changed community condition. The Urban Land Institute recently released a study entitled Emerging Trends in Real Estate (2017) that suggests 59% of new household formation over the next 15 years will

be renters, which will cause an even bigger surge in the demand for multi-family rental housing. To meet this changed condition and the growing demand, the City must address the availability of the supply. Albuquerque's apartment vacancy rate is at a low 3.3%, according to the Albuquerque Business Journal. The proposed development, and others like it, is a step towards preparing the City to meet current and future rental housing demands. This project addresses national and local changed market and demographic conditions and will enable the City to adapt effectively ensure that we are meeting the needs and desires of local residents in regard to the availability of multi-family housing options.

The applicant has adequately demonstrated that the request would be more advantageous to the community because it would facilitate a use that is needed by the community, compatible with nearby uses, and would further applicable goals and policies in the Comprehensive Plan, as shown in the policy-based discussion in Section C. The response to Section D is sufficient.

- 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.

None of the permissive uses in the C-2 zone will be harmful to the adjacent property, neighborhood, or community. The existing M-1 zoning already allows light manufacturing and commercial retail services. The proposed zone change would decrease the intensity of the uses allowed on the subject property. Furthermore, the existing C-2 uses east of and 500 feet from the property underscore the appropriateness of C-2 uses in this location. The zone map amendment request to C-2 will allow for multi-family development to locate on the property. Due to the property's adjacency to Menaul Boulevard, an Menaul Boulevard & Vassar Drive ZMA 10of13 urban principal arterial, high density residential is advantageous and will provide a good transition on this block between the existing M-1 zoning and uses to the west and the North Diversion Channel and C-31C-2 uses to the east. This property is underutilized, with the southwest corner, approximately 2.5 acres, vacant. The western portion of the property is currently leased by APS to allow their bus drivers to park their personal vehicles. The buses they drive are located on the property just west of Vassar Drive. The eastern portion is leased by D&B U Sell It and has 20 small offices that are leased by used car resellers. Parking is allocated to these offices and the use. Therefore, the primary use on this property is parking.

This zone map amendment and subsequent development will be a positive change compared to if the property developed at the currently allowed M-1 uses, as it provides more mixed-use options, housing diversity, and commercial retail choices for the area employees and less drive time. There is existing access from Interstate 25 and Interstate 40, allowing travelers to merge onto Cars/isle Boulevard (an urban minor arterial) and then Menaul Boulevard to access this property. This access eliminates the need for vehicles to drive through any neighborhoods to access the project.

A Community Residential Program (CRP) located on Menaul Boulevard exists approximately 650 feet west of the subject property. This property is adequately buffered by an M-1 zone property and Vassar Drive. The property on which this facility is located

is a C-3, spot zoned property located in between M-1 zoned properties. The land subject to the current request is appropriately located on a corner adjacent to other C-3 and C-2 zoned properties.

The request is to change the zone from M-1 to C-2, which is considered “down-zoning” of the intensity of permitted uses in order to re-develop the subject site into multi-family and commercial or mixed-uses. The request would not be harmful to adjacent property, the existing neighborhood, or the community because the area has long been characterized by a mixture of M-1, C-3, and C-2 uses. The response to Section E is sufficient.

- F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:

- (4) Denied due to lack of capital funds; or
- (5) Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The proposed zone change will not require major and unprogrammed capital expenditures by the City. This is an infill redevelopment property and adequate infrastructure, including roadways, water, sewer, and storm water facilities already exist to serve the project. Any required extension of these services will be the responsibility of the developer.

The request would not require major or unprogrammed capital expenditures by the City and the subject site is already served by existing infrastructure. The response to Section F is sufficient.

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

The cost of land or other economic considerations are not the determining factor for this zone change request. The property owner has owned this site for approximately 10 years. The requested zone change will allow C-2 uses to develop, thereby providing more retail and housing choices in an area of Albuquerque currently unserved by mixed-use and multi-family living facilities and demands additional neighborhood commercial retail options. The zone change will extend the current C-2 zone properties along Menaul Boulevard, on the eastside of Richmond Drive to the west of the North Diversion Channel.

Economic considerations are a factor, but are not the determining factor for the request, which is that the requested zone is more advantageous to the community due to providing more multi-family housing options in an unfilled market and in an appropriate location near transit and commercial services. The response to Section G is sufficient.

