Environmental Planning Commission

Agenda Number: 03
Project Number: 1010582
Case #: 16EPC- 40077, 78
January 12, 2017

Staff Report

Agent	Wilson and Company, Inc
Applicant	City of Albuquerque
Request	**Zone Map Amendment , Site Development Plan for Building Permit**
Legal Description	all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33
Location	Edith Blvd, between Comanche Rd NE and Rankin Rd NE
Size	22 acres
Existing Zoning	M-1
Proposed Zoning	SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection

Staff Recommendation

APPROVAL of Case 16 EPC 40077, Zone Map Amendment based on the Findings beginning on Page 34, and subject to the Conditions of Approval beginning on Page 47.

APPROVAL of Case 16 EPC 40078, Site Development Plan for Building Permit based on the Findings beginning on Page 47, and subject to the Conditions of Approval beginning on Page 58.

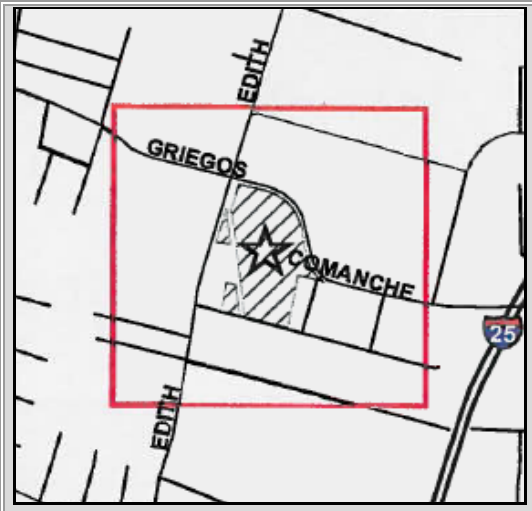
Staff Planner
Maggie Gould, Planner

Summary of Analysis

This is a two part request for a Zone Map Amendment and a Site Development Plan for Building Permit on an approximately 22 acre site located on Edith Blvd. and Comanche Rd. to develop a solid waste transfer station and convenience center on City owned parcels.

The subject site is located within the Central and Established Urban Area of Comprehensive Plan and within the boundaries of the North Valley Area Plan.

The requested Zone Map Amendment is generally consistent with the requirements of R270-1980, the Comprehensive Plan and all other applicable plans. The Site Development Plan for Building permit is generally consistent with requirements of the Zoning Code. A facilitated meeting was offered, but declined due to timing. Representatives indicated that there would be time for a meeting if the case was deferred to the February hearing. There is known opposition to this request.



City Departments and other interested agencies reviewed this application from 12/05/2016 to 12/05/2016
Agency comments used in the preparation of this report begin on Page 60.

I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	*Comprehensive Plan Area; Applicable Rank II & III Plans*	*Land Use*
Site	COA M-1	Central / Established Urban Area; North Valley Area Plan	Public / Institutional / Commercial Service / Drainage / Flood Control
North	COA M-1, C-1, Bernalillo County M-1	Central / Established Urban Area; North Valley Area Plan	Industrial / Manufacturing / Wholesaling / Warehousing
South	COA M-1, Bernalillo County M-1	Central / Established Urban Area; North Valley Area Plan	Industrial / Manufacturing
East	COA M-1, Bernalillo County M-1	Central / Established Urban Area; North Valley Area Plan	Industrial / Manufacturing / Commercial Service / Wholesaling / Warehousing
West	COA M-1, Bernalillo County M-1	Central / Established Urban Area; North Valley Area Plan	Commercial Service / Wholesale / Warehousing / Non-conforming Residential

II. INTRODUCTION

Proposal

This is a two part request for a Zone Map Amendment (Zone Change) to rezone the subject site from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection and approval of a Site Development Plan for Building Permit. The subject site is approximately 22 acres and is located at the southeast corner of Edith Blvd. NE and Comanche Rd NE.

Currently, the subject site contains an existing Solid Waste Management Department Facility which includes the following activities: commercial and residential truck storage, administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off for customers, and other customer service related activities which are currently allowed under the M-1 zone. The proposed site development plan includes a 62,000 sf transfer station/convenience center building; 11,600 sf administration building; 40,100 sf vehicle maintenance building; 3,900 sf household hazardous waste building; 33,400 sf parking structure; 555 sf “scale house”; parking for employees and collection vehicles; bin repair area; and recycling drop-off area. The configuration of the proposed buildings will be similar to the existing layout, but with extensively improved landscape and water management treatment, and improved access and on-site circulation.

EPC Role

The EPC is hearing this case because the EPC has the authority to hear all zone map amendment requests (zone change), regardless of site size, in the City. The EPC is the final decision-making body unless the EPC decision is appealed [Ref: §14-16-2-22(A)(1) SU-1 Special Use Zone, and 14-16-4-1, Amendment Procedure]. If so, an appeal would go to the Land Use Hearing Officer (LUHO) who then makes a recommendation to City Council [Ref: § 14-16-4-4-(A)(2) Appeal]. This is a quasi-judicial matter.

History/Background

- The oldest zone atlas for Bernalillo County within the Planning Department's archives show that the M-1 zoning designation for the subject site had been established at least as far back as 1972 (see attached, October 1972 Bernalillo County Zone Atlas, Vol. 1) per Bernalillo County M-1 designation requirements. The applicant has stated that the Solid Waste Department has been operating M-1 related uses from the subject site since 1980.
- Planning Department archives also show that in 1986, a request for annexation and establishment of M-1 zoning was submitted for EPC review (AX-86-6/Z-86-43). This requested action was later withdrawn by the applicant on June 25, 1986. A letter from the agent of record dated June 4, 1986 states that the City of Albuquerque acquired the property through condemnation at that time (see attached). The subject site was not officially annexed into the City limits until 2002 at which time the subject site's M-1 zoning per the City of Albuquerque requirements was established (Council Bill C/S O-02-27, Enactment # 22-2002).
- An Integrated Waste Management Plan was presented and accepted by the Albuquerque City Council in September of 2010 (EC-10-183) which recommended the development of a solid waste transfer station although no site was specified. City Council subsequently approved a priority objective for the Solid Waste Management Department to conduct an analysis of potential sites for a transfer and resource recovery park and submit a report to the Mayor and City Council (see attached Council Bill R-09-225, Enactment # R-2009-077, pg. 10). This was completed and submitted to City Council in 2011. A total of 6 potential sites were assessed and the Edith site was ultimately recommended.
- In September of 2015 the City submitted a request to rezone the site from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center; this request included a Site Development Plan for Building Permit. The request were approved by the EPC in November of 2015 and subsequently appealed.
- The Land Use Hearing Officer (LUHO) heard the appeal in February of 2016 and recommended that the City Council remand the case to EPC to allow the EPC to consider the issues raised in the appeal, including if there proposed transfer station was a permitted use in the M-1 zone
- The City Council agreed with the LUHO and voted to remand the case to the EPC in March of 2016.

- Due to the issues regarding the proposed use as a permissive use, the zone change request and Site Development Plan for Building Permit request were withdrawn in April of 2016.
- In April of 2016, the applicant submitted a request for a declaratory ruling to the Zoning Enforcement Officer (ZEO) asking that the ZEO make a determination that the solid waste transfer station/ convenience center and household hazardous waste drop-off center were allowed activities in the M-1 zone and that the activities would not be considered a public utility facility.
- The ZEO issued the ruling in June of 2016. He stated that the transfer station would be an allowed use in the M-1 zone and stated that the activities associated with the proposed waste transfer station were "similar and compatible to" other permitted M-1 uses. Additionally, the ZEO stated that the transfer station would not be considered a public utility use.
- The declaratory ruling was appealed in July of 2016. The appellants disagreed with the ZEO ruling that the transfer station use was similar and compatible to the uses in the M-1 zone. The appellants cited traffic concerns, a lack of definition for similar and compatible and stated that the use was unique and merited an SU-1 zone.
- The LUHO heard the case in in August of 2016 and recommended that City Council void the declaratory ruling because the transfer station use was not specifically listed in the M-1 zoned and, therefore, was not an allowed use in the M-1 zone.
- The City Council heard the case in October of 2016 and voted to grant the appeal and reverse the decision of the ZEO. The City Council found that the use was not specifically listed as permissive in the M-1 zone and that the project uses were not sufficiently similar and compatible to permissive M-1 uses to be deemed permissible.

Context

The subject site is located within an industrial area of the North Valley on the southeast corner of Comanche Rd. and Edith Blvd. The subject site contains an existing Solid Waste Management Department Facility which includes the following activities: commercial and residential truck storage, administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customer service related activities which are allowed under the M-1 zone. There is a mix of City and County land parcels surrounding the subject site, with the majority of the adjacent and nearby parcels zoned M-1. The Bernalillo County Code of Ordinances states that the purpose of the Bernalillo County M-1 Light Industrial Zone is primarily for light manufacturing, light fabricating, warehousing and wholesale distribution with off-street loading and off-street parking for employees, and with access to arterial highways or railroads.

Land uses on the adjacent parcels and nearby the subject site include: industrial, manufacturing, commercial service, wholesaling and warehousing. There are three County parcels, approximately 700 ft to the southwest of the center of the subject site, contain existing, non-conforming single-family residential land uses. The nearest residential zone is approximately 1300 ft west 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 ILRRS designates Interstate 25 as an Existing Urban Interstate.

The ILRRS designates Comanche Rd. and Edith Blvd. as Minor Arterials.

The ILRRS designates Rankin Rd. as a Local Street.

Comprehensive Plan Corridor Designation

Interstate 25 is designated as an existing Express Transit Corridors with the intent to create a network of roadways that would be dedicated to developing higher speeds with fewer interruptions to travel for the car and public transit vehicles.

Trails/Bikeways

There is an existing bicycle lane along Comanche Rd. and an existing bicycle route along Edith Blvd.

Transit

Comanche Commuter Route #13 runs east to west along and passes the site along Comanche Rd. The closest bus stops are near just east of the subject site near Comanche Rd. and Comanche Ln., and just west of the subject site on Griegos Rd. just west of Edith Blvd.

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.

Site Selection Criteria for Transfer Station

The applicant provided the following information regarding the selection process for the proposed facility.

The selection of the 4600 Edith Boulevard site was based on numerous studies over a ten-year period. In 2006, Gordon Environmental, Inc. completed a feasibility study that used the 4600 Edith Blvd site as a representative transfer station because it is near the center of waste generation. The 2010 Integrated Waste Management Plan reviewed the status of the City's solid waste management system and recommended the development of a transfer station. JR Miller & Associates was tasked with completing the 2011 Albuquerque Transfer Station Feasibility Analysis (including an update to the feasibility analysis in 2014). The Feasibility Analysis evaluated potential transfer station sites using the following criteria that are key to the success of this type of facility.

- The site should contain between eight (8) and twelve (12) acres (This is criteria for a transfer station only.) with minimum dimensions of 500 to 600 feet in one direction and approximately 700 feet in the other direction.
- The site should be zoned for light or heavy industry or commercial uses.
- The site should be located at the center of waste generation, which in this case translated into within a three-mile proximity to the Big I (intersection of Interstate 40 and Interstate 25).
- The site should have access to major or minor arterials or highways.
- The site should have topographic features including a natural slope of 6 to 10 feet (preferred).
- The site should have availability of utilities.
- The site should meet the State's siting criteria for transfer stations in 20.9.4.12 Siting Criteria for Transfer Stations and Processing Facilities of the New Mexico Administrative Code (NMAC).

There were six sites found for consideration for the proposed transfer station included the current SWMD site located at 4600 Edith Blvd NE (See enclosed *Alternative Transfer Station Sites exhibit*) . At the onset, two sites were removed as the owner expressed no interest in selling or leasing and/or the site was occupied. (See enclosed C. Gallegos memo dated June 7, 2011). The remaining four sites were evaluated further, and the 4600 Edith Blvd NE site along with one other ranked in the top two (See enclosed *Solid Waste Transfer Station document and Albuquerque TS Site Evaluation*). The 4600 Edith Blvd NE site was ultimately selected because it met all of the criteria listed in the previous paragraph, the SWMD services and facilities were already located here, and it was large enough to consolidate all of the SWMD facilities along with the transfer station on one site instead of having two separate sites. The feasibility analysis was presented to City Council (EC-14-11) on May 19, 2014.
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New Mexico Environment Department Permitting Requirements

Solid Waste Facility Permitting

The New Mexico Environment Department (NMED) is responsible for monitoring and controlling the generation, storage, transportation, and disposal of wastes in New Mexico (www.nmenv.state.nm.us). A permit application was prepared and submitted to the NMED on September 1, 2016. The application addresses siting criteria, design requirements, and operating requirements as detailed in 20.9.2 – 20.9.10 NMAC (Solid Waste Rules). The permit application includes site maps, facility drawings, operating plans, contingency plans, waste screening plans, traffic and parking management, litter control, training, record keeping and reporting, and all documents necessary to meet the requirements of the Solid Waste Rules. The notice of filing of the permit application (in English and Spanish) was prepared in accordance with 20.9.3.8.G NMAC. It was published in the Albuquerque Journal on September 4, 2016 as both a display ad (Page B3) and as a classified ad (Special Notices on Page D4). The public notice was published in Spanish in El Semanario on September 8, 2016. The project team will respond to NMED's Request for Additional Information (RAI). Once NMED deems the application administratively complete, NMED will conduct a public hearing in accordance with 20 NMAC 1.4 Permit Procedures.

III. ANALYSIS

APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The subject site is currently zoned M-1; The M-1 zone provides suitable sites for heavy commercial and light manufacturing uses. Allowed uses include, but are not limited to, commercial activity as first listed as permissive in the C-3 zone (§14-16-2-18), industrial activity with uses permissive and as regulated by the IP zone (§14-16- 2-19), manufacturing, commercial agriculture, concrete or cement batching plant or truck terminal in an enclosed building or fenced area. These uses include, but are not limited to, auto sales, rental and service, hotel or motel, adult amusement establishment, office, medical or experimental laboratory and off premise sign.

The City Council determined in October of 2016 that the proposed transfer station use is not permissive or conditional in the M-1 zone because it is not specifically listed in the M-1 zone; therefore a zone change is needed in order to develop the use on the subject site.

The proposed zone, SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, will allow the development the Transfer Station and the associated activities. The zone will allow permissive uses of the M-1 zone. Many of the associated activities such as vehicle repair, recycling bin, parking lot and office are allowed in the M-1 zone.

The SU-1 zone provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design.

Development within the SU-1 zone may only occur in conformance with an approved Site Development Plan. The applicant has submitted a Site Development Plan for Building Permit that meets this requirement.

The two existing waste transfer facilities in the city are zoned SU-1. The Montessa Park convenience center is zoned SU-1 for Solid Waste Transfer Center and the Eagle Rock Convenience Center is zoned SU-2/SU-1 Convenience Center or SU-2 NC. The Don Reservoir Convenience Center has a County Special Use Permit for Solid Waste Convenience Center.

The proposed facility meets the criteria for the SU-1 zone because it is a use that is infrequent in occurrence (only three other facilities in the City) and the character of the site design is important in order to mitigate the impacts of the proposed use.

Definitions

Section §14-16-2-20: M-1 LIGHT MANUFACTURING ZONE. This zone provides suitable sites for heavy commercial and light manufacturing uses.

Section §14-16-1-5: SU-1 SPECIAL USE ZONE. This zone provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard or other reason, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design.

Section §14-16-1-5: ZONE, RESIDENTIAL. The RO-1, RO-20, R-1, MH, R-T, R-LT, RG, R-2, R-3, RA-1, RA-2, RC, and RD zones; and the segments of the SU-1, SU-2, and SU-3 zones where the predominant use allowed in a subarea is residential.

Section §14-16-1-5: NONCONFORMING USE. A use of a structure or land which does not conform to uses allowed under the regulations of this Article or to uses allowed under an applicable sector development plan and which was an allowed use at the time the use was first undertaken.

Albuquerque / Bernalillo County Comprehensive Plan

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

The Albuquerque Bernalillo County Comprehensive Plan contains a policy section and a narrative section. The narrative section provides background information that informs the policy sections. The policy section is the section used to address zone changes because it contains the specific policies.

The subject site is located in an area that the Albuquerque/Bernalillo County Comprehensive Plan has designated Central Urban. The goal of the Central Urban Area is "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". However, the Central Urban Area is identified by the Comprehensive Plan as a "portion of the Established Urban Area and as such is subject to policies of section II.B.5. as well as those listed [in the Central Urban Area]".

The goal of the Established Urban Area is "to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and life styles, while creating a visually pleasing built environment". Applicable policies include:

Central Urban Area
Policy II.B.6.a.: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

<u>Policy II.B.6.a. is furthered</u> because the project replaces outdated and inefficient public buildings with new public buildings that are energy efficient, state of the art and aesthetically pleasing. The zone change will facilitate development of new educational programs.

Established Urban Area

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.

Policy II.B.5.d is furthered because the uses allowed by the proposed zoning will fit with surrounding manufacturing, industrial and commercial properties. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming residential units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed Site Development Plan for Building Permit includes a new ponding area to protect the Alameda Lateral ditch from runoff and stabilize the slopes of the ditch. The new proposed buildings and landscaping will improve the visual quality of the area.

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.

Policy II.B.5.e. is furthered because the subject site has access to a full range of urban services and infrastructure. The subject site contains existing Solid Waste Management Services such as maintenance facilities, an administrative building, bin repair and parking for collection trucks and employees. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming residential units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed new buildings are within the existing foot print of the subject and do not expand the use into existing residential neighborhoods.