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

The current zoning request is to allow for future C-2 uses, including multi-family development and commercial retail uses. Future development permissible by the C-2 zone will further multiple goals and policies of the Comprehensive Plan and will serve as an excellent, low impact neighbor to the surrounding uses. The proposed zone change is a "down zone" in that it will allow uses of lesser intensity than are currently allowed by the existing zoning. This zone change seeks to provide use options that are in demand in the surrounding area and the City as a whole. While the location of the property along Menaul Boulevard, an Urban Principal Arterial, is not the main reason for providing justification for commercial zoning, it does provide rationale for why this site is suitable for the proposed C-2 zoning and associated uses. Access and connectivity are important considerations for mixed-use, commercial, retail, and multi-family uses.

Location on a collector or major street is not in itself justification for the proposed zone change because of other factors such as the general need for multi-family housing in the area and the redevelopment of a blighted vacant lot in order to enhance the environment and streetscape. The response to Section H is sufficient.

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

The concept of spot zoning may generally be applicable to this request, even though the subject site is comprised of multiple, contiguous parcels. This property is made up of seven tracts and the overall depth from Vassar Drive to the end of the property line along the North Diversion Channel is approximately 776 feet. Additionally, the property is adjacent to other commercially zoned properties (C-3) on the east and south side of the property.

While this request may be considered a spot zone, the zone change will clearly facilitate the realization of the Comprehensive Plan policies relative to complementary uses, infill development, transitional uses, high-quality housing, and local job development. The proposed change also facilitates the realization of Comprehensive Plan policies that call for creating relationships between existing uses and compatible services. Please see section C. of this letter for specific policies. Please see below for applicant response to the criteria associated with strip zoning.

The request would result in a spot zone because it would give a zone different (C-2) from surrounding zoning (M-1 and C-3) to one area. However, the applicant has demonstrated that the request would clearly facilitate realization of the Comprehensive Plan (see the response to Section C).

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:

- (8) The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
- (9) The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The zone change request to C-2 is not a strip zone in this immediate area, as the subject property occupies a square of land, along and north of Menaul Boulevard, east of Vassar Drive. The proposed zone change helps realize the goals and policies contained in the recently adopted Comprehensive Plan, specifically in regard to housing diversity and higher density infill development along transit corridors (i.e, Menaul Boulevard). The proposed zoning will add to the diversity of housing and commercial retail options in an area that is dominated by single-family development to the south of Interstate 40 and limited neighborhood commercial options for employees and residents of the area. The proposed zoning also provides an appropriate transition to the adjacent commercial, service, and manufacturing uses. Furthermore, land along Menaul Boulevard, located east of the subject property and diversion channel is zoned C-2. Therefore, the proposed change facilitates the transitioning character of the area by extending the C-2 zone to property west of Richmond Drive. The proposed change also facilitates the realization of Comprehensive Plan policies that calls for creating relationships between existing uses and compatible services. Please see section C. of this letter for specific policies.

The subject site does not constitute a “strip of land along a street” because it is an approximately 9.8 acre square shaped area, and therefore would not be suitable for strip commercial development. The response to Section J is sufficient.

III.AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

There are no significant Agency comments or outstanding issues that affect the request. Please refer to the Agency Comments at the end of this staff report for a complete listing.

Neighborhood/Public

The District 7 Coalition of Neighborhood Associations was notified as well as property owners within 100 feet as required. A facilitated meeting was neither requested nor held and staff has not received public comment in support or opposition to the request.

IV. CONCLUSION

The request is for a Zone Map Amendment from M-1 (Light Manufacturing) to C-2 (Community Commercial) for an approximately 9.8 acre site located on the north side of Menaul Boulevard NE between Vassar Drive NE and the North Diversion Channel. The site is currently being used for parking lots.

Staff finds that the applicant has adequately justified the Zone Map Amendment (Zone Change) pursuant to R270-1980. Though the request would create a spot zone, it is justifiable because the request would clearly further several applicable goals and policies and there is no significant conflict with the Comprehensive Plan. The future multi-family and commercial use would operate in an area that has been characterized by M-1, C-3, and C-2 zoning for many years, and it would not be harmful to adjacent property, the neighborhood, or the community. For these reasons, Staff recommends approval of the Zone Map Amendment (Zone Change) request. The requested C-2 zone will permit the provision of diverse housing and commercial options near one of Albuquerque's primary employment centers north of Interstate 40 and in proximity to the University of New Mexico, and will encourage infill redevelopment on an underutilized property along a transit corridor.