Policy II.B.5.g.: Development shall be carefully designated to conform to topographical features and include trail corridors in the development where appropriate.

Policy II.B.5.g is furthered because the site's slope from east to west was taken into consideration. The ponding area is located in the northwest corner of the site.

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.

Policy II.B.5.i. is furthered because the proposed transfer station location is in an existing industrial area, the site design uses quick close doors, misting and air filtration to mitigate the impacts of the use on the surrounding area. Traffic will occur primarily in the off peak hours, trucks will access the site from Comanche Road and I-25, away from the existing neighborhoods. The Site Development Plan process provides certainty regarding development

on the site. The applicant conducted a variety of outreach efforts and notified the closest neighborhoods.

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.

Policy II.B.5.k is furthered because the truck traffic is routed along Comanche Road, not through the neighborhoods to the west, the Traffic Impact Analysis completed by the applicant shows the that the new trips created by the expansion of the existing facility will occur primarily in the off peaks hours. Additionally the access point from Edith Blvd. will be shifted to the south; this may improve the function of the signalized intersection at Edith Blvd and Comanche road.

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.

Policy II.B.5.l. is furthered because the proposed new facility will be energy efficient and use best practices for modern solid waste management. The facility will contain features such quick close doors and air filtration to mitigate the impacts of the facility. The Site Development Plan for Building Permit shows abundant landscaping that will improve the visual quality of the facility. The building will be constructed of high quality materials.

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 subject site is located within an industrial M-1 zoned area of the City. The design of the proposed buildings and facilities along with landscape and streetscape improvements will improve the visual quality of the industrial area in which the subject site is located. The request furthers Policy II.B.5.m.

Air Quality: The goal is to improve air quality to safeguard public health and enhance the quality of life.

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

The request furthers Policy II.C.1.b. because the central location of the transfer station will reduce the number miles traveled by the City collection trucks because they will not have to travel to the City landfill outside of the City. The public will have a 4th convenience center that may be closer than the City's existing location in the far Northwest, Southeast and Southwest quadrants of the City.

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

The request furthers Policy II.C.1.c. because the applicant completed a Traffic Impact Analysis showing that news trips from the proposed project will not diminish the level of service for the surrounding intersections. Moving the access point from Edith further south may benefit the functioning of the intersection with Comanche.

Policy II.C.1.e.: Motor vehicle emissions and their adverse effects shall be minimized.

The request furthers Policy II.C.1.e because the applicant states that the proposed transfer station and convenience center will reduce the number vehicle miles travelled by city collection trucks by approximately 2 million miles. The new location will also reduce the number of trucks that uses I-40 to cross the river on the way to the west side landfill. The central location also reduces the vehicle miles traveled for the public using the convenience center.

Policy II.C.1.g.: Pollution from particulates shall be minimized.

Policy II.C.1.h.: During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.

Policy II.C.1.k.: Citizens shall be protected from toxic air emissions.

Air quality impacts from the operations at the site will be minimized in five different ways. First, particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. Second, the majority of the site will be paved and/or covered by buildings, which minimizes the emissions of particulates from the site. Third, the areas of the site that are not paved will have landscape and streetscape treatments that will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon. Fourth, the transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution. Finally, the air quality for the entire Albuquerque area will be improved with the implementation of the transfer station in this central location by realizing a reduction of approximately 2 million miles travelled per year by the collection truck fleet along with its associated reduction in carbon emissions and particulates.

In addition to the proposed site development plan for building permit, the applicant will also be required to secure a Solid Waste Facility Permit through the State of New Mexico Environment Department prior to the commencement of operations which regulates items such as climatology, meteorology air quality, odor and dust (NM Administrative Code 20.9.3.8). Therefore, the request furthers Policy II.C.1.g, Policy II.C.1.h. and Policy II.C.1.k.

Water Quality: The goal is to maintain a dependable, quality supply of water for the urbanized area's needs.

Policy II.C.2.a.: Minimize the potential for contaminants to enter the community water supply.

Policy II.C.2.c.: Water quality contamination resulting from solid waste disposal shall be minimized.

The proposed grading and drainage plan will conform to the City's Drainage Ordinance and EPA MS-4 permit to comply with the first flush requirements and control water run-off. Water/oil separators will also be upgraded and located at each drainage outlet on the site. Landscaping, ponding areas and other methods will be employed to manage the site's storm water run-off. All of the solid waste deliveries and trash compaction will occur within an enclosed building limiting the opportunities for solid waste contaminants to enter the community water supply. The additional facilities will provide opportunities for trash disposal that may decrease illegal dumping and keep contaminants out of the water supply. Therefore, the request furthers Policy II.C.2.a and Policy II.C.2.c.

Solid Waste: The goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

The request furthers the goal because the proposed design incorporates best practices for solid waste collection and disposal and increases the options for recycling for members of the public.

Policy II.C.3.a.: Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

The proposed facility is part of the City's long term plan to provide more efficient and economical methods of solid waste collection through the construction of a state of the art facility and a reduction in vehicle miles traveled for the Solid Waste Collection fleet. The request furthers Policy II.C.3.a.

Policy II.C.3.b.: Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

The transfer station and convenience center will improve diversion and recycling efforts by keeping recyclable material out of the landfill and providing a safe disposal for household hazardous waste. The materials that will be diverted from the municipal solid waste stream and will be accepted, processed, handled, transported by the convenience center, HHW, or recycle area include mixed recyclables (paper, plastic, aluminum, glass and steel cans); household hazardous waste; scrap metal/white goods; green waste; electronic waste (E-waste); and bulky waste. Therefore, the request furthers Policy II.C.3.b.

Policy II.C.3.c.: Illegal dumping shall be minimized.

The centralized location of a new convenience center will provide a low-cost disposal location for Albuquerque residents and reduce the likelihood of illegal dumping activities. The request furthers Policy II.C.3.c.

Policy II.C.3.f.: Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

The convenience center will be accessible by the public and will allow households to drop off potentially hazardous waste. However, the applicant has not provided any information regarding a condition to exempt small quantity generators. Therefore, the request partially furthers Policy II.C.3.f.

Noise: The goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy II.C.4.a.: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Noise considerations were integrated into the design of the project. Activity will occur in an enclosed transfer station building that will utilize high speed doors to contain interior noise. The buildings walls will utilize absorptive insulation materials to reduce any potential noise/land use conflicts. The site development plan for building permit also includes perimeter walls, landscape buffers and roof canopies to further mitigate noise generated by the proposed use. The request furthers the goal and Policy II.C.4.a.

Policy II.C.4.b.: Construction of noise sensitive land uses near existing noise sources shall include strategies to minimize adverse noise effects.

The subject site is located in an industrial M-1 zoned area of the City. The site development plan includes strategies to reduce any noise generated by the site, including landscaping, buffer walls and setbacks. The request furthers Policy II.C.4.b.

Developed Landscape: The Goal is to maintain and improve the natural and the developed landscape's quality.

The request furthers the goal because the proposed SU-1 zone is site plan controlled and the proposed Site Development Plan for Building Permit shows extensive landscaping along the perimeter of the site and within the site. The proposed landscape will improve the quality of the developed landscape in the area. The site currently has very minimal landscaping.

Policy II.C.8.d.: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

The proposed public facility will be designed to include landscaping beyond the requirements of the zoning code and will be visually pleasing, as well as serve as a screening element and assist in controlling potential water erosion and dust. The request furthers Policy II.C.8.d.

Community Resource Management, Service Provision: The goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

The proposed use for the subject site provides a new convenience center in a central location. The existing facilities are at the northeast and southeast edges of the city. The request more evenly distributes the public solid waste facilities and services in the city. The request furthers the Community Resource Management goal.

Economic Development: The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Goal is furthered because the project will use resources more efficiently and this may help to avoid future rate increases. The project also benefits the city by providing an additional location for recycling and disposal of waste.

Policy II.D.6.e.: A sound fiscal position for local government shall be maintained.

The applicant states that through the reduction of approximately 2 million miles travelled annually, the City of Albuquerque will save $75 million dollars over the next 20 years. Therefore, the request furthers Policy II.D.6.e.

Education: The goal is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy II.D.7.e.: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

The proposed use will be integrated with the existing Keep Albuquerque Beautiful program for youth, residents and businesses to help encourage sustainability through waste reduction, recycling and other diversion methods. The applicant states that the administration building will contain an education area to help meet this goal. Therefore, the request furthers Policy II.D.7.e.

North Valley Area Plan (Rank 2)

The North Valley Area Plan (NVAP) was adopted in 1993 (Enactment 60-1993). 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 apply to the request:

Goals and Issues:

1. To recognize the North Valley area as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

The request will discourage illegal dumping in the North Valley by providing a convenient location for disposal and recycling of household waste. The facility will reduce the number of trucks that cross the valley using I-40 to access the landfill on the west side of the city and will protect the Alameda Lateral by providing better access to the lateral for MRGCD maintenance, stabilizing slopes, and providing landscape buffer between the site and the lateral. The proposed use will also be located in an existing designated industrially zoned area of the North Valley/metropolitan community. Therefore, the request furthers NVAP Goal and Issue 1.

2. To preserve and enhance the environmental quality of the North Valley by:

a. maintaining the rural flavor of the North Valley
b. controlling growth and maintaining low density development
c. providing a variety of housing opportunities and life styles including differing socioeconomic types
d. reducing noise level impacts

The rural flavor of the North Valley will be maintained because the subject site is located within a primarily industrial M-1 zoned area of the North Valley, outside of the areas current used for agriculture and large residential development. Growth will be controlled through the use of a site development plan. There are no residential uses proposed for the site. The site has been designed to reduce noise level impacts through the development of an enclosed building that will include noise absorptive insulation materials. Therefore, the request furthers NVAP Goal and Issue 2.

3. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

The adopting legislation for the NVAP (Council Bill R-255, Enactment # 60-1993) states that Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if, after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design.

- ***The subject site is zoned M-1, Light Manufacturing Zone;***
- ***There are no residentially zoned land parcels adjacent to the subject site;***
- ***The applicant states that air quality will be preserved through a reduction of 2 million vehicle miles traveled for the Solid Waste Transfer fleet and that particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and***

particulates from leaving the building. The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution;

- ***The proposed SU-1 zone is site plan controlled. The proposed plan shows setbacks, landscaping buffers, walls and separation of traffic that will mitigate the impacts of the development.***

Therefore, the request <u>furthers NVAP Goal and Issue 3.</u>

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5. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

The proposed Site Development Plan for Building Permit that accompanies the proposed SU-1 zone will further this goal because the site is designed per the City's Drainage Ordinance which will manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used and further manage the site. The site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000).
Therefore, the request <u>furthers NVAP Goal and Issue 5.</u>

6. 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
The subject site is in an existing industrially zoned area. The request meets a city need for more efficient waste management as outlined in the 2011 and 2014 feasibility studies (included). The Site Development Plan for Building Permit shows extensive landscaping and well-designed buildings.
Therefore, the request furthers NVAP Goal and Issue 5.

11. 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.
The subject site is located in the I-25 industrial corridor, bounded on the east by the Interstate, on the west by the mesa edge and the North Diversion Channel, and by the plan area boundaries on the north and south. The area is an established, industrial M-1 zoned area of the North Valley and not within the lower valley area. Therefore, the request furthers NVAP Goal and Issue 11.

Plan Policies, Zoning and Land Use:

Air Quality: The air quality plan policies in the NVAP direct the City and the County to inform the public about air quality, reduce unauthorized vehicle traffic on the ditches, stabilize roads and parking areas and limit vehicle use on no- burn days.

The applicant states the request will reduce vehicle miles traveled for city collection trucks and for valley residents using the convenience center.

Transportation:

1. The City and County shall encourage the smooth flow of traffic on arterials.

A traffic impact analysis has been completed for the project and because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve functionality of the signalized intersection. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 1.

2. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel.

The proposed reduction in vehicle miles traveled will promote more sustainability along the transportation network by decreasing the number of trucks on Interstate 40 crossing the North Valley and Rio Grande traveling to the landfill. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 2.

3. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character.

The diagram submitted by the applicant shows new truck traffic associated with the proposed use occurring outside of the AM and PM peak hours, and shows the new truck traffic accessing the subject site from Interstate 25 and Comanche Rd. and exiting via the same route which does not pass through a residential area. Existing residential trash pick-up routes throughout the city will not change with the proposed use. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 3.

Bikeways and Trails Facility Plan (Rank II)

The *Bikeways & Trails Facility Plan* aims to help the City better manage the growth of the bikeway and multi-use trail system. The overarching purpose is to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area.

The *Bikeways & Trails Facility Plan* describes the existing system, policies, recommendations, and proposed projects. The plan will guide future investment in the bikeways & trails system, including facility improvements, new facilities, maintenance, and education/outreach programs. The goals and policies section provides general guidance for the development of the bikeways & trails system. Applicable goals and policies include:

Goal 1: Improve and enhance cycling and pedestrian opportunities.

c. Principle: Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals.

Objective 3: Use Bicycle and Pedestrian Friendly Standards and Procedures for On-Street Bicycle Facilities and Multi-Use Trails.

1. Restripe collector and arterial roadways (where designated on the Bikeways Map and per NACTO and AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.
Comanche Rd. and Edith Blvd. are classified as Minor Arterials per the Interim Long Range Roadway System produced by MRCOG. There is an existing bicycle lane along Comanche Rd. and an existing bicycle route along Edith Blvd. These existing facilities currently meet required AASHTO guidelines. The request furthers Goal 1 and Objective 3 of the Bikeways & Trails Facility Plan.

Resolution 270-1980 (Policies for Zone Map Change Applications)

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

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

Analysis of Applicant's Justification

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

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

The proposed zone change is consistent with the health, safety, morals and general welfare of the City. It will create conditions for a more efficient solid waste collection system to meet the

service needs of our growing community. By using a consolidated, city-wide transfer station, collection trucks will no longer have to drive each load out to the Cerro Colorado Landfill (approximately 20 miles each way). This saves over 2 million miles of travel by collection trucks per year and reduces fuel use and the City's emissions/carbon footprint, which translates into saving Albuquerque taxpayers/ratepayers $75 million over the next 20 years.

The convenience center will provide a convenient drop-off location for the public, recycling, disposal of large items and household hazardous waste. This centralized location will potentially save additional miles travelled by the public – approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center). We expect this to also further reduce the amount of illegal dumping that is related to travel distance to the landfill or other convenience centers.

The site's existing outdated facilities will be redeveloped into a state of the art, energy efficient and aesthetically pleasing public facility that will enhance the industrial area in which it resides. New perimeter and on-site landscaping will further improve the visual quality of the area.

In addition, a traffic impact analysis has been completed for the project to analyze the effects of traffic on the arterial streets. Because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. The access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve the functionality of the signalized intersection.

The proposed zone will allow the consolidation of services, provide additional options for waste disposal and recycling that will help to address illegal dumping, reduce vehicle miles traveled by city trash collection trucks and the public and allow for the redevelopment of an out dated facility with new, more efficient facility. These things are consistent with the health, safety and general welfare of the city as a whole.

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.

A majority of the current surrounding uses are Industrial, wholesale, or manufacturing (See enclosed City of Albuquerque – Zoning exhibit) and are therefore similar to the existing use on the subject property. The uses planned for the site development will still be similar to the surrounding existing uses with the exception of the transfer station, convenience center, and household hazardous waste collection. The site has several permissive uses and they would be maintained with this zone change. In addition, the site plan control ensures changes cannot be made without some type of amendment to the site development plan, either through the EPC for major changes or administratively for minor changes. The proposed zone change will promote stability of land use (similar to surrounding uses) and zoning by providing site plan control.

The SU-1 zone is site plan controlled, while the proposed zoning will allow some more intense uses, the site plan provides a design that will mitigate these uses. Future uses on the site could only be developed in accordance with the approved site plan. Any new development on the site would require EPC approval. These factors contribute to the stability of the area.

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

Refer to policy analysis for additional information

The request is consistent with the Comprehensive Plan regarding Land Use because it will fit with the surrounding industrial uses, be in an area with aces to existing urban infrastructure, add services and be design to minimize the impact on residential areas, be planned to minimize the impacts of traffic by having the bulk of traffic occur at off peak hours and include a design that uses innovative technology to mitigate the impacts of the facility y.

The request is consistent with the Comprehensive Plan regarding Air Quality because it will reduce vehicle miles traveled by city trucks and the public.

The request is consistent with the Comprehensive Plan regarding Water Quality because the facility will manage storm water, conform to existing environmental regulations and provide an option for waste disposal that may keep trash and contaminants out of the water supply.

The request is consistent with the Comprehensive Plan regarding Solid Waste because the proposed design incorporates best practices for solid waste collection and disposal and increases the options for recycling and disposal for members of the public, and use the city's resources efficiently.

The request is consistent with the Comprehensive Plan regarding Developed Landscape because the facility will contain extensive landscaping that will improve the visual quality of the streetscape and prevent erosion from wind and water.

The request is consistent with the Comprehensive Plan regarding Economic Development because the proposed facility will use resources more efficiently and this may help to avoid future rate increases. The project also benefits the city by providing an additional location for recycling and disposal of waste.

The request is consistent with the North Valley Area Plan because the facility is located in the industrial area near I-25, not in the lower valley and will reduce vehicle miles traveled for city trucks crossing the valley and for the public accessing the convenience center.

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.

Staff's Response (refer to policy analysis for discussion of applicable policies)

The existing zoning is inappropriate because changed neighborhood conditions justify the change, the new use category is more advantageous to the community, and the existing zoning does not permit the proposed use. The current zoning has been in effect since the 1980s, approximately 30 years. In that time, the population in Albuquerque has increased approximately 67%. This increased density and urbanization has changed the city as a whole and the Edith corridor too. As development reached natural limits on the north, east, and south sides of the city and made large expansions on the westside, this corridor became a central location of the City. It is a natural industrial area because of its centrality and location near both interstates. With these changes to the city, the Solid Waste Department found a need to and great value in centralizing collection services through a transfer station. This corridor is ideal for such a use, and this property has been analyzed as the most suitable for this project. The geographic and demographic changes provide a need for this zone change at this location in order to further the environmental and community goals described above.

The new zoning in an already established industrial area is also more advantageous to the community, as articulated in the Comprehensive Plan and the North Valley Area Plan and described above in paragraph (C). In addition, the SWMD 2010 Integrated Waste Management Plan provided recommendations to meet the City's goals/public need of ending reliance on landfill disposal of solid waste and significantly increasing diversion through various types of waste reduction and recycling initiatives. These recommendations included the development of a new transfer station and convenience center to achieve this. There is a community need for this use and project in order to accomplish various environmental, health, and tax base goals as described above. The 2011/2014 feasibility study completed by JR Miller & Associates compared available sites and found that the site at 4600 Edith Boulevard NE is the most advantageous for this use and addressing the public need. Currently the site serves various solid waste functions with minimal frills in design or landscaping, as would be expected in an M-1 zone. The zone change to SU-1 would allow some more intensive uses, and would also establish site plan control of the site. This will result in more attractive improvements on the site, including elimination of an open drainage pond, paving to reduce dust, thoughtfully designed traffic flow, appropriate fencing, and an attractive landscape plan. These improvements will result in a net positive impact to this property and the adjacent community and an even larger positive impact to the city as a whole.

The applicant states that the existing zoning is inappropriate because changed neighborhood conditions justify the change, the new use category is more advantageous to the community, and the existing zoning does not permit the proposed use. The current zoning has been in effect for approximately 30 years during which time the population in Albuquerque has increased approximately 67%. These changes make the industrial area along the I-25/ Edith corridor a central location for the use in an area with access to both interstates.

The applicant provided analysis of the applicable goals and polices of the applicable plans to show that the proposed change is more advantageous to the community as articulated in those plans.

The applicant cites the feasibility studies done 2011 and 2016 to show the need for the change and also cites the feasibility studies to show that the subject site was compared to other sites in the city. The subject site was chosen through this process and is available for development.

The SU-1 zone is appropriate on the subject because the proposed use is special because of infrequent occurrence, effect on surrounding property and because the appropriateness of the use to a specific location is partly dependent on the character of the site design.

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

The surrounding properties are zoned for industrial, manufacturing and wholesale uses. The adjacent properties are zoned M-1, except for the property at the northwest corner of Edith and Comanche which is zoned C-1. The M-1 permissive uses include automotive sales, rentals and service, repair and storage; manufacturing, assembling, treating, repairing or rebuilding articles, parking lot, storage structure or yard for equipment ; and uses which must be conducted in a completely enclosed building or in an area surrounded by a solid wall or fence. The site has several permissive uses that will be maintained by the zone change. The addition of the transfer station and convenience center would not be harmful to the adjacent property, the neighborhood or the community because they will be operated within an enclosed building. In addition, the use of quick close doors, air curtains, misting systems and ducted air filtration systems will also mitigate noise odors and particulates from leaving the building. The traffic associated with the project v occurs outside of the peak hours and there will no increased truck traffic in the residential neighborhoods. The collection trucks and the public will use separate entrances into order break up the traffic and minimize conflict.

The subject site is within an existing industrial zoned area. The site plan control and mitigate measures such as an enclosed building with quick close doors, air filtration, landscape buffers and walls make the additional uses for the facility compatible with the existing development.

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

1. Denied due to lack of capital funds; or
2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The City has funding planned for this project. The zone change will not require any programmed capital expenditures. The Solid Waste Department is an enterprise find program and infrastructure will be funded by revenue bonds.

The project will use city funds, but these finds are planned for this project and will not be unprogrammed.

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 City owns the site. The transfer station must be located in a central area, with access to the interstate and be a sufficient size to accommodate the project and serve the needs of the City in an efficient way.

The applicant has justified the request by showing that that the proposed zone furthers a preponderance of applicable goals and policies.

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

Although the proposed project is located on a major street, the location is not the only justification for the request. The transfer station must be located in a central area, with access to the interstate and be a sufficient size to accommodate the project.

While the location of the site is important to the request, the applicant has justified the request in section c by showing that the proposed zone furthers a preponderance of applicable policies.

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.

The proposed zone would be a spot zone and will clearly facilitate the goals and objectives of the Comprehensive Plan and the North Valley Area Plan as described in section C.

The SU-1 zone is considered a spot zone, but a justified spot zone, because it clearly facilitates the goals and policies of the applicable plans.

J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where:

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

The request would not create a strip zone.

The proposed zoning would not create a "strip of land" with a different zone. The zoning will apply to a larger area and will clearly facilitate the realization of the applicable plans.

Other Analysis

A Traffic Impact Analysis was not required for this request. The applicant included the traffic impact analysis from 2015 for informational purposes.

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

Request

This is a request for Site Development Plan for Building Permit to construct a solid waste transfer station and convenience center on an existing City owned 22 acre parcel of land. Solid Waste Management Department services are currently accomplished from the existing facilities on the subject site including: commercial and residential truck storage, administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customer service related activities.

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

Site Plan Layout / Configuration

The proposed site development plan includes a 62,000 sf transfer station/convenience center building; 11,600 sf administration building; 40,100 sf vehicle maintenance building; 3,900 sf household hazardous waste building; 33,400 sf parking structure; 555 sf "scale house"; parking for employees and collection vehicles; bin repair area; and recycling drop-off area. The configuration of the proposed buildings will be similar to the existing layout.

The administration building will face Comanche Road. The transfer station will be located south of the administration building. The entrance into the transfer station building for convenience center traffic will face east, while the entrance into the building for collection trucks will face south, and the exits out of the building for both will face south. The load-out for transfer trucks will open to the north and south and is located on the west side of the transfer station. The maintenance building will be located at the south end of the site and the truck bay doors will open to the east and west. The parking structure will be located at the southeast corner of the property with its entrance/exit from Rankin Road.

Public Outdoor Space

The Site Development Plan for Building Permits shows an entry courtyard leading into the administrative building that includes a concrete entry plaza, benches, sufficient tree canopy for

shading and a concrete pad for a gorilla sculpture (currently displayed at the existing facility) that will be relocated to the entry courtyard.

Vehicular Access, Circulation and Parking

Separate access and circulation patterns are proposed according to the following site users (see Site Circulation Plan, Sheet SC-1):

Transfer Trucks: Will access a western transfer station facility entrance from I-25 & Edith Blvd at an ingress/egress point at a central point along the western edge of the site.

Collection Trucks: Will access a southern transfer station facility entrance from I-25 & Edith Blvd. at an ingress/egress point at a central point along the western edge of the site.

Employees / Visitors: Will access the main parking lot at an ingress/egress point along Comanche Rd. just north of the administrative building that is proposed to contain 109 spaces. A second access point is located off of Rankin Rd. at the southeastern corner of the subject site leading to a proposed two story employee parking structure that is proposed to contain 210 spaces.

Public Self-Haul: Will access an eastern transfer station facility entrance at an ingress/egress point along Comanche Rd. just north of the administrative building.

Hazardous Household Waste / Recycle Drop-off: Will access either the hazardous household waste or recycling drop off area along the eastern edge of the site at an ingress/egress point along Comanche Rd. just north of the administrative building.

The EPC has discretion over parking in the SU-1 zone (§14-16-2-22-(C). The applicant is providing a total of 350 parking spaces (see sheet SP-2 for parking table).

The applicant based the parking calculations on the requirements for office use for the administration building and the office portion of the vehicle maintenance building at 1 space per 200 square feet for the ground floor and 1 space per 300 square feet second floor.

The transfer station and maintenance shop are parked at one space per 2,000 feet based on warehouse use. Based on these requirements 233 spaces would be required.

Two parking for employees personal vehicles are propsed One at the north side of the site provides 109 spaces. This will accommodate the approximate 70 staff in the adjacent administration building, six employees for the transfer station, scalehouse and HHW, as well as visitors. There are also four spaces provided near the scalehouse and HHW for their assigned employees.

The south area will contain a multi-level parking structure with 234 spaces, which will provide parking for the maintenance staff and drivers. The provided parking is based on a total of daily shift of 208 employees for this area of the site. This total includes the vehicle maintenance service bays and parts which will have a typical shift of 18 staff, supervisors and operations located in the two-story portion of the vehicle maintenance building (approximately 30 employees), and approximately 160 collection truck drivers who will park and depart the site for daily routes.

Staff believes that proposed parking will be adequate for the proposed use.

Pedestrian and Bicycle Access and Circulation, Transit Access

Comanche Commuter Route #13 runs east to west along and passes the site along Comanche Rd.

Pedestrians and bicyclists can access the subject site along Comanche Rd. A concrete sidewalk leads west from Comanche Rd. to an entry courtyard that is proposed that leads directly to an administrative building.

A 9 space bike rack will be provided near the employee parking structure and two 4 space bike will be provided near the north and east entrances to the administration building.

The zoning code §14-16-3-1, Off street parking requires one bicycle space for 20 required parking spaces, the applicant is providing 17 spaces.

Walls/Fences

A series of retaining walls are proposed throughout the site, ranging in height from 2 feet to 7 depending on the grade of the site. The retaining walls along the Alameda drain, facing Edith Boulevard will be topped with vine covered chain-link fencing.

Lighting and Security

The building elevation sheets show a series of building mounted LED light fixtures on each building façade. A note on Sheet SP-2 states that all site lighting shall comply with the Area Lighting Requirements of the Zoning Code and that parking lot lighting shall not exceed 30 ft. Light fixtures within 100 feet of a residential area shall not exceed 16 feet.

Landscaping

The Site Development Plan for Building Permit shows a mixture of low and medium water use plants that are generally successful in the Albuquerque area.

The total required landscape for the net lot area coverage for the site is 112,424 sf (§14-16-3-10) and the applicant is proposing 197,983 sf, 26 % of the net lot area, which exceeds the requirement. In addition, 75% of the net lot area must include live plant coverage which equates to 84,318 sf. The landscaping shown on the Site Plan exceeds this requirement. Street trees are required per Section 6-6-2-5 (Street Tree Policies) of the Code of Ordinances the applicant is required to provide a street tree plan for any building of over 200 sf and where the lot is adjacent to a major street. Trees are spaced approximately 30 feet on center. The applicant is providing

Grading, Drainage, Utility Plans

The existing site topography generally slopes from east to west. The existing drainage infrastructure diverts all the site flows through a series of water/oil separators and inlets into two ponds located on the north and south of the site. The larger detention pond to the north has an outlet structure that discharges through a 30 inch corrugated metal pipe (cmp) into a drainage system in Comanche Road. The pond has a maximum allowable discharge of 47.6 cubic feet per second (cfs). The northern three

quarters of the site drains into this pond. The remainder of the site drains into the smaller retention pond to the southwest corner of the site.

The proposed site improvements will maintain the general flow direction of east to west. The existing drainage system will be replaced and new water/oil separators and inlets will be installed. The retention pond located on the southwest corner will be removed and replaced with a detention pond located to the northeast of its existing location. The new pond will be connected to the reconfigured north pond and will maintain the maximum allowable discharge of 47.6 cfs.

Architecture The administration building design will be contemporary in style and use simple architectural elements that will be repeated with the other structures on site for overall design continuity. This 2-story office building will be the signature architectural component of the facility facing the main public entry and oriented to the intersection of Comanche and Edith. The building will feature light-blue-tinted glass, exterior insulation finish systems (EIFS), metal shading canopies and metal accent panels. The design plan is L-shaped with the second floor offset from the first floor with column accents. Balconies and stair tower features add articulation to the building.

In addition to light-blue-tinted glass and light bronze anodized metal, the proposed color palette of the structures will include a khaki tan with accents of white and gray. Larger walls will be precast concrete with an integral dark tan color and finished with a light sandblast to provide texture and character. These walls will alternate with smooth painted walls that may have off-white accents. In addition, these high mass walls will help with buffering sound from interior activities as well as offer long term durability. The EIFS will also be used on the transfer station for architectural continuity.

Per the SU-1 zoning designation, structure height is at the discretion of the EPC. However, the underlying M-1 zoning designation states that a structure height up to 36 feet is permitted at any legal location, and the height and width of a structure over 36 feet high shall fall within a 45° plane drawn from the horizontal at the mean grade along each boundary of the premises, but a structure shall not exceed a height of 120 feet. The applicant has provided appropriate setbacks to meet the angle plane requirements and is proposing a maximum building height of 41 ft. as measured from the finished floor pad elevation to the top of the building parapet.

Signage

Because the proposed zone references the M-1 zone, signage is regulated by the M-1 zoning designation which refers back to the C-2 signage regulations which allows on premise signage at a rate of one sign per street frontage in the Central and Established Urban Areas of the Comprehensive Plan up to 250 sf along streets designated an arterial.

Two monument signs are proposed: a 5-ft high, 10ft long primary entry sign on Comanche for the main public entrance; and a 4-ft high, 8-ft long secondary entry sign on Edith.

Additional directional and wayfinding signs would be allowed on the site.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies

Standard comments from traffic engineering regarding parking space details and marking will addresses prior to submittal to the DRB.

Neighborhood/Public

The Greater Gardner Neighborhood Association, Near North Valley Neighborhood Association, North Edith Commercial Corridor Association, Stronghurst Improvement Association and the North Valley Coalition were notified of the request.

A facilitated meeting was offered but was declined because of timing of the meeting. The affected neighborhood association indicated that if the request was deferred they would be able to attend a facilitated meeting.

The Greater Gardner Neighborhood Association and Sysco Foods asked that the case be deferred until the February 2017 hearing to allow more time for review. The North Valley Coalition Supported this request.

As of this writing, the applicant has not requested a deferral.

Neighbors have expressed opposition to the request citing concerns about increased traffic, trash falling off of trash trucks, the impact on home prices in the area and an increase in rodent and bird activity in the area due to the expanded uses at the site.

Staff also received comments opposing the facility because of the possible impact on the health of area residents, including concerns that the area already contains several uses that impact the air quality.

Staff received an economic impact analysis regarding the potential impacts of the request from the North Valley Coalition. This analysis states that project will not realize the cost savings that are stated by the city, will have a negative impact on residential and commercial property in the area and will negatively impact the health of residents in the area causing costs in health care and lost productivity.

The North Valley Coalition also submitted a Review of Traffic Impacts from the proposed Waste Transfer Station; this document recommends additional study. The applicant submitted a response to this study and stated, in summary the assertions in the document are not in keeping with rules and regulations regarding TIS and that the conclusions are not supported.

Greater Gardner Neighborhood Association Submittal

Tim Flynn O'Brien submitted a series of documents on behalf of the Greater Gardner Neighborhood Association on December 30, 2016. The cover letter for the submittal states that the existing zoning is not inappropriate and the applicant has not proved that the zone change is justified pursuant to R-270-1980. Mr. Flynn O'Brien asks that the EPC grant him equal time (20 minutes) to fully present the concerns of his clients.

Tim Flynn O'Brien submitted a series of documents on behalf of the Greater Gardener Neighborhood Association on December 30, 2016, including letters from six surrounding small business owner expressing concern that the proposed transfer station will negatively impact their business because of heavy traffic, trash blowing off of the site, idling trucks, noise, smells and rodents, impact on employees health and access to business blocked by trucks or the public waiting to enter the facility (Exhibit D).

The documents contain letters from realtors regarding the negative impact of the proposed use on the values of the surrounding property, and state that the proposed use will cause a drop in property values and may be impacting the sales of two properties near the site. Both realtors state that they oppose the requests.

Documents from the 2015 submittal were also submitted. The Health Impact Assessment (HIA) submitted with 2015 EPC case was submitted as part of this series of documents. The HIA was analyzed as part the previous submittal; that analysis is shown below.

Minimum Elements & Practice Standards for Health Impact Assessment

According to the North American HIA Practice Standards Working Group (Version 3, September 2014, see attached) a Health Impact Assessment (HIA) is a practice that aims to protect and promote health and to reduce inequities in health during a decision-making process. The working group recommends that the following standards be adhered to in order to advance effective HIA practice:

- HIA is a forward-looking activity intended to inform a proposed program, policy, project, or plan under consideration by decision-makers; however, an HIA may evaluate an existing program, policy, project, or plan in order to inform a prospective decision or discussion.
- An HIA should include the steps of screening, scoping, assessment, recommendations, reporting, and evaluation.
- Each HIA process should begin with explicit written goals that can be used to evaluate the success and impacts of an HIA process.
- The HIA should be responsive to the needs and timing of the decision-making process.
- HIA requires integration of knowledge from many disciplines as well as from affected communities. The practitioner or practitioner team must take reasonable steps to identify, solicit, and utilize this expertise to both identify and answer questions about potentially significant health impacts.
- Meaningful and inclusive stakeholder (e.g., affected community, public agency, decision-maker) participation in each step of the HIA supports HIA quality and effectiveness. Each HIA should have a specific engagement and participation approach that utilizes participatory or deliberative methods suitable to the needs of stakeholders and context.
- Monitoring is an important follow-up activity in the HIA process. The HIA should propose a monitoring plan to track the health-related outcomes of a decision and its implementation.