The District 7 Coalition was notified as were property owners within 100 feet of the subject site as required. A facilitated meeting was not requested nor held. Staff has not received any inquiries or written comments in support or opposition. Staff recommends approval.

FINDINGS, Zone Map Amendment

Project # 1008337, Case # 17EPC- 40065

1. This is a request for a Zone Map Amendment (Zone Change) for Tracts 1A, 1B, 1C, and 2 through 5, Brunacini Industrial Park located on the north side of Menaul Boulevard NE between Vassar Drive NE and the North Diversion Channel and containing approximately 9.8 acres.
2. The applicant is requesting a Zone Change from M-1 (Light Manufacturing) to the C-2 (Community Commercial) zone in order to re-develop the subject site with multi-family and commercial uses, which are permissive in the requested C-2 zone.
3. The subject site is in an area that the Comprehensive Plan has designated an Area of Change. No Sector Development Plan applies.
4. The Albuquerque/Bernalillo County Comprehensive Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
5. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:
 - The request furthers Goal 5.2 and Policy 5.2.1 b, d, h, and n because the proposed zone change would permit multi-family development, offering choices in lifestyle and housing options to meet a range of incomes and lifestyles shown through market research to be a growing need in the area. Since the lots are currently used for parking and part of the subject site is completely vacant, the project would encourage a more productive use of vacant and under-utilized lots. Compatibility in form and scale cannot be evaluated with a Zone Change request because a Site Plan was not submitted, and evaluation is limited to permitted uses within the proposed zone. The subject site is located on a Multi-Modal Corridor as designated by the Comprehensive Plan, which affords residents transportation options in addition to automobiles.
 - The request furthers Goal 5.3 and Policy 5.3.1 because the subject site is located on Menaul Boulevard NE north of the University of New Mexico, west of Uptown and east of I-40 in a central location with existing infrastructure. Development of this site to mixed-uses will be an efficient use of land in support of a public need. Policy 5.3.1 is furthered by allowing the development of future multi-family and neighborhood commercial C-2 development on an infill property served by existing water and sewer infrastructure, access to the major street network, transit routes (Bus Route 8), the North Diversion Channel Bike Lane, and pedestrian connections to adjacent uses.
 - The request furthers Goal 5.6 and Policy 5.6.2 c, d, and f because the subject site is in an Area of Change which is intended to direct growth toward more intense development areas and corridors such as Menaul Boulevard NE. The proposed project will provide a multi-family housing option in an area where multi-family does not currently exist. The proposed development is in an area with transit options, existing commercial uses, as well as adequate infrastructure, and community services.

- The request generally furthers Goal 5.6 and Policy 5.6.4 a and b because the subject site is in an Area of Change and will not provide negative effects on any neighborhoods with respect to noise, lighting, or air pollution. The project will have no effect on the character or integrity of existing residential areas. In this case, the question of incompatibility is less about the impact of the new development on existing residential areas than on the existing light industrial uses on new residents; however since the proposal is for new residential development, potential residents will have full knowledge of existing conditions.
- The request generally furthers Goal 7.3 and Policy 7.3.4 because the proposed project will improve the streetscape and enhance the built environment over the existing parking lots and vacant land. The proposed project will introduce a less intense use among more intense uses. This policy is furthered by proposing zoning to accommodate an infill development that is along a transit corridor and close to existing light manufacturing, commercial retail, and service uses, and within a half mile of 1-40 and 1-25. The project will be an efficient use of land that will contribute to the diversity of housing and commercial retail options in the area.
- The request generally furthers Goal 8.1 and Policy 8.1.2 because the proposal will encourage placemaking and potentially a more diverse economy than currently exists in the immediate area.
- The request furthers Goal 9.1 and Policy 9.1.1 c and i because the proposed development will provide multi-family development in an area which does currently provide residential options but does have existing commercial services. The proposal will potentially provide housing with a variety of price levels for a variety of income levels and types of residents. This proposed multi-family housing and mixed-use project is located close to existing transit and shopping services. This goal is furthered by allowing the future development of a multi-family housing project through the proposed C-2 zone, a use not currently allowed by the existing zoning. Multi-family options continue to be in high demand and this demand in the West Northeast area is anticipated to increase.
- The request generally furthers Goal 9.2 and Policy 9.2.1 because the request would construct housing that enhances the neighborhood character and blends with the urban environment with appropriate density. Although it cannot be determined if the resulting project would be compatible with the natural and built environments from with a Zone Change request, the project will be built to current codes. Since a surrounding residential neighborhood does not currently exist in this immediate area, it is not possible for the proposed development to respond to this character or context. It is expected that the proposed new construction of infill development on a vacant and parking lot with mixed-uses on a transit corridor will invigorate the streetscape and enhance the relationship to the street.