- HIA integrated within another impact assessment process should adhere to these practice standards to the greatest extent possible.

Finally, the working group states that the parties conducting the HIA should provide a publicly accessible final report that includes, at a minimum, the HIA's purpose, findings, and recommendations. The report should also document the process involved in arriving at finding and recommendations (e.g. assessment methodology and recommendation setting approach) or alternatively provide separate documentation of these processes.

North Valley Health Impact Assessment of the Proposed Edith Transfer Station

The stated purpose of the North Valley Health Impact Assessment (NVHIA) is to assess the impacts of a Waste Transfer Station on the health of the residents and others that are located near the subject site (closes neighborhood area is approximately 1300 ft from the subject site). Portions of census tracts 32.01, 32.02, and 29 are cited as the study area for the NVHIA. The NVHIA's findings in summary include the following:

- Process: Neighborhood residents were not adequately involved in developing the criteria for citing the proposed transfer station on the subject site;
- Traffic: Weekday truck traffic will increase 173% making the area unsafe for area bicyclists and pedestrians;
- Air Quality: More than 15% of facilities permitted to emit air pollutants are located within a 2-mile radius of the subject site;
- Water Quality: Storm water run-off has from the subject site has resulted in flooding of businesses properties that are located down-gradient of the site;
- Noise: It is predicted that noise associated with heavy trucks will contribute to stress levels and deter work and school performance;
- Odor, Litter, Rodents, Insects: Waste transfer stations are associated with increased litter contributing to disease carrying rodents and insects and possible vector-borne disease;
- Occupational Health: Refuse and recyclable material collection is the fifth most dangerous industrial occupation in the U.S. and depending on the City's policies regarding employment of impacted residents is, the community's existing health burden could increase;
- Cumulative Impacts & Environmental Justice: HIA results indicate that the health of our most vulnerable populations will be disproportionately affected should the proposed transfer station proceed;
- Economic Wellbeing: Property values in the nearby community are expected to fall in proportion to their closeness to the proposed transfer station facility.

With regard to the EPC process, the NVHIA states that the applicant must seek a zone change because the M-1 zone prohibits a transfer station.

With regard to the requirements contained within R270-1980 the NVHIA contends that sections A, B, C, D (1), (2) and (3), E and I (1) and (2) have not been met. The NVHIA also states that the cost of land or other economic considerations are the determining factor for the zone change. Next the NVHIA states that the requested zone change is in conflict with Goal 3 of the North Valley Area Plan (pg.5) "To preserve, air, water, and soil quality in the North Valley". Finally, the NVHIA argues that the proposed transfer station is in conflict with the recently adopted Complete Streets Ordinance (C/S O-14-32) due to bicyclist safety concerns along Comanche Rd., and that the proposed use is in significant conflict with the Established and Central Urban policies of the Comprehensive Plan.

Environmental Health Response to the HIA

The Environmental Health Department submitted response to the HIA that contains the following specific findings:

- Traffic: The HIA overstates the increase in traffic in a way that exaggerates the resulting health impacts. The traffic study demonstrates that the increase in traffic will be nominal given the major roadways involved, and any health and safety impacts argued on the basis of traffic would be proportionally minor.

  The health disparities cited in the HIA are more closely linked to socio-economic factors than to traffic or other environmental factors, and even the data presented in the HIA demonstrate that non-Hispanic whites in the impacted community actually have a favorable health outlook when compared to the rest of Bernalillo County.

- Air Quality: The disproportionate effect of increased air pollution from traffic and subsequent health impacts at the neighborhood level argued by the HIA are a misrepresentation of how air quality is viewed. Air pollution moves and disperses throughout the larger community, and the larger scale benefit of a 2 million mile annual reduction in collection vehicle traffic is an overall benefit. Albuquerque/Bernalillo County has consistently been in attainment with all EPA National Ambient Air Quality Standards since the mid-1990s and this will be furthered by reducing miles traveled by the Solid Waste fleet.

  Most of the data presented in the HIA related to air quality are irrelevant or do not apply. In addition, the Solid Waste fleet will soon be entirely Tier 4 compliant in terms of diesel emissions, meaning concerns over particulate emissions are greatly exaggerated.

- Climate Change, Water Quality and Flooding: Climate change would not be impacted at the level of a single facility of this scale. Storm water issues would not have a direct impact on the health of the community in question. The HIA ignores the legally required storm water improvements and drainage plan that are inherent to the site design. These elements will effectively mitigate any flooding concerns.

- Noise: The surrounding community is already an industrial zone, and truck traffic or other noise sources are already present. The ETS would not be associated with any

meaningful impact in noise levels, especially since the facility itself will be fully enclosed. This fact is not addressed in the HIA. References to the Noise Ordinance are incorrect, and measurements of existing noise levels are incorrectly taken and interpreted. Facility hours of operation are unlikely to support a noise issue in any case.

- Odor. Litter, Rodents and Insects: All of these issues are readily addressed by the required mitigation plans that will accompany an application for a solid waste permit. Design elements such as the fully enclosed facility, mister systems and air wall, as well as operational elements such as not leaving trash at the facility overnight and routine cleaning, can be expected, and are required, to address all of these nuisance concerns. Insect and rodent borne disease information presented is not consistent with actual data collected by EHD and there is no increased health risk from these diseases to the community from the ETS facility.
- Occupational Health: Since there is no expectation that individuals from the community would be a disproportionate component of the facility workforce, there is no basis for claiming a disproportionate health risk to them. In addition OSHA requirements for training, protective equipment, etc. will address these concerns.
- Cumulative Impacts & Environmental Justice: While the HIA claims that the Impacted community meets EPA definitions of an environmental justice area, there is no link demonstrated to show that this is on the basis of health disparities Influenced by the proposed project. Environmental justice concerns do not mandate any additional regulatory requirements or special considerations for this project. EPA's only guidance in dealing with environmental justice is to engage the community in discussion prior to making a final decision on a project, which the City of Albuquerque has demonstrated. Cumulative impact considerations are applicable only in terms of New Mexico Environment Department's review for the solid waste permitting process.
- Individual & Business Economic Wellbeing: The HIA provides no meaningful support to demonstrate an economic impact or to link any related negative health impacts in the community with the construction of the transfer station. Arguments regarding the impact to property values, business prosperity or compatibility of land use are entirely subjective and without evidence.

V. CONCLUSION

This is a two part request for a Zone Map Amendment (Zone Change) to rezone the subject site from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection and a Site Development Plan for Building Permit to construct four structures to include a transfer station / convenience center building, an administrative building, vehicle maintenance building, and household hazardous waste building. A parking structure, bin repair area and recycling drop-off area are also proposed. The subject site is approximately 22 acres and is located on Edith and Comanche. This is a quasi-judicial matter.

The applicant has justified the zone change request pursuant to the requirements of R-270-1980 due to changed conditions and the zone being more advantageous to the community as articulated in the applicable plans. The proposed site development plan for building permit meets or exceeds the requirements of the Comprehensive Zoning Code.

FINDINGS – 16 EPC-40077 January 12, 2017 - Zone Map Amendment

1. This is a request for a Zone Map Amendment from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres.

2. The applicant proposes to amend the zoning to allow the development a City Solid Waste Facility, including Transfer Station, Convenience Center , Recycling and Household Hazardous Waste Collection

3. A request for a Zone Map Amendment and Site Development Plan for Building Permit was heard by the EPC in October of 2015. The EPC approved the request, but it was appealed and was remanded back to EPC. The case was withdrawn before a remand hearing occurred. The applicant asked for a declaratory ruling regarding the permissibility of transfer station use in the M-1 zone. The Zoning official issued a ruling in June of 2016 stating that the transfer station use was permissive in the M-1 zone. This ruling was appealed and City Council ultimately found, in October of 2016, that the use was not specifically listed in the M-1 and was not permissive. Because of this determination by the City Council, the applicant is now seeking the zoning change to the proposed SU-1 zone.

4. A Site Development Plan for Building Permit (16 EPC 40078) is heard concurrently with request pursuant to the requirements of the SU-1 zone.

5. The Albuquerque/Bernalillo County Comprehensive Plan, 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.

6. The subject site is within the Central Urban Area within the Established Urban Area of the Comprehensive Plan. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

Central Urban Area

A. Policy II.B.6.a.: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

Policy II.B.6.a. is furthered because the project replaces outdated and inefficient public buildings with new public buildings that are energy efficient, state of the art and aesthetically pleasing. The zone change will facilitate development of new educational programs.

Established Urban Area

B. 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.

Policy II.B.5.d is furthered because the uses allowed by the proposed zoning will fit with surrounding manufacturing, industrial and commercial properties. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming dwelling units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed Site Development Plan for Building Permit includes a new ponding area to protect the Alameda Lateral ditch from runoff and stabilize the slopes of the ditch. The new proposed buildings and landscaping will improve the visual quality of the area.

C. 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.

Policy II.B.5.e. is furthered because the subject site has access to a full range of urban services and infrastructure. The subject site contains existing Solid Waste Management Services such as maintenance facilities, an administrative building, bin repair and parking for collection trucks and employees. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming residential units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed new buildings are within the existing foot print of the subject site and do not expand the use into existing residential neighborhoods.

D. Policy II.B.5.g.: Development shall be carefully designated to conform to topographical features and include trail corridors in the development where appropriate.

Policy II.B.5.g is furthered because the site's slope from east to west was taken into consideration. The ponding area is located in the northwest corner of the site.

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.

Policy II.B.5.i. is furthered because the proposed transfer station location is in an existing industrial area, the site design uses quick close doors, misting and air filtration to mitigate the impacts of the use on the surrounding area. Traffic will occur primarily in the off peak hours, trucks will access the site from Comanche Road and I-25, away from the existing neighborhoods. The Site Development Plan process provides certainty regarding development on the site. The applicant conducted a variety of outreach efforts and notified the closest neighborhoods.

F. 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.

Policy II.B.5.k is furthered because the truck traffic is routed along Comanche Road, not through the neighborhoods to the west, the Traffic Impact Analysis completed by the applicant shows the that the new trips created by the expansion of the existing facility will occur primarily in the off peaks hours. Additionally the access point from Edith Blvd. will be shifted to the south; this may improve the function of the signalized intersection at Edith Blvd and Comanche road.

G. 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.

Policy II.B.5.l. is furthered because the proposed new facility will be energy efficient and use best practices for modern solid waste management. The facility will contain features such quick close doors and air filtration to mitigate the impacts of the facility. The Site Development Plan for Building Permit shows abundant landscaping that will improve the visual quality of the facility. The building will be constructed of high quality materials.

H. 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 subject site is located within an industrial M-1 zoned area of the City. The design of the proposed buildings and facilities along with landscape and streetscape improvements will improve the visual quality of the industrial area in which the subject site is located. The request furthers Policy II.B.5.m.

Air Quality

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

The request furthers Policy II.C.1.b. because the central location of the transfer station will reduce the number miles traveled by the City collection trucks because they will not have to travel to the City landfill outside of the City. The public will have a 4th convenience center that may be closer than the City's existing location in the far Northwest, Southeast and Southwest quadrants of the City.

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

The request furthers Policy II.C.1.c. because the applicant completed a Traffic Impact Analysis showing that news trips from the proposed project will not diminish the level of service for the surrounding intersections. Moving the access point from Edith further south may benefit the functioning of the intersection with Comanche.

C. Policy II.C.1.e.: Motor vehicle emissions and their adverse effects shall be minimized.

The request furthers Policy II.C.1.e because the applicant states that the proposed transfer station and convenience center will reduce the number vehicle miles travelled by city collection trucks by approximately 2 million miles. The new location will also reduce the number of trucks that uses I-40 to cross the river on the way to the west side landfill. The central location also reduces the vehicle miles traveled for the public using the convenience center.

D. Policy II.C.1.g.: Pollution from particulates shall be minimized.

Policy II.C.1.h.: During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.

Policy II.C.1.k.: Citizens shall be protected from toxic air emissions.

Air quality impacts from the operations at the site will be minimized in five different ways. First, particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. Second, the majority of the site will be paved and/or covered by buildings, which minimizes the emissions of particulates from the site. Third, the areas of the site that are not paved will have landscape and streetscape treatments that will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon. Fourth, the transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution. Finally, the air quality for the entire Albuquerque area will be improved with the implementation of the transfer station in this central location by realizing a reduction of approximately 2 million miles travelled per year by the collection truck fleet along with its associated reduction in carbon emissions and particulates.

In addition to the proposed site development plan for building permit, the applicant will also be required to secure a Solid Waste Facility Permit through the State of New Mexico Environment Department prior to the commencement of operations which regulates items such as climatology, meteorology air quality, odor and dust (NM Administrative Code 20.9.3.8). Therefore, the request furthers Policy II.C.1.g, Policy II.C.1.h. and Policy II.C.1.k.

Water Quality

A. Policy II.C.2.a.: Minimize the potential for contaminants to enter the community water supply.

Policy II.C.2.c.: Water quality contamination resulting from solid waste disposal shall be minimized.

The proposed grading and drainage plan will conform to the City's Drainage Ordinance and EPA MS-4 permit to comply with the first flush requirements and control water run-off. Water/oil separators will also be upgraded and located at each drainage outlet on the site. Landscaping, ponding areas and other methods will be employed to manage the site's storm water run-off. All of the solid waste deliveries and trash compaction will occur within an enclosed building limiting the opportunities for solid waste contaminants to enter the community water supply. The additional facilities will provide opportunities for trash disposal that may decrease illegal dumping and keep contaminants out of the water supply. Therefore, the request furthers Policy II.C.2.a and Policy II.C.2.c.

Solid Waste

Solid Waste: The goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

The request furthers the goal because the proposed design incorporates best practices for solid waste collection and disposal and increases the options for recycling for members of the public.

A. Policy II.C.3.a.: Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

The proposed facility is part of the City's long term plan to provide more efficient and economical methods of solid waste collection through the construction of a state of the art facility and a reduction in vehicle miles traveled for the Solid Waste Collection fleet. The request furthers Policy II.C.3.a.

B. Policy II.C.3.b.: Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

The transfer station and convenience center will improve diversion and recycling efforts by keeping recyclable material out of the landfill and providing a safe disposal for household hazardous waste. The materials that will be diverted from the municipal solid waste stream and will be accepted, processed, handled, transported by the convenience

center, HHW, or recycle area include mixed recyclables (paper, plastic, aluminum, glass and steel cans); household hazardous waste; scrap metal/white goods; green waste; electronic waste (E-waste); and bulky waste. Therefore, the request furthers Policy II.C.3.b.

C. Policy II.C.3.c.: Illegal dumping shall be minimized.

The centralized location of a new convenience center will provide a low-cost disposal location for Albuquerque residents and reduce the likelihood of illegal dumping activities. The request furthers Policy II.C.3.c.

D. Policy II.C.3.f.: Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

The convenience center will be accessible by the public and will allow households to drop off potentially hazardous waste. However, the applicant has not provided any information regarding a condition to exempt small quantity generators. Therefore, the request partially furthers Policy II.C.3.f.

Noise

A. The goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy II.C.4.a.: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Noise considerations were integrated into the design of the project. Activity will occur in an enclosed transfer station building that will utilize high speed doors to contain interior noise. The buildings walls will utilize absorptive insulation materials to reduce any potential noise/land use conflicts. The site development plan for building permit also includes perimeter walls, landscape buffers and roof canopies to further mitigate noise generated by the proposed use. The request furthers the goal and Policy II.C.4.a.

Developed Landscape

A. Developed Landscape: The Goal is to maintain and improve the natural and the developed landscape's quality.

The request furthers the goal because the proposed SU-1 zone is site plan controlled and the proposed Site Development Plan for Building Permit shows extensive landscaping along the perimeter of the site and within the site. The proposed landscape will improve the quality of the developed landscape in the area. The site currently has very minimal landscaping.

B. Policy II.C.8.d.: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

The proposed public facility will be designed to include landscaping beyond the requirements of the zoning code and will be visually pleasing, as well as serve as a screening element and assist in controlling potential water erosion and dust. The request furthers Policy II.C.8.d.

Community Resource Management, Service Provision

A. Community Resource Management, Service Provision: The goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

The proposed use for the subject site provides a new convenience center in a central location. The existing facilities are at the northeast, southwest and southeast edges of the city. The request more evenly distributes the public solid waste facilities and services in the city. The request furthers the Community Resource Management goal.

Economic Development

A. Economic Development: The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

The goal is furthered because the project will use resources more efficiently and this may help to avoid future rate increases. The project also benefits the city by providing an additional location for recycling and disposal of waste.

B. Policy II.D.6.e.: A sound fiscal position for local government shall be maintained.

The applicant states that through the reduction of approximately 2 million miles travelled annually, the City of Albuquerque will save $75 million dollars over the next 20 years. Therefore, the request furthers Policy II.D.6.e.

Education

Education: The goal is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

A. Policy II.D.7.e.: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

The proposed use will be integrated with the existing Keep Albuquerque Beautiful program for youth, residents and businesses to help encourage sustainability through waste reduction, recycling and other diversion methods. The applicant states that the administration building will contain an education area to help meet this goal. Therefore, the request furthers the goal and Policy II.D.7.e.

7. The subject site is within the boundaries of the North Valley Area Plan Applicable goals and policies include:

Goals and Issues:

A. To recognize the North Valley area as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

The request will discourage illegal dumping in the North Valley by providing a convenient location for disposal and recycling of household waste. The facility will reduce the number of trucks that cross the valley using I-40 to access the landfill on the west side of the city and will protect the Alameda Lateral by providing better access to the lateral for MRGCD maintenance, stabilizing slopes, and providing landscape buffer between the site and the lateral. The proposed use will also be located in an existing designated industrially zoned area of the North Valley/metropolitan community. Therefore, the request furthers NVAP Goal and Issue 1.

B. To preserve and enhance the environmental quality of the North Valley by:

a. maintaining the rural flavor of the North Valley

b. controlling growth and maintaining low density development

c. providing a variety of housing opportunities and life styles including differing socioeconomic types

d. reducing noise level impacts

The rural flavor of the North Valley will be maintained because the subject site is located within a primarily industrial M-1 zoned area of the North Valley, outside of the areas current used for agriculture and large residential development. Growth will be controlled through the use of a site development plan. There are no residential uses proposed for the site. The site has been designed to reduce noise level impacts through the development of an enclosed building that will include noise absorptive insulation materials. Therefore, the request furthers NVAP Goal and Issue 2.

C. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

The adopting legislation for the NVAP (Council Bill R-255, Enactment # 60-1993) states that Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if, after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design.

- The subject site is zoned M-1, Light Manufacturing Zone;
- There are no residentially zoned land parcels adjacent to the subject site;
- The applicant states that air quality will be preserved through a reduction of 2 million vehicle miles traveled for the Solid Waste Transfer fleet and that particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution;

- The proposed SU-1 zone is site plan controlled. The proposed plan shows setbacks, landscaping buffers, walls and separation of traffic that will mitigate the impacts of the development. Therefore, the request furthers NVAP Goal and Issue 3.

D. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

The proposed Site Development Plan for Building Permit that accompanies the proposed SU-1 zone will further this goal because the site is designed per the City's Drainage Ordinance which will manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used and further manage the site. The site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000). Therefore, the request furthers NVAP Goal and Issue 5.

E. 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

The subject site is in an existing industrially zoned area. The request meets a city need for more efficient waste management as outlined in the 2011 and 2014 feasibility studies (included). The Site Development Plan for Building Permit shows extensive landscaping and well-designed buildings. Therefore, the request furthers NVAP Goal and Issue 5.

F. 11. 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.

The subject site is located in the I-25 industrial corridor, bounded on the east by the Interstate, on the west by the mesa edge and the North Diversion Channel, and by the plan area boundaries on the north and south. The area is an established, industrial M-1 zoned area of the North Valley and not within the lower valley area. Therefore, the request furthers NVAP Goal and Issue 11.

Plan Policies, Zoning and Land Use:

A. Air Quality: The air quality plan policies in the NVAP direct the City and the County to inform the public about air quality, reduce unauthorized vehicle traffic on the ditches, stabilize roads and parking areas and limit vehicle use on no- burn days.

The applicant states the request will reduce vehicle miles traveled for city collection trucks and for valley residents using the convenience center.

Transportation:

A. The City and County shall encourage the smooth flow of traffic on arterials.

A traffic impact analysis has been completed for the project and because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve functionality of the signalized intersection. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 1.

B. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel.

The proposed reduction in vehicle miles traveled will promote more sustainability along the transportation network by decreasing the number of trucks on Interstate 40 crossing the North Valley and Rio Grande traveling to the landfill. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 2.

C. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character.

The diagram submitted by the applicant shows new truck traffic associated with the proposed use occurring outside of the AM and PM peak hours, and shows the new truck traffic accessing the subject site from Interstate 25 and Comanche Rd. and exiting via the same route which does not pass through a residential area. Existing residential trash pick-up routes throughout the city will not change with the proposed use. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 3.

8. The Bikeways & Trails Facility Plan describes the existing system, policies, recommendations, and proposed projects. Applicable goals and policies include:

Goal 1: Improve and enhance cycling and pedestrian opportunities.

c. Principle: Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals.

Objective 3: Use Bicycle and Pedestrian Friendly Standards and Procedures for On-Street Bicycle Facilities and Multi-Use Trails.

1. Restripe collector and arterial roadways (where designated on the Bikeways Map and per NACTO and AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.

   Comanche Rd. and Edith Blvd. are classified as Minor Arterials per the Interim Long Range Roadway System produced by MRCOG. There is an existing bicycle lane along Comanche Rd. and an existing bicycle route along Edith Blvd. These existing facilities currently meet required AASHTO guidelines. The request furthers Goal 1 and Objective 3 of the Bikeways & Trails Facility Plan.

9. The applicant has justified the zone change request pursuant to *R-270-1980* as follows:

   A. The proposed zone will allow the consolidation of services, provide additional options for waste disposal and recycling that will help to address illegal dumping, reduce vehicle miles traveled by city trash collection trucks and the public and allow for the redevelopment of an out dated facility with new, more efficient facility. These improvements are consistent with the health, safety and general welfare of the city as a whole.

   B. The SU-1 zone is site plan controlled, while the proposed zoning will allow some more intense uses, the site plan provides a design that will mitigate the potential effects of these uses. Future uses on the site could only be developed in accordance with the approved site plan. Any new development on the site would require EPC approval. These factors contribute to the stability of the area.

   C. Refer to policy analysis and findings 6-8 for additional information.

   The request is consistent with the Comprehensive Plan regarding Land Use because it will fit with the surrounding industrial uses, be in an area with aces to existing urban infrastructure, add services and be designed to minimize the impact on residential areas, be planned to minimize the impacts of traffic by having the bulk of traffic occur at off peak hours and include a design that uses innovative technology to mitigate the impacts of the facility.

   The request is consistent with the Comprehensive Plan regarding Air Quality because it will reduce vehicle miles traveled by City trucks and the public.

   The request is consistent with the Comprehensive Plan regarding Water Quality because the facility will manage storm water, conform to existing environmental regulations and provide an option for waste disposal that will keep trash and contaminants out of the water supply.

   The request is consistent with the Comprehensive Plan regarding Solid Waste because the proposed design incorporates best practices for solid waste collection and disposal and increases the options for recycling and disposal for members of the public, and use the city's resources efficiently.

   The request is consistent with the Comprehensive Plan regarding Developed Landscape because the facility will contain extensive landscaping that will improve the visual quality of the streetscape and prevent erosion from wind and water.

The request is consistent with the Comprehensive Plan regarding Economic Development because the proposed facility will use resources more efficiently and this may help to avoid future rate increases. The project also benefits the city by providing an additional location for recycling and drop off of waste.

The request is consistent with the North Valley Area Plan because the facility is located in the industrial area near I-25, not in the lower valley and will reduce vehicle miles traveled for city trucks crossing the valley and for the public accessing the convenience center.

D. The applicant states that the existing zoning is inappropriate because changed neighborhood conditions justify the change, the new use category is more advantageous to the community as articulated by the City's master plan, and the existing zoning does not permit the proposed use. The current zoning has been in effect for approximately 30 years during which time the population in Albuquerque has increased approximately 67%. These changes make the industrial area along the I-25/ Edith corridor a central location for the use in an area with access to both interstates.

The applicant provided analysis of the applicable goals and polices of the applicable plans to show that the proposed change is more advantageous to the community as articulated in those plans.

The applicant cites the feasibility studies done in 2011 and 2014 to show the need for the change and also cites the feasibility studies to show that the subject site was compared to other sites in the city. The subject site was chosen through this process and is available for development.

The SU-1 zone is appropriate on the subject because the proposed use is special because of infrequent occurrence, effect on surrounding property and because the appropriateness of the use to a specific location is dependent on the character of the site design.

E. The subject site is within an existing industrial zoned area. The site plan control and mitigate measures such as an enclosed building with quick close doors, air filtration, landscape buffers and walls make the additional uses for the facility compatible with the existing development.

F. The project will use city funds, but these finds are planned for this project and will not be unprogrammed.

G. The applicant has justified the request by showing that that the proposed zone furthers a preponderance of applicable goals and policies.

H. While the location of the site is important to the request, the applicant has justified the request in section C by showing that the proposed zone furthers a preponderance of applicable goals and policies.

I. The SU-1 zone is considered a spot zone, but a justified spot zone, because it clearly facilitates the goals and policies of the applicable Rank I and Rank II plans.

J. The proposed zoning would not create a "strip of land" with a different zone. The zoning will apply to a larger area and will clearly facilitate the realization of the applicable plans.

10. The Greater Gardner Neighborhood Association, Near North Valley Neighborhood Association, North Edith Commercial Corridor Association, Stronghurst Improvement Association and the North Valley Coalition were notified of the request. A facilitated meeting was offered but was declined. The affected neighborhood associations indicated that if the request was deferred, they would be able to attend a facilitated meeting.

11. The Greater Gardner Neighborhood Association and Sysco Foods asked that the case be deferred until the February 2017 hearing to allow more time for review. The North Valley Coalition Supported this request. As of this writing, the applicant has not requested a deferral.

12. Property owners within 100 feet of the site were notified of the request.

13. Staff received several letters opposing the request. Concerns include increased traffic, trash falling off of trash trucks, the impact on home prices in the area, an increase in rodent and bird activity in the area due to the expanded uses at the site, the possible impact on the health of area residents, including concerns that the area already contains several uses that impact the air quality.

14. Letters from businesses near the site were also submitted expressing concern that the proposed transfer station will negatively impact their business because of heavy traffic, trash blowing off of the site, idling trucks, noise, smells and rodents, impact on employees' health and access to businesses blocked by trucks or the public waiting to enter the facility.

RECOMMENDATION - 16EPC-40077 January 12 2017

APPROVAL of 16EPC-40077, a request for (Zone Map Amendment from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres.), based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 16EPC-40077 January 12 2017 ZONE MAP AMENDMENT

1. The zone map amendment does not become effective until the accompanying site development plan is signed off by the DRB, pursuant to §14-16-4-1(C)(16) of the Zoning Code. If such requirement is not met within six months after the date of EPC approval, the zone map amendment is void. The Planning Director may extend this time limit up to an additional six months upon request by the applicant.

FINDINGS - 16EPC-40078 January 12, Site Development Plan for Building Permit

1. This is a request for a Site Development Plan for Building Permit for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres.

2. The applicant proposes a Site Development Plan for Building Permit to include a transfer station / convenience center building, an administrative building, vehicle maintenance building, and a household hazardous waste building. A parking structure, bin repair area and recycling drop-off area are also proposed. The subject site is approximately 22 acres and is located at the southeast corner of Edith and Comanche.

3. A request for a Zone Map Amendment and Site Development Plan for Building Permit was heard by the EPC in October of 2015. The EPC approved the request, but it was appealed and was remanded back to EPC. The case was withdrawn before a remand hearing occurred. The applicant asked for a declaratory ruling regarding the permissibility of transfer station use in the M-1 zone. The Zoning official issued a ruling in June of 2016, stating that the transfer station use was permissive in the M-1 zone. This ruling was appealed and City Council ultimately found, in October of 2016, that the use was not specifically listed in the M-1 and was not permissive. Because of this determination by the City Council, the applicant is now seeking the zoning change to the proposed SU-1 zone.

4. A Zone Map Amendment (16-EPC 40077) is heard concurrently with request.

5. The Albuquerque/Bernalillo County Comprehensive Plan, 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.

6. The subject site is within the Central Urban Area within the Established Urban Area of the Comprehensive Plan. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

Central Urban Area

A. Policy II.B.6.a.: New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

Policy II.B.6.a. is furthered because the project replaces outdated and inefficient public facilities with new public facilities that are energy efficient, state of the art and aesthetically pleasing. The zone change will facilitate development of new educational programs.

Established Urban Area

A. 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.

Policy II.B.5.d is furthered because the uses allowed by the proposed zoning will fit with surrounding manufacturing, industrial and commercial properties. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming dwelling units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed Site Development Plan for Building Permit includes a new ponding area to protect the Alameda Lateral ditch from runoff and stabilize the slopes of the ditch. The new proposed buildings and landscaping will improve the visual quality of the area.

B. 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.

Policy II.B.5.e. is furthered because the subject site has access to a full range of urban services and infrastructure. The subject site contains existing Solid Waste Management Services such as maintenance facilities, an administrative building, bin repair and parking for collection trucks and employees. There are no residential neighborhoods directly adjacent to the subject site (the closest neighborhood is approximately 1,300 feet west of the site. The non-conforming residential units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall. The proposed new buildings are within the

existing foot print of the subject site and do not expand the use into existing residential neighborhoods.

C. Policy II.B.5.g.: Development shall be carefully designated to conform to topographical features and include trail corridors in the development where appropriate.

Policy II.B.5.g is furthered because the site's slope from east to west was taken into consideration. The ponding area is located in the northwest corner of the site.

D. 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.

Policy II.B.5.i. is furthered because the proposed transfer station location is in an existing industrial area, the site design uses quick close doors, misting and air filtration to mitigate the impacts of the use on the surrounding area. Traffic will occur primarily in the off peak hours, trucks will access the site from Comanche Road and I-25, away from the existing neighborhoods. The Site Development Plan process provides certainty regarding development on the site. The applicant conducted a variety of outreach efforts and notified the closest neighborhoods.

E. 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.

Policy II.B.5.k is furthered because the truck traffic is routed along Comanche Road, not through the neighborhoods to the west, the Traffic Impact Analysis completed by the applicant shows the that the new trips created by the expansion of the existing facility will occur primarily in the off peaks hours. Additionally the access point from Edith Blvd. will be shifted to the south; this may improve the function of the signalized intersection at Edith Blvd and Comanche road.

F. 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.

Policy II.B.5.l. is furthered because the proposed new facility will be energy efficient and use best practices for modern solid waste management. The facility will contain features such quick close doors and air filtration to mitigate the impacts of the facility. The Site Development Plan for Building Permit shows abundant landscaping that will improve the visual quality of the facility. The building will be constructed of high quality materials.

G. 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 subject site is located within an industrial M-1 zoned area of the City. The design of the proposed buildings and facilities along with landscape and streetscape improvements will improve the visual quality of the industrial area in which the subject site is located. The request furthers Policy II.B.5.m.

Air Quality

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

The request furthers Policy II.C.1.b. because the central location of the transfer station will reduce the number miles traveled by the City collection trucks because they will not have to travel to the City landfill outside of the City. The public will have a 4th convenience center that may be closer than the City's existing location in the far Northwest, Southeast and Southwest quadrants of the City.

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

The request furthers Policy II.C.1.c. because the applicant completed a Traffic Impact Analysis showing that news trips from the proposed project will not diminish the level of service for the surrounding intersections. Moving the access point from Edith further south may benefit the functioning of the intersection with Comanche.

C. Policy II.C.1.e.: Motor vehicle emissions and their adverse effects shall be minimized.

The request furthers Policy II.C.1.e because the applicant states that the proposed transfer station and convenience center will reduce the number vehicle miles travelled by city collection trucks by approximately 2 million miles. The new location will also reduce the number of trucks that uses I-40 to cross the river on the way to the west side landfill. The central location also reduces the vehicle miles traveled for the public using the convenience center.

D. Policy II.C.1.g.: Pollution from particulates shall be minimized.

Policy II.C.1.h.: During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.

Policy II.C.1.k.: Citizens shall be protected from toxic air emissions.

Air quality impacts from the operations at the site will be minimized in five different ways. First, particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. Second, the majority of the site will be paved and/or covered by buildings, which minimizes the emissions of

particulates from the site. Third, the areas of the site that are not paved will have landscape and streetscape treatments that will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon. Fourth, the transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution. Finally, the air quality for the entire Albuquerque area will be improved with the implementation of the transfer station in this central location by realizing a reduction of approximately 2 million miles travelled per year by the collection truck fleet along with its associated reduction in carbon emissions and particulates.

In addition to the proposed site development plan for building permit, the applicant will also be required to secure a Solid Waste Facility Permit through the State of New Mexico Environment Department prior to the commencement of operations which regulates items such as climatology, meteorology air quality, odor and dust (NM Administrative Code 20.9.3.8). Therefore, the request furthers Policy II.C.1.g, Policy II.C.1.h. and Policy II.C.1.k.

Water Quality.

A. Policy II.C.2.a.: Minimize the potential for contaminants to enter the community water supply.

Policy II.C.2.c.: Water quality contamination resulting from solid waste disposal shall be minimized.

The proposed grading and drainage plan will conform to the City's Drainage Ordinance and EPA MS-4 permit to comply with the first flush requirements and control water run-off. Water/oil separators will also be upgraded and located at each drainage outlet on the site. Landscaping, ponding areas and other methods will be employed to manage the site's storm water run-off. All of the solid waste deliveries and trash compaction will occur within an enclosed building limiting the opportunities for solid waste contaminants to enter the community water supply. The additional facilities will provide opportunities for trash disposal that may decrease illegal dumping and keep contaminants out of the water supply. Therefore, the request furthers Policy II.C.2.a and Policy II.C.2.c.

Solid Waste

Solid Waste: The goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

The request furthers the goal because the proposed design incorporates best practices for solid waste collection and disposal and increases the options for recycling for members of the public.

E. Policy II.C.3.a.: Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

The proposed facility is part of the City's long term plan to provide more efficient and economical methods of solid waste collection through the construction of a state of the art

facility and a reduction in vehicle miles traveled for the Solid Waste Collection fleet. The request furthers Policy II.C.3.a.