6. The applicant has justified the zone change request pursuant to *R-270-1980* as follows:
 - A. Consistency with the City’s health, safety, morals, and general welfare is shown by demonstrating that a request furthers applicable goals and policies from the Comprehensive Plan (and other plans if applicable), which the applicant has done as demonstrated in the response to Section C and is re-stated in Section D.
 - B. The applicant has adequately demonstrated that the proposed zone change would not promote instability of land use or zoning in the area because the future multi-family residential and commercial or mixed-uses would not be destabilizing to the existing commercial uses in the area (services, retail, warehousing). Also, the request is justified based on responses to Sections C and D, because it furthers applicable goals and policies of the Comprehensive Plan.
 - C. The request is not in significant conflict with adopted elements of the Comprehensive Plan as shown by the Comprehensive Plan policy analysis shown in Finding 5. No Sector Development Plans apply to this area. Since this is a request for a straight zone and a Site Development Plan is not proposed at this time, issues such as site design, building design, materials, and compatibility with surroundings cannot be evaluated except for as they pertain to uses.
 - D. The applicant has adequately demonstrated that the request would be more advantageous to the community because it would facilitate a use that is needed by the community, compatible with nearby uses, and would further applicable goals and policies in the Comprehensive Plan, as shown in the policy-based discussion in Section C.
 - E. The request is to change the zone from M-1 to C-2, which is considered “down-zoning” of the intensity of permitted uses, in order to re-develop the subject site into multi-family and commercial or mixed-uses. The request would not be harmful to adjacent property, the existing neighborhood or the community because the area is already characterized by a mixture of M-1, C-3, and C-2 uses and has been for a long time.
 - F. The request would not require major or unprogrammed capital expenditures by the City and the subject site is already served by existing infrastructure.
 - G. Economic considerations are a factor, but they are not the determining factor for the request, which is that the requested zone is more advantageous to the community due to providing more multi-family housing options in an unfilled market and in an appropriate location near transit and commercial services.
 - H. Location on a collector or major street is not in itself justification for the proposed zone change because of other factors such as the general need for multi-family housing in the area and the redevelopment of a blighted vacant lot in order to enhance the environment and streetscape.
 - I. The request would result in a spot zone because it would give a zone different (C-2) from surrounding zoning (M-1 and C-3) to one area. However, the applicant has demonstrated that the request would clearly facilitate realization of the Comprehensive Plan (see the response to Section C).

- J. The subject site does not constitute a “strip of land along a street” because it is an approximately 9.8 acre square shaped area, and therefore wouldn’t be suitable for strip commercial development. The response to Section J is sufficient.
7. The applicant has adequately justified the Zone Map Amendment (Zone Change) pursuant to R270-1980. The policy-based response to Section C demonstrates that the request would further applicable goals and policies in the Comprehensive Plan. Though the request would create a spot zone, it is justifiable because it would clearly facilitate realization of the Comprehensive Plan. The proposed multi-family and community commercial uses would operate in an area that has been characterized by M-1, C-3, and C-2 zoning for many years, and it would not be harmful to adjacent property, the neighborhood, or the community.
8. The applicant notified the District 7 Coalition along with property owners within 100 feet of the subject site, as required. A facilitated meeting was not requested nor held. As of this writing, staff has not received any inquiries or correspondence in support or opposition to the request.

RECOMMENDATION

APPROVAL of 17EPC-40065, a request for Zone Map Amendment (Zone Change) from M-1 to C-2 for Tracts 1A, 1B, 1C, and 2 through 5, Brunacini Industrial Park located on the north side of Menaul Boulevard NE between Vassar Drive NE and the North Diversion Channel and containing approximately 9.8 acres, based on the preceding Findings.