F. Policy II.C.3.b.: Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

The transfer station and convenience center will improve diversion and recycling efforts by keeping recyclable material out of the landfill and providing a safe disposal for household hazardous waste. The materials that will be diverted from the municipal solid waste stream and will be accepted, processed, handled, transported by the convenience center, HHW, or recycle area include mixed recyclables (paper, plastic, aluminum, glass and steel cans); household hazardous waste; scrap metal/white goods; green waste; electronic waste (E-waste); and bulky waste. Therefore, the request furthers Policy II.C.3.b.

G. Policy II.C.3.c.: Illegal dumping shall be minimized.

The centralized location of a new convenience center will provide a low-cost disposal location for Albuquerque residents and reduce the likelihood of illegal dumping activities. The request furthers Policy II.C.3.c.

H. Policy II.C.3.f.: Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

The convenience center will be accessible by the public and will allow households to drop off potentially hazardous waste. However, the applicant has not provided any information regarding a condition to exempt small quantity generators. Therefore, the request partially furthers Policy II.C.3.f.

Noise

A. The goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

Policy II.C.4.a.: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Noise considerations were integrated into the design of the project. Activity will occur in an enclosed transfer station building that will utilize high speed doors to contain interior noise. The buildings walls will utilize absorptive insulation materials to reduce any potential noise/land use conflicts. The site development plan for building permit also includes perimeter walls, landscape buffers and roof canopies to further mitigate noise generated by the proposed use. The request furthers the goal and Policy II.C.4.a.

Developed Landscape

A. Developed Landscape: The Goal is to maintain and improve the natural and the developed landscape's quality.

The request furthers the goal because the proposed SU-1 zone is site plan controlled and the proposed Site Development Plan for Building Permit shows extensive landscaping along the perimeter of the site and within the site. The proposed landscape will improve the quality of the developed landscape in the area. The site currently has very minimal landscaping.

B. Policy II.C.8.d.: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

The proposed public facility will be designed to include landscaping beyond the requirements of the zoning code and will be visually pleasing, as well as serve as a screening element and assist in controlling potential water erosion and dust. The request furthers Policy II.C.8.d.

Community Resource Management, Service Provision

B. Community Resource Management, Service Provision: The goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

The proposed use for the subject site provides a new convenience center in a central location. The existing facilities are at the northeast, southwest and southeast edges of the city. The request more evenly distributes the public solid waste facilities and services in the city. The request furthers the Community Resource Management goal.

Economic Development

C. Economic Development: The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

The goal is furthered because the project will use resources more efficiently and this may help to avoid future rate increases. The project also benefits the city by providing an additional location for recycling and disposal of waste.

D. Policy II.D.6.e.: A sound fiscal position for local government shall be maintained.

The applicant states that through the reduction of approximately 2 million miles travelled annually, the City of Albuquerque will save $75 million dollars over the next 20 years. Therefore, the request furthers Policy II.D.6.e.

Education

Education: The goal is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

B. Policy II.D.7.e.: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

The proposed use will be integrated with the existing Keep Albuquerque Beautiful program for youth, residents and businesses to help encourage sustainability through

waste reduction, recycling and other diversion methods. The applicant states that the administration building will contain an education area to help meet this goal. Therefore, the request furthers the goal and Policy II.D.7.e.

7. The subject site is within the boundaries of the North Valley Area Plan Applicable goals and policies include:

Goals and Issues:

A. To recognize the North Valley area as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

The request will discourage illegal dumping in the North Valley by providing a convenient location for disposal and recycling of household waste. The facility will reduce the number of trucks that cross the valley using I-40 to access the landfill on the west side of the city and will protect the Alameda Lateral by providing better access to the lateral for MRGCD maintenance, stabilizing slopes, and providing landscape buffer between the site and the lateral. The proposed use will also be located in an existing designated industrially zoned area of the North Valley/metropolitan community. Therefore, the request furthers NVAP Goal and Issue 1.

B. To preserve and enhance the environmental quality of the North Valley by:

a. maintaining the rural flavor of the North Valley

b. controlling growth and maintaining low density development

c. providing a variety of housing opportunities and life styles including differing socioeconomic types

d. reducing noise level impacts

The rural flavor of the North Valley will be maintained because the subject site is located within a primarily industrial M-1 zoned area of the North Valley, outside of the areas current used for agriculture and large residential development. Growth will be controlled through the use of a site development plan. There are no residential uses proposed for the site. The site has been designed to reduce noise level impacts through the development of an enclosed building that will include noise absorptive insulation materials. Therefore, the request furthers NVAP Goal and Issue 2.

C. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

The adopting legislation for the NVAP (Council Bill R-255, Enactment # 60-1993) states that Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if, after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design.

- The subject site is zoned M-1, Light Manufacturing Zone;

- There are no residentially zoned land parcels adjacent to the subject site;
- The applicant states that air quality will be preserved through a reduction of 2 million vehicle miles traveled for the Solid Waste Transfer fleet and that particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution;
- The proposed SU-1 zone is site plan controlled. The proposed plan shows setbacks, landscaping buffers, walls and separation of traffic that will mitigate the impacts of the development. Therefore, the request furthers NVAP Goal and Issue 3.

D. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

The proposed Site Development Plan for Building Permit that accompanies the proposed SU-1 zone will further this goal because the site is designed per the City's Drainage Ordinance which will manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used and further manage the site. The site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000). Therefore, the request furthers NVAP Goal and Issue 5.

E. 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

The subject site is in an existing industrially zoned area. The request meets a city need for more efficient waste management as outlined in the 2011 and 2014 feasibility studies (included). The Site Development Plan for Building Permit shows extensive landscaping and well-designed buildings. Therefore, the request furthers NVAP Goal and Issue 5.

F. 11. 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.

The subject site is located in the I-25 industrial corridor, bounded on the east by the Interstate, on the west by the mesa edge and the North Diversion Channel, and by the plan area boundaries on the north and south. The area is an established, industrial M-1

zoned area of the North Valley and not within the lower valley area. Therefore, the request furthers NVAP Goal and Issue 11.

Plan Policies, Zoning and Land Use:

A. Air Quality: The air quality plan policies in the NVAP direct the City and the County to inform the public about air quality, reduce unauthorized vehicle traffic on the ditches, stabilize roads and parking areas and limit vehicle use on no- burn days.

The applicant states the request will reduce vehicle miles traveled for city collection trucks and for valley residents using the convenience center.

Transportation:

A. The City and County shall encourage the smooth flow of traffic on arterials.

A traffic impact analysis has been completed for the project and because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve functionality of the signalized intersection. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 1.

B. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel.

The proposed reduction in vehicle miles traveled will promote more sustainability along the transportation network by decreasing the number of trucks on Interstate 40 crossing the North Valley and Rio Grande traveling to the landfill. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 2.

C. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character.

The diagram submitted by the applicant shows new truck traffic associated with the proposed use occurring outside of the AM and PM peak hours, and shows the new truck traffic accessing the subject site from Interstate 25 and Comanche Rd. and exiting via the same route which does not pass through a residential area. Existing residential trash pick-up routes throughout the city will not change with the proposed use. Therefore, the request furthers NVAP Zoning and Land Use Transportation Policy 3.

8. The Bikeways & Trails Facility Plan describes the existing system, policies, recommendations, and proposed projects. Applicable goals and policies include:

Goal 1: Improve and enhance cycling and pedestrian opportunities.

c. Principle: Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals.

Objective 3: Use Bicycle and Pedestrian Friendly Standards and Procedures for On-Street Bicycle Facilities and Multi-Use Trails.

2. Restripe collector and arterial roadways (where designated on the Bikeways Map and per NACTO and AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.

   Comanche Rd. and Edith Blvd. are classified as Minor Arterials per the Interim Long Range Roadway System produced by MRCOG. There is an existing bicycle lane along Comanche Rd. and an existing bicycle route along Edith Blvd. These existing facilities currently meet required AASHTO guidelines. The request furthers Goal 1 and Objective 3 of the Bikeways & Trails Facility Plan.

9. The Greater Gardner Neighborhood Association, Near North Valley Neighborhood Association, North Edith Commercial Corridor Association, Stronghurst Improvement Association and the North Valley Coalition were notified of the request. A facilitated meeting was offered but was declined. The affected neighborhood associations indicated that if the request was deferred, they would be able to attend a facilitated meeting.

10. The Greater Gardner Neighborhood Association and Sysco Foods asked that the case be deferred until the February 2017 hearing to allow more time for review. The North Valley Coalition Supported this request. As of this writing, the applicant has not requested a deferral.

11. Property owners within 100 feet of the site were notified of the request.

12. Staff received several letters opposing the request. Concerns include increased traffic, trash falling off of trash trucks, the impact on home prices in the area, an increase in rodent and bird activity in the area due to the expanded uses at the site, the possible impact on the health of area residents, including concerns that the area already contains several uses that impact the air quality.

13. Letters from businesses near the site were also submitted expressing concern that the proposed transfer station will negatively impact their business because of heavy traffic,

trash blowing off of the site, idling trucks, noise, smells and rodents, impact on employees' health and access to businesses blocked by trucks or the public waiting to enter the facility.

RECOMMENDATION - 16EPC 40078 January 12, 2017

APPROVAL of 16EPC-40078, a request for Site Development Plan for (Subdivision/Building Permit), for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres. , based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 16EPC-40078 January 12, 2017 -Site Development Plan for Building Permit

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

2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

3. The applicant shall address transportation and solid waste comments prior to DRB submittal

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

Maggie Gould
Planner

Notice of Decision cc list:

Wilson and Company

City of Albuquerque

Greater Gardner Neighborhood Association

Near North Valley Neighborhood Association

North Edith Commercial Corridor Association

Stronghurst Improvement Association

North Valley Coalition

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

No adverse comment

Office of Neighborhood Coordination

Greater Gardner NA, Near North Valley NA,

North Edith Commercial Corridor Association,

Stronghurst Improvement Association, North

Valley Coalition

Forwarded to Tyson Hummell for facilitation from ONC on 12/8/16 – VQ

Assigned to Philip Crump – 12/9/16

Long Range Planning

No comment

Metropolitan Redevelopment Agency

CITY ENGINEER

Transportation Development

14EPC–40077 Amendment to Zone Map (Zone Change)

- No objection to the request.

16EPC–40078 Site Development Plan for Building Permit
Transportation Development Conditions:

1. Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed development site plan, as required by the Development Review Board (DRB).
2. Site plan shall comply and be in accordance with all applicable City of Albuquerque requirements, including the Development Process Manual and current ADA criteria.

The following comments need to be addressed prior to DRB:

1. The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 "Violators Are Subject to a Fine and/or Towing." Please call out detail and location of HC signs.
2. The ADA access aisles shall have the words "NO PARKING" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the

parking space so as to be close to where an adjacent vehicle's rear tire would be placed. (66-1-4.1.B NMSA 1978)

3. Per DPM, a 6 ft. wide ADA accessible pedestrian pathway is required from the HC parking stall access aisles to the building entrances. Please clearly show this pathway and provide details.

4. Please list the length, width, and angles for all proposed parking spaces. Some dimensions are not shown.

5. Please dimension pedestrian paths and sidewalks, provide details if needed.

6. One-way vehicular paths require pavement directional signage and a posted "Do Not Enter" sign at the point of egress. Please show detail and location of posted signs.

7. Show all drive aisle widths and radii. Some dimensions are missing.

8. All ADA Wheelchair ramps located within the public right of way must have cast-in-place replaceable truncated domes (detectable warning surfaces).

Hydrology Development

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Per MRCOG's 2040 Long Range Roadway System Map, Edith Blvd. is a Regional Principal Arterial and Comanche is a Minor Arterial. According to MRCOG's 2040 Long Range Bikeways System Map, Edith is a designated bicycle route and Comanche is supposed to contain bicycle lanes, which currently exist across the site's entire frontage.

Traffic Engineering Operations

NMDOT

NMDOT has no comments

WATER UTILITY AUTHORITY

Utility Services

The following are the comments:

1. 16EPC-40077 Zone Map Amendment (Zone Change)

a. No adverse comments

2. 16EPC-40078 Site Development Plan for Building Permit

a. Per the Conceptual Utility Plan, keyed note #3 (8" mainline) shall be a private sanitary sewer service. All onsite sanitary sewer shall be private with the exception of the 48" interceptor.

b. A new pubic sanitary sewer easement shall be granted for the realignment of the 48" interceptor. Confirmation of existing public sanitary sewer easement shall take place for the portion of the 48" interceptor that is to remain.

c. The onsite waterline (keyed note #6) shall be a private waterline. The conceptual utility plan indicates several domestic service lines connecting to this waterline. The availability statement indicated that the private fire shall not be looped to public infrastructure, which has now been addressed. Also, domestic service cannot be taken from private fire lines. Is the intent to have a master meter at the connection along Comanche Rd.? The separate domestic water services can be provide by routine connections to the existing public infrastructure adjacent to the site per the availability statement, while separate fire lines (unmetered) can connect separately from domestic waterlines.

d. Availability statement # 160107 was issued March 28, 2016 and is still valid.

i. Please note that any work near the existing San Juan Chama transmission main will require a 30 day notice and shall comply with all requirements of the "Water Authority Administrative Instruction No. 9".

ENVIRONMENTAL HEALTH DEPARTMENT

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/Planning

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

1)Provide refuse enclosure specs that meet C.O.A minimum requirements.
2)Curb on the east side of self-haul line where enclosure is , needs to be reduced . So refuse can be serviced without hindrance.
3)The height to the self-haul entrance to the dumping area must be able to allow refuse vehicle entry . Refuse truck that services that enclosure will not back up in to oncoming traffic from self-haul line

FIRE DEPARTMENT/Planning

TRANSIT DEPARTMENT

Stop pair approximately 200 west of Edith on Griegos; no service north-south on Edith.

No comment

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

The subject property is located in the City of Albuquerque in a mainly industrial area in the North Valley on the southeast corner of Comanche Rd. and Edith Blvd. It is currently developed with a Solid Waste Management Facility under M-1 zoning. The request seeks to add a solid waste transfer station and convenience center on the 22 acre site.

A majority of the parcels adjacent to or nearby the site (i.e., within one-half mile) in unincorporated Bernalillo County have M-1 zoning, with two exceptions to the northwest of the property (A-1, C-1 zoning). A majority of the properties in the County have M-1 uses, but a few appear to have non-conforming, residential uses. In the County Zoning Ordinance, M-1 zoning allows a variety of commercial and industrial uses, such as manufacturing, assembling, and processing of various products, warehouse, building and material storage, truck terminal, concrete or cement plant, contractor's yard, auto dismantling, and junk yards. However, Bernalillo County requires a Special Use Permit for the operation of a landfill or a transfer station for trash and recycling, including a site plan review and public hearing for the land use through the Board of County Commission, and conditions of approval if such a request is approved.

A similar request was submitted to the County Planning Commission in 1989 (CSU-89-2) and similar concerns were raised regarding the potential for additional traffic impacts on the surrounding area. These concerns appear to be valid for the current request with regard to commercial and normal scale vehicles that will be accessing the site weekdays and weekends.

Bernalillo County Planning staff therefore recommends that, if the City of Albuquerque approves the current request, it should consider measures that mitigate impacts on the adjacent and nearby properties, such as high quality design, no negative impacts to the natural environment. and traffic management.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment

ALBUQUERQUE PUBLIC SCHOOLS

This will have no adverse impact the the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MRMPO has no adverse comments.

For informational purposes:

- Edith Blvd NE and Comanche Rd NE are both functionally classified as Existing Minor Arterials in the project area.
- According to the Long Range Bikeway System, Edith Blvd NE is an existing bicycle route and Comanche Rd NE has an existing bicycle lane.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM has no further comments based on information provided to date.

Looking east at the entrance to the existing administration building

Looking northeast towards existing parking area corner of Edith and Comanche

Existing truck parking and wash on the northeast portion of the site
Existing canopy on the east side of the site

Bin storage on the south side of the site
Existing parking and facility central to the site

Existing bin repair area on the south west portion of the site
Existing recycling drop off along Edith Blvd, west side of the site

2016 Aerial imagery from CABQ AGIS

HISTORY

LAND USE HEARING OFFICER'S RECOMMENDATION

APPEAL NO. AC-15-6 and AC-15-7

Project# 1010582, 15EPC-40051 Zone Map Amendment (Zone Change)
15EPC-40052 Site Development Plan for Building Permit

Greater Gardner Neighborhood Association, Guy Conway and Carolyn Conway (Conway Electric), Pat and Mary Beth Maloy (Maloy Mobile Storage Inc.), Larry Stepp (Step's American Marine), Rombin & Wright (William V Rombin), Dennis and Debra Hardy (Fleet Maintenance), Lorenzo Rameriz (Cross Connection), Steve Collins (Collins Engine Generator Service), Grande Heights NA, The Inter-Coalition Panel, WSCONA (Westside Coalition of Neighborhood Associations), Oxbow Village Homeowners Association, Appellants of AC-15-6.

Peggy Norton on behalf of the North Valley Coalition, Appellants of AC-15-7.

Wilson & Company, Inc., Agents for the City of Albuquerque Department of Municipal Development, Party Opponents.

I. BACKGROUND

This is a consolidated appeal (AC-15-6 & AC-15-7) from a decision of the Environmental Planning Commission (EPC) granting a zone change from M-1 to SU-1 for specified M-1 uses (a solid waste transfer station and convenience center) on several consolidated tracts of land comprising approximately 22-acres. The land at issue is located at 4600 Edith Blvd. N.E. and is owned by the city of Albuquerque. The applicant for the zone change and building permit is the Albuquerque Department of Municipal Development. The record reflects that on August 27, 2015, the City's agent Wilson & Company, Inc., submitted an application to the Planning Department for a zone change and for a building permit for its site development plan (site plan). The application was originally scheduled to be considered by the EPC at its October 8, 2015 public hearing. However due to a lack of a quorum, the hearing was rescheduled for November 5, 2015. On November 5, 2015, the EPC, with a quorum, took up the City's application in a quasi-judicial public hearing. On the following day, November 6, 2015, the EPC issued its

Staff recommended that the EPC approve the zone change without themselves resolving several key issues required for a zone change. The record shows that the Staff and the EPC failed to conduct any meaningful analysis of the zone change request against the requirements of R-270-1980, Section 1.D and E. Thus, there is insufficient evidence in the record that the zone change satisfies R-270-1980. There are other deficiencies regarding conflicting factual questions which the EPC must also resolve. A remand to the EPC will compel the EPC (and Staff) to address the deficiencies in the record, including under R-270-1980.

As stated above, Appellants raise a number of substantive challenges to the EPC decision. Foremost is that the zone change does not satisfy City Enactment 270-1980. More specifically, Appellants claim that Section 1.D. of Enactment 270-1980 is not satisfied because the City applicant did not meet its burden to demonstrate that the existing M-1 zoning is in any manner inappropriate, necessitating the zone change. Appellants also claim under Enactment 270-1980, the City applicant did not respond to, nor did the EPC resolve, questions and evidence submitted from opponents of the zone change regarding alleged harmful effects to adjacent residential property owners, or to the neighborhood. In relation to the alleged deficiencies under Enactment 270-1980, Appellants also claim that the EPC failed to make fact-specific findings regarding the proposed use. Appellants claim that many findings are conclusory and unsupported by the record. Finally, Appellants contend that the EPC ignored or disregarded expert opinions and reports that allegedly rebut key EPC findings regarding traffic and environmental effects caused by the proposed use. There are no issues presented regarding notice to adjacent property owners or to neighborhood associations, and I find no notice deficiencies in the record.

I begin with the City's applications. After a January, 2015 pre-application conference with City Planning Staff, the record reveals that on August 27, 2015, the Department of Municipal Development submitted to the Planning Staff an application for the zone change and building permit. With the application, Wilson and Company, Inc., project engineer submitted a detailed project summary describing the existing site, zoning, and the details of, and the justifications for,

A. Enactment 270-1980, Section 1.D.

Enactment 270-1980 has significant prominence in the zoning review process for the City of Albuquerque. It is a City resolution of zone change policies that are separate and apart from Comprehensive Plan (Comp. Plan) and other Rank Plan policies. For the City of Albuquerque, it is the guiding policy document from which zone change applications are judged by the Planning Staff, by the EPC and ultimately by the City Council in their review of zone change applications. Any zone change application must first satisfy the applicable policies therein before a zone can be changed under the City's Comprehensive Zoning Code (Zone Code). Certainly, there are other policy imperatives in the Rank Plans and elsewhere, but Enactment 270-1980 is always foremost in the analysis. With regard to Appellants' argument that the EPC failed to evaluate the existing zone, the relevant part of Enactment 270-1980, Section 1.D states:

> 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. (emphasis added).

With regard to the applicants' justification for the zone change under Enactment 270-1980, it can be found on Pages 10-12 of the applicant's summary/application to the EPC.[5] In the application summary, while neglecting to reconcile the zone change with subsections D., and E. of Section 1., the applicant only justified the zone change under Enactment 270-1980, Section 1. A., B., and C.

In the planning staff report to the EPC, Planning Staff wholly adopted the applicant's failings in the application summary. Staff failed to address how the "existing zone is inappropriate" under Section 1.D. In the Staff report to the EPC, without further analysis, Staff declared that "[t]he requested Zone Map Amendment is generally consistent with the requirements of R270-1980..."[6]

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5 Page 187-188 of the record.

6 Record, Page 50.

application review and approval process. The record before the EPC is barren of any analysis of the inappropriateness of the existing zone. As eluded to above, there is evidence in the record that planning Staff did advise the EPC that in their review of the zone change, the proposed SU-1 zone would be more appropriate or advantages to the community for the proposed use for various reasons, including that the use is unique and that there are more rigorous standards under the SU-1 zone than under the M-1 zone. Whether these contentions are true or not, or whether or not these contentions even are enough for a zone change, Staff have put the proverbial cart before the horse because these contentions do not directly address the threshold question of whether or not the existing zone is inappropriate under one or any of the three criteria described above.

In addition to the inappropriateness of the existing zone, another important unresolved question that must be resolved by the EPC is whether or not a transfer station and accessory uses are actually permissive uses under the M-1 zone. The applicant, Planning Staff, and the EPC made conclusions without investigation on the permissiveness of a transfer station in the M-1 zone. Moreover, there is conflicting evidence in the record as to what the proposed uses are categorized as in the Zone Code. An analysis of the permissiveness of the uses first demands that the uses be defined and categorized under the Zone Code if it is to be classified as a M-1 use. The Zone Code does not define or reference a "transfer station" or a "convenience center" in any zone or in the Definitions Section. Further, the record shows that there was no clear attempt at evaluating the uses in terms of their actual physical characteristics against the pre-defined use categories in the Zone Code to determine what use category the proposed uses most closely resemble in the M-1 zone. An analysis of the similarities of the existing use and the proposed uses would assist the EPC in resolving the question of the permissiveness of the proposed use in the M-1 zone.

The evidence in the record demonstrates that the Planning Staff assumed and concluded without consideration that the transfer station and convenience center meets the prescriptive "public utility" category under the M-1 zone. Notwithstanding the conclusion, there is also evidence in the record that the proposed uses are more closely aligned and similar to the manufacturing uses

and Rankin Road. The fact that these are nonconforming residential uses is irrelevant. Nonconforming uses are generally permissive uses like any other permissive use. The fact that there are six residential dwelling across the street from the proposed site contradicts Staff's report and makes the analysis of harms suspect and misleading. Because the underlying facts as to the proximity of residential uses is inaccurate, the matter must be reexamined. The EPC must reexamine the residential neighborhood under Enactment 270-1980, Section 1.E, and under Policy II.B.5.e. of the Comp. Plan.

The EPC was presented with inconsistent reports by Staff about the proximity of residential uses to the proposed uses, and it failed to resolve the issue with any substantial evidence to support Findings 10. C and E. in the EPC's Official Notification of Decision. Equally inadequate is Finding 14.E. as it is factually inaccurate and is conclusory, without sufficient evidence in the record to support it. There is no evidence in the record that the EPC addressed the accurate evidence of the proximity of the residential dwellings and how the residential uses are impacted as a result of their proximity to the proposed uses. Because there is inaccurate, insufficient, and inconsistent evidence in the record regarding the neighborhood residential uses, and because the EPC did not address Enactment 270-1980, Section 1.E as it relates to the potential harm to the adjacent residential uses, a remand is necessary so that the EPC may clarify the matter.

C. Traffic Impacts of the Proposed Uses

The EPC must clarify its decision regarding traffic impacts. The evidence demonstrates that currently the SWMD operates 54 commercial and 45 residential solid waste collection trucks from the subject site from the hours of 6:20 am to 2:30 pm. on a daily basis. The applicant claims that various other support vehicles are used in the current SWMD operations from the subject site but these vehicles are not well accounted for in the assessment of impacts. The applicant also claims that the proposed transfer station's operation will add 208 commercial transfer station truck trips to and from the site. It is not clear if these are new additional trips for the 54 commercial trucks or if these are converted trips from the existing trips which would otherwise go from the SWMD site directly to the landfill after their daily routes.

Whether this discrepancy is minor or has any impact on the peak periods studied is not clear. The peak periods for the intersections studied were defined for the AM (6:30-9:30), Mid-Day (11:00-1 :30) and PM (3:00-6:30). The primary question becomes if the new trips occur "*primarily*" outside of the peak periods for the intersections studied, how do the new trips that occur within the peak periods impact those peak periods. A related question that was unresolved is how are these new trips disbursed throughout the peak periods? The applicant's conclusion that the threshold is not met seems to rely on a careful, perhaps fragile, distribution of truck trips throughout the day to avoid exceeding the DPM threshold.

It is clear from the record that the transfer station will have peak periods which overlap into the morning, lunch, and some into evening peak periods for the intersections studied. There are factual issues that were presented by Appellants before the EPC and in this appeal regarding how the new trips and the overlapping peak trips affect these peak periods. The assumptions for the distribution of the new trips is central to these issues and is not explained in any manner. Further, Staff did not appear to scrutinize, dispute or evaluate, the applicant's appraisal that the new trips added from the proposed use will not impact peak traffic conditions for the transfer stations peak periods or for the standard morning or evening peak periods. The fragile distribution of trips to avoid the threshold was never evaluated by Staff.

Instead, Staff reported conflicting information to the EPC. Staff wrote that "[t]he diagram submitted by the applicant shows new truck traffic associated with the proposed use *occurring outside* of the AM and PM peak hours."[16] (emphasis added). This conclusion is plainly inaccurate. Perhaps recognizing the gaffe, in the same Staff report, Staff took a somewhat contradicting position on this crucial subject of how the proposed traffic will impact peak traffic times. Staff wrote "[n]ew trips associated with the proposed use will still maintain a level of service D designation meaning that the new trips associated with the use will occur *primarily outside* of the AM and PM peak hour time frames."[17] (emphasis added). What's more, other than

16 Record, Page 53.

17 Record, Page 54.

significant under the DPM if it is going to be the basis for not requiring a TIS. It should be noted that the applicant also concluded that the estimated 45 residential truck trip were not relevant to the analysis because they will occur after the morning peak hour and before the afternoon peak hour.[22] Yet the record has no findings or conditions (regarding the distribution of trips) that these trips will occur outside of peak periods. These are all significant issues that were raised by Appellant for which there is insufficient evidence in the record. Transparency requires that these issues be fleshed out and resolved.

I also note for the City Council that the TIS was not included in the record and it is not clear to me if the EPC had the benefit of reviewing the TIS. There is no evidence in the record that the EPC resolved the conflict or resolved how the added trips during peak periods impact the neighborhood. The totality of the evidence demonstrates that the EPC did not have sufficient evidence before it, and it shows that the EPC was not well-informed on the overlapping, or on the assumptions for disbursing the new trips. On remand, the EPC should resolve these issues because they are significant for determining if the threshold is met or not.

D. Other Issues

Next, the Appellants generally claim that economic considerations were the determining factor in selecting the SWMD site for the transfer station. Under Enactment 270-1980(G), the cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone. I find that there is no evidence that economics drove the decision, or was the determining factor for selecting the SWMD site. The record shows that the applicant selected the subject site (4600 Edith, NE) based on seven defined "criteria that are key to the success of this type of facility."[23] Certainly economics is clearly a consideration in any taxpayer or government funded project. But, of the numerous feasibility criteria in the listed site selection criteria in the applicants' summary, economics does not appear to be the "determining factor."

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22 Record, Page 926.

23 Record, Page 171.

Notice of Decision
City Council
City of Albuquerque
March 8, 2016

AC-15-6 (Project# 1010582/15EPC-40051) Peggy Norton appeals the Environmental Planning Commission's (EPC's) Approval of a Zone Map Amendment (Zone Change) from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center for a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, containing approximately 22 acres

Decision

On March 7, 2016, by a vote of 9 FOR, 0 AGAINST, the City Council voted to remand AC-15-6 to the EPC by accepting the recommendation and findings of the Land Use Hearing Officer.

IT IS THEREFORE ORDERED THAT AC-15-6 IS REMANDED TO THE ENVIRONMENTAL PLANNING COMMISSION.

AC-15-7 (Project# 1010582/15EPC-40051 & 40052) Timothy Flynn-O'Brian on behalf of the Greater Gardner Neighborhood Association, Gun & Carolyn Conway, Pat & Mary Beth Maloy, Larry Step, William V. Rombin, Dennis & Debra Hardy, Lorenzo Ramirez, Steve Collins the Westside Coalition of Neighborhood Associations, the Inter-Coalition Panel, Oxbow Village Homeowners Association and the Grande Heights Neighborhood Association appeal the Environmental Planning Commission's (EPC's) Approval of a Zone Map Amendment (Zone Change) from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and a Site Development Plan for Building Permit for a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 containing approximately 22 acres

Decision

On March 7, 2016, by a vote of 9 FOR, 0 AGAINST, the City Council voted to remand AC-15-7 to the EPC by accepting the recommendation and findings of the Land Use Hearing Officer.

IT IS THEREFORE ORDERED THAT AC-15-7 IS REMANDED TO THE ENVIRONMENTAL PLANNING COMMISSION.

Attachments

1. Land Use Hearing Officer's Recommendation and Findings on consolidated appeals
2. Action Summary from the March 7, 2016 City Council meeting

Appeal of Final Decisions

A person aggrieved by a final decision of the City Council may appeal the decision to the Second Judicial District Court by filing in the Court a notice of appeal within thirty (30) days from the date the decision is filed with the City Clerk.

_____ Date:_____
Dan Lewis, President
City Council

Received by: _____ Date: 3-15-16
City Clerk's Office

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City of Albuquerque

Action Summary

City Council

Albuquerque/Bernalillo
County
Government Center
One Civic Plaza
Albuquerque, NM 87102

Council President, Dan Lewis, District 5
Vice-President, Klarissa J. Peña, District 3

Ken Sanchez, District 1; Isaac Benton, District 2
Brad Winter, District 4; Patrick Davis, District 6
Diane G. Gibson, District 7; Trudy E. Jones, District 8
Don Harris, District 9

Monday, March 7, 2016 **5:00 PM** **Vincent E. Griego Chambers**
One Civic Plaza NW
Albuquerque/Bernalillo County
Government Center

TWENTY-SECOND COUNCIL - SEVENTH MEETING

1. ROLL CALL

Present 9 - Dan Lewis, Klarissa Peña, Ken Sanchez, Isaac Benton, Brad Winter, Patrick Davis, Diane Gibson, Trudy Jones, and Don Harris

2. MOMENT OF SILENCE

Pledge of Allegiance - Isaac Benton, Councilor, District 2

3. PROCLAMATIONS & PRESENTATIONS

4. ECONOMIC DEVELOPMENT DISCUSSION

5. ADMINISTRATION QUESTION & ANSWER PERIOD

6. APPROVAL OF JOURNAL

A motion was made by Vice-President Peña that the February 17, 2016 Journal be Approved. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

Deferrals/Withdrawals

a. O-15-2 Amending The Balloon Fiesta Park Commission Ordinance, Chapter 10, Article 10 Of The Revised Ordinances Of Albuquerque (Jones)

A motion was made by Councilor Jones that this matter be Postponed to March 21, 2016. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

7. COMMUNICATIONS AND INTRODUCTIONS

8. REPORTS OF COMMITTEES

9. GENERAL PUBLIC COMMENTS

10. ANNOUNCEMENTS

11. CONSENT AGENDA: {Items may be removed at the request of any Councilor}

a. EC-16-20 Submission Of The Five-Year Forecast

A motion was made by Vice-President Peña that this matter be Receipt Be Noted. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

b. EC-16-30 Lease Agreement for Hangar Space at Double Eagle Airport Between Bode Aero Services Inc. and the Albuquerque Police Department

A motion was made by Vice-President Peña that this matter be Approved. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

c. EC-16-56 Mayor's Recommendation of Van H. Gilbert Architect, for Architectural Consultants for Citywide On-Call Architectural Services

A motion was made by Vice-President Peña that this matter be Approved. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

d. EC-16-58 Mayor's Appointment of Mrs. Shelley Kleinfeld to the EMS Providers Advisory Committee

A motion was made by Vice-President Peña that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

e. EC-16-59 Mayor's Reappointment of Mrs. Valerie S. Cole to the Greater

Albuquerque Recreational Trails Committee

A motion was made by Vice-President Peña that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

f. EC-16-60

Mayor's Appointment of Ms. Patricia J. Salisbury to the Transit Advisory Board

A motion was made by Vice-President Peña that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

g. R-16-8

Authorizing The Mayor To Execute An Amended Contract Agreement With The New Mexico Department Of Children, Youth And Families And Providing An Appropriation To The Department Of Family And Community Services/Division Of Child And Family Development, Early Pre-Kindergarten Program (Jones, by request)

A motion was made by Vice-President Peña that this matter be Passed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

h. R-16-18

Approving A Grant Application For The FY2017 EMS Act Grant With The New Mexico Department Of Health And Providing For An Appropriation To The Fire Department In Fiscal Year 2017 (Jones, by request)

A motion was made by Vice-President Peña that this matter be Passed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

I. O-15-43

Amending The Merit System Ordinance Relating To Classified And Unclassified Service (Jones, Sanchez)

A motion was made by Vice-President Peña that this matter be Died on Expiration. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

j. OC-16-8

Reappointment of Dr. Jeannette Baca to the Police Oversight Board

A motion was made by Vice-President Peña that this matter be Withdrawn. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

k. EC-16-50

Lease Agreement for City Property between Mark Elrick. and the City of Albuquerque

A motion was made by Vice-President Peña that this matter be Withdrawn by Administration. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

12. PUBLIC HEARINGS: {Appeals, SAD Protest Hearings}

a. AC-15-6

(Project# 1010582/15EPC-40051) Peggy Norton appeals the Environmental Planning Commission's (EPC's) Approval of a Zone Map Amendment (Zone Change) from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center for a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, containing approximately 22 acres

A motion was made by Councilor Jones To Accept the Land Use Hearing Officer Recommendation and Findings. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

b. AC-15-7

(Project# 1010582/15EPC-40051 & 40052) Timothy Flynn-O'Brian on behalf of the Greater Gardner Neighborhood Association, Gun & Carolyn Conway, Pat & Mary Beth Maloy, Larry Step, William V. Rombin, Dennis & Debra Hardy, Lorenzo Ramirez, Steve Collins the Westside Coalition of Neighborhood Associations, the Inter-Coalition Panel, Oxbow Village Homeowners Association and the Grande Heights Neighborhood Association appeal the Environmental Planning Commission's (EPC's) Approval of a Zone Map Amendment (Zone Change) from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and a Site Development Plan for Building Permit for a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 containing approximately 22 acres

A motion was made by Councilor Jones To Accept the Land Use Hearing Officer Recommendation and Findings. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

13. APPROVALS: {Contracts, Agreements, and Appointments}

a. OC-16-9 Reappointment of Mr. Eric H. Cruz to the Police Oversight Board

A motion was made by President Lewis that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

b. OC-16-10 Staff Recommendation of Appointment of Carlotta A. Garcia to the Police Oversight Board

A motion was made by President Lewis that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

*c. OC-16-11 Staff Recommendation of Appointment of Dr. Lisa M. Orick-Martinez to the Police Oversight Board

A motion was made by President Lewis that this matter be Confirmed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

14. FINAL ACTIONS

b. O-16-3 F/S Amending The Traffic Code, Chapter 10, Article 5, Part I Of The Revised Ordinances Of Albuquerque To Decrease The Required Buffer Between Mobile Food Units And Site-Built Restaurants And To Authorize Mobile Food Units To Operate Within That Buffer After Those Establishments' Business Hours (Benton)

A motion was made by Councilor Benton that this matter be Amended. Councilor Benton moved Amendment No. 1. The motion carried by the following vote:

For: 8 - Lewis, Peña, Benton, Winter, Davis, Gibson, Jones, and Harris

Against: 1 - Sanchez

A motion was made by Councilor Benton that this matter be Passed as Amended. The motion carried by the following vote:

For: 8 - Lewis, Peña, Benton, Winter, Davis, Gibson, Jones, and Harris

Against: 1 - Sanchez

c. O-16-8 C/S Amending The Public Purchases Ordinance; Requiring City Council Approval Of Sole Source Contracts In Excess Of $75,000 (Sanchez)

A motion was made by Councilor Sanchez that this matter be Amended. Councilor Sanchez moved Amendment No. 1. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

A motion was made by Councilor Sanchez that this matter be Passed as Amended. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

e. R-16-16

C/S Directing The Administration To Publish Information On All Sole Source Procurements To The ABQ View Website For The Purpose Of Governmental Transparency And Accountability To Taxpayers (Sanchez)

A motion was made by Councilor Sanchez that this matter be Amended. Councilor Sanchez moved Amendment No. 1. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

A motion was made by Councilor Sanchez that this matter be Passed as Amended. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

d. R-15-262

C/S Amending The Text Of The Huning Highland Sector Development Plan's Corridor Revitalization Zone (SU-2/CRZ) To Allow The Sale Of Beer And Wine For On-Premise Consumption For Establishments With A "Small Brewer's License" Or A "Winegrower's License" Which Are Not Restaurants, And Alcohol Sales For Off-Premise Consumption For Establishments With A "Small Brewer's License" Or A "Winegrower's License" As A Permissive Use (Benton)

A motion was made by Councilor Benton that this matter be Passed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

f. R-16-20

Adopting An Employee Recognition Program For The City Of Albuquerque (Peña)

A motion was made by Vice-President Peña that this matter be Passed. The motion carried by the following vote:

For: 9 - Lewis, Peña, Sanchez, Benton, Winter, Davis, Gibson, Jones, and Harris

There being no further business, the meeting adjourned at 9:26 p.m.

LAND USE HEARING OFFICER'S RECOMMENDATION

APPEAL NO. AC-15-6 and AC-15-7

Project# 1010582, 15EPC-40051 Zone Map Amendment (Zone Change)
15EPC-40052 Site Development Plan for Building Permit

Greater Gardner Neighborhood Association, Guy Conway and Carolyn Conway (Conway Electric), Pat and Mary Beth Maloy (Maloy Mobile Storage Inc.), Larry Stepp (Step's American Marine), Rombin & Wright (William V Rombin), Dennis and Debra Hardy (Fleet Maintenance), Lorenzo Rameriz (Cross Connection), Steve Collins (Collins Engine Generator Service), Grande Heights NA, The Inter-Coalition Panel, WSCONA (Westside Coalition of Neighborhood Associations), Oxbow Village Homeowners Association, Appellants of AC-15-6.

Peggy Norton on behalf of the North Valley Coalition, Appellants of AC-15-7.

Wilson & Company, Inc., Agents for the City of Albuquerque Department of Municipal Development, Party Opponents.

I. BACKGROUND

This is a consolidated appeal (AC-15-6 & AC-15-7) from a decision of the Environmental Planning Commission (EPC) granting a zone change from M-1 to SU-1 for specified M-1 uses (a solid waste transfer station and convenience center) on several consolidated tracts of land comprising approximately 22-acres. The land at issue is located at 4600 Edith Blvd. N.E. and is owned by the city of Albuquerque. The applicant for the zone change and building permit is the Albuquerque Department of Municipal Development. The record reflects that on August 27, 2015, the City's agent Wilson & Company, Inc., submitted an application to the Planning Department for a zone change and for a building permit for its site development plan (site plan). The application was originally scheduled to be considered by the EPC at its October 8, 2015 public hearing. However due to a lack of a quorum, the hearing was rescheduled for November 5, 2015. On November 5, 2015, the EPC, with a quorum, took up the City's application in a quasi-judicial public hearing. On the following day, November 6, 2015, the EPC issued its

Official Notification of Decision, granting the zone change and approving the building permit and accompanying site plan. The Appellant of AC-15-6 filed their timely appeal on November 15, 2015 and the Appellants of AC-15-7 filed their timely appeal on November 20, 2015. The appeals were consolidated because the two appeals involve common questions of facts and of law regarding the single zone change, building permit, and site plan approval by the EPC. The City Council delegated the appeals to this Land Use Hearing Officer (LUHO). An extended LUHO public hearing was held on January 29, 2016.

II. STANDARD OF REVIEW

A review of an appeal is a whole record review to determine if the EPC erred:

1. In applying adopted city plans, policies, and ordinances in arriving at the decision;
2. In the appealed action or decision, including its stated facts;
3. In acting arbitrarily, capriciously or manifestly abusive of discretion.

At the appeal level of review, the decision and record must be supported by a preponderance of the evidence to be upheld. The LUHO is advisory to the City Council. The LUHO has authority to recommend that the City Council grant the appeal in whole or in part, deny, or remand the appeal for reconsideration if the remand would be necessary to clarify or supplement the record, or if the remand would expeditiously dispose of the matter."[1]

III. DISCUSSION

After a thorough review of the entire record of these consolidated matters, hearing arguments of the parties, testimony, and allowing cross-examination of witnesses in an extended 2-hour hearing, I respectfully recommend that the City Council remand the zone change request, building permit, and site plan to the EPC because the EPC failed to address benchmark issues under Enactment 270-1980, failed to adequately resolve significant contradicting evidence in the record, and, therefore, the record is not supported with sufficient evidence to support the zone change. The record before the EPC was perpetuated by shortcoming from its Planning Staff when

[1] See Rules of the Land Use Hearing Officer adopted by the City Council, February 18, 2004. Bill No. F/S OC-04-6 and codified in Section 14-16-4-4 of the Zoning Code.

Staff recommended that the EPC approve the zone change without themselves resolving several key issues required for a zone change. The record shows that the Staff and the EPC failed to conduct any meaningful analysis of the zone change request against the requirements of R-270-1980, Section 1.D and E. Thus, there is insufficient evidence in the record that the zone change satisfies R-270-1980. There are other deficiencies regarding conflicting factual questions which the EPC must also resolve. A remand to the EPC will compel the EPC (and Staff) to address the deficiencies in the record, including under R-270-1980.

As stated above, Appellants raise a number of substantive challenges to the EPC decision. Foremost is that the zone change does not satisfy City Enactment 270-1980. More specifically, Appellants claim that Section 1.D. of Enactment 270-1980 is not satisfied because the City applicant did not meet its burden to demonstrate that the existing M-1 zoning is in any manner inappropriate, necessitating the zone change. Appellants also claim under Enactment 270-1980, the City applicant did not respond to, nor did the EPC resolve, questions and evidence submitted from opponents of the zone change regarding alleged harmful effects to adjacent residential property owners, or to the neighborhood. In relation to the alleged deficiencies under Enactment 270-1980, Appellants also claim that the EPC failed to make fact-specific findings regarding the proposed use. Appellants claim that many findings are conclusory and unsupported by the record. Finally, Appellants contend that the EPC ignored or disregarded expert opinions and reports that allegedly rebut key EPC findings regarding traffic and environmental effects caused by the proposed use. There are no issues presented regarding notice to adjacent property owners or to neighborhood associations, and I find no notice deficiencies in the record.

I begin with the City's applications. After a January, 2015 pre-application conference with City Planning Staff, the record reveals that on August 27, 2015, the Department of Municipal Development submitted to the Planning Staff an application for the zone change and building permit. With the application, Wilson and Company, Inc., project engineer submitted a detailed project summary describing the existing site, zoning, and the details of, and the justifications for,

the proposed use.[2] In the summary, the engineer wrote that the proposed use is distinctly similar with the existing use. There is apparently no dispute that the City of Albuquerque Solid Waste Management Department (SWMD) is currently physically located on the subject site, and has been operating there since the 1980's. The record substantiates that there is no existing site development plan for the existing site. There is, however, a proposed site plan for the proposed uses which was submitted to the EPC with the application. The applicant's summary states that the *"proposed use of the site would remain very similar to its current use."*[3] Further in the summary, the applicant wrote that the proposed transfer station use is:

> .... defined by the Environmental Protection Agency (EPA) as a light industrial type facility where trash collection trucks discharge their loads so trash can be compacted and then reloaded into larger vehicles (e .g. trucks) for shipment to a final disposal site, typically a landfill or waste-to-energy facility (EPA, January 2001).[4] (emphasis added)

There is no evidence aside from the conclusory evidence in the summary that the proposed uses and the existing uses are similar. There are likely some similarities between the SWMD's current operation and the proposed transfer station and convenience center uses, but the record should include at a minimum what those similarities are so that the EPC can make appropriate findings. For example, it is obvious from the record that the uses are similar to some extent simply because they each involve the transportation of solid waste. However, the record is not so clear on other site-specific elements of the two uses that may or may qualify as similarities. For example, does the fact that a transfer station involves the accumulation and processing of solid waste make it dissimilar to the existing uses when the existing use does not include any accumulation of solid waste at the site? There are no facts in the record from which the EPC could make a meaningful comparison to determine if the uses are indeed similar. A meaningful comparison would assist the EPC in accurately determining if the proposed use is a permissive use (as Staff contend) under the existing M-1 zone. Such an analysis would also be helpful to all involved as Staff conducts its threshold analyses under Enactment 270-1980 (described below).

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2 See Page 170 of the record.

3 See Page 170 of the record.

4 Id.

A. Enactment 270-1980, Section 1.D.

Enactment 270-1980 has significant prominence in the zoning review process for the City of Albuquerque. It is a City resolution of zone change policies that are separate and apart from Comprehensive Plan (Comp. Plan) and other Rank Plan policies. For the City of Albuquerque, it is the guiding policy document from which zone change applications are judged by the Planning Staff, by the EPC and ultimately by the City Council in their review of zone change applications. Any zone change application must first satisfy the applicable policies therein before a zone can be changed under the City's Comprehensive Zoning Code (Zone Code). Certainly, there are other policy imperatives in the Rank Plans and elsewhere, but Enactment 270-1980 is always foremost in the analysis. With regard to Appellants' argument that the EPC failed to evaluate the existing zone, the relevant part of Enactment 270-1980, Section 1.D states:

> 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. (emphasis added).

With regard to the applicants' justification for the zone change under Enactment 270-1980, it can be found on Pages 10-12 of the applicant's summary/application to the EPC.[5] In the application summary, while neglecting to reconcile the zone change with subsections D., and E. of Section 1., the applicant only justified the zone change under Enactment 270-1980, Section 1. A., B., and C.

In the planning staff report to the EPC, Planning Staff wholly adopted the applicant's failings in the application summary. Staff failed to address how the "existing zone is inappropriate" under Section 1.D. In the Staff report to the EPC, without further analysis, Staff declared that "[t]he requested Zone Map Amendment is generally consistent with the requirements of R270-1980..."[6]

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5 Page 187-188 of the record.

6 Record, Page 50.

Staff wrote in the Staff report and testified at the EPC hearing that "[a] Zone Map Amendment is not required for this use because the current zoning allows for the propose use."[7] At the EPC hearing, Planning Staff further testified that the proposed use is a permissive use under the existing M-1 zone as a "public utility."[8] These conclusory contentions are the linchpin for the necessity of a remand.

First, Enactment 270-1980 is not vague or ambiguous. Subsection D of Enactment 270-1980, Section 1 requires that the applicant demonstrate that the existing M-1 zone is inappropriate either because there was some mistake in the zoning classification, or the conditions in the area have changed (necessitating the zone change), or that a new zone classification will be more advantageous to the community, in some regard under one or any of the City Rank land use plans. These three criteria are disjunctive; any one of the three can be shown for the applicant to meet their burden. The record is clear that without clear evidence, the EPC was led to believe that the proposed transfer station and accessory uses are permissive under the existing zone classification of M-1. EPC finding 6 concludes this fact. EPC Finding 14 also appertains to Enactment 270-1980. There are no findings, however, showing that the existing M-1 zone is inappropriate for any reason.

Although raised before the EPC by the opposition, the obvious question that was never resolved by the applicant, the Staff, or by the EPC is: If the proposed use is permissive in the existing M-1 zone, in what manner is the M-1 zone "inappropriate" under Enactment 270-1980, Section 1.D? That is, why is a zone change necessary? There was argument in the record that the proposed zone (SU-1 for M-1) would make a better zone for the transfer station uses. But that is a far cry from what is required.[9] The plain language of Section 1.D demands that the applicant focus on the inappropriateness of the existing zone not on the appropriateness of the newly proposed zone. Again the question, although a threshold issue, went unanswered during the

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7 Record, Page 51.

8 See Record, EPC Minutes, Page 378.

9 Planning Staff also justified the zone change as an attempt by the City to be transparent.

application review and approval process. The record before the EPC is barren of any analysis of the inappropriateness of the existing zone. As eluded to above, there is evidence in the record that planning Staff did advise the EPC that in their review of the zone change, the proposed SU-1 zone would be more appropriate or advantages to the community for the proposed use for various reasons, including that the use is unique and that there are more rigorous standards under the SU-1 zone than under the M-1 zone. Whether these contentions are true or not, or whether or not these contentions even are enough for a zone change, Staff have put the proverbial cart before the horse because these contentions do not directly address the threshold question of whether or not the existing zone is inappropriate under one or any of the three criteria described above.

In addition to the inappropriateness of the existing zone, another important unresolved question that must be resolved by the EPC is whether or not a transfer station and accessory uses are actually permissive uses under the M-1 zone. The applicant, Planning Staff, and the EPC made conclusions without investigation on the permissiveness of a transfer station in the M-1 zone. Moreover, there is conflicting evidence in the record as to what the proposed uses are categorized as in the Zone Code. An analysis of the permissiveness of the uses first demands that the uses be defined and categorized under the Zone Code if it is to be classified as a M-1 use. The Zone Code does not define or reference a "transfer station" or a "convenience center" in any zone or in the Definitions Section. Further, the record shows that there was no clear attempt at evaluating the uses in terms of their actual physical characteristics against the pre-defined use categories in the Zone Code to determine what use category the proposed uses most closely resemble in the M-1 zone. An analysis of the similarities of the existing use and the proposed uses would assist the EPC in resolving the question of the permissiveness of the proposed use in the M-1 zone.

The evidence in the record demonstrates that the Planning Staff assumed and concluded without consideration that the transfer station and convenience center meets the prescriptive "public utility" category under the M-1 zone. Notwithstanding the conclusion, there is also evidence in the record that the proposed uses are more closely aligned and similar to the manufacturing uses

category under the M-1 zone.[10] There is also evidence in the record, raised by Appellants, that the uses are neither manufacturing nor public utility uses—potentially making the proposed uses not permissive uses in the M-1 zone.

Clearly defining the use category will assist the EPC in determining if and how the existing zone is inappropriate under Enactment 270-1980, Section 1.D. Because there is conflicting evidence on what the uses are under the Zone Code, I find that there is not substantial evidence supporting Finding Six that the transfer station and convenience center uses are permissive in the M-1 zone. Because the EPC's decision is to a large extent supported by the presumption that a transfer station and accessory uses are permissive in the existing zone, a remand is necessary so that the EPC can resolve this fundamental question.

B. **Enactment 270-1980, Section 1.E.**

Appellants also contend that the EPC failed to determine if the proposed use would be harmful to adjacent property or the neighborhood. Again, the relevant part of Enactment 270-1980 is as follows