**Cheryl Somerfeldt
Planner**

Notice of Decision cc list:

Cornerstone Capital, LLC, 6601 Coors Blvd NW, Suite C, ABQ, NM 87102
Consensus Planning Inc., 302 Eighth St. NW, ABQ, NM 87102
Dist. 7 Coaliton of Neigh. Assoc., Lynne Martin, 1531 Espejo NE, ABQ, NM 87112
Dist. 7 Coalition of Neigh. Assoc., David Haughawout, 2824 Chama St. NE, ABQ, NM 87110

V. AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No adverse comments.

Office of Neighborhood Coordination

NA's and Coalitions Contacted: District 7 Coalition of Neighborhood Associations.

Long Range Planning

No comment.

CITY ENGINEER

Transportation Development

With additional review of the project, a TIS maybe needed prior to Building Permit approval depending on the trip generated from the new uses. Contact Ernest Armijo 505-924-3633 early in the planning process to schedule a scoping meeting.

Hydrology Development

No comment.

DEPARTMENT OF MUNICIPAL DEVELOPMENT

No comment.

WATER UTILITY AUTHORITY

- 17EPC-40065 Zone Map Amendment (Zone Change)
- Identification: UPC – 101605922139320302, 101605925029320303, 101605927329320304, 101605925831520305, 101605922631320308, 101605921731320307, 101605920831320306
- No adverse comment pertaining to the proposed amendment.
- Please note: as lots develop Existing metered service and fire lines that will not be utilized are to be removed by shutting the valve near the distribution main and capping the line near the valve. For fire lines, the valve access shall be grouted and collar removed.
- When development is desired request an availability statement at the link below:
 - http://www.abcwua.org/Availability_Statements.aspx
 - Request shall include a City Fire Marshal approved Fire 1 Plan and a zone map showing the site location.
 - Please indicate if the apartments are to be market rate or low income.
 - Please indicate if there is to be onsite commercial developments.

- If there are to be onsite commercial developments they will need to be metered separate from the rest of the site.

SOLID WASTE MANAGEMENT DEPARTMENT

No comment.

TRANSIT DEPARTMENT

1008337 17EPC-40065	Zone Map Amendment for Brunacini Industrial Park on Menaul Boulevard between Vassar and Richard; 9.8 acres	Menaul Multi-Modal Corridor	Fixed Route 8	Nearest stop pair for Route 8 is at southwest corner of site on either side of Vassar Street	No comment.
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NMDOT

No comments.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, No comments.

ALBUQUERQUE PUBLIC SCHOOLS

APS Case Comments: Any residential development in this area will have impacts to Bel Air Elementary, Mckinley Middle School, and Del Norte High School. Currently, all schools have excess capacity.

School Capacity

<i>School</i>	<i>2017-2018 40th Day Enrollment</i>	<i>Facility Capacity</i>	<i>Space Available</i>
<i>Bel Air ES</i>	<i>320</i>	<i>515</i>	<i>195</i>
<i>McKinley MS</i>	<i>425</i>	<i>854</i>	<i>429</i>
<i>Del Norte HS</i>	<i>1080</i>	<i>1402</i>	<i>322</i>

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO has no adverse comments.

For informational purposes:

- Menaul Blvd NE is functionally classified as a principal arterial in the project area.
- The LRBS includes an existing paved trail along the North Diversion Channel and a bicycle crossing under Menaul Blvd NE in the project area.
- Menaul Blvd NE is an Intelligent Transportation System (ITS) Corridor. Please consult with the reviewing agency's Traffic Engineering and/or ITS Department.

PUBLIC SERVICE COMPANY OF NEW MEXICO

- An overhead 115kV electric transmission line bisects the subject site from north to south. In addition, an overhead electric distribution line also bisects the subject site from north to south. It is the applicant's obligation to abide by any conditions or terms of those easements. Any potential 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. This includes any proposed changes to the existing grade, existing or proposed signs, walls or fences, landscaping, lighting, access, parking and driveway.
- PNM's landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within an easement, trees and shrubs should be located to minimize effects on electric facility maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure. It is necessary for the developer to contact PNM's New Service Delivery Department to coordinate electric service regarding this project.
Contact:
Andrew Gurule
PNM Service Center
4201 Edith Boulevard NE
Albuquerque, NM 87107
Phone: (505) 241-0589
- Ground-mounted equipment screening will be designed to allow for access to utility facilities. All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for safe operation, maintenance and repair purposes. Refer to the PNM Electric Service Guide at www.pnm.com for specifications.



View of the subject site looking north.



View of the subject site looking east.



View of the subject site looking south.



View of the subject site looking northwest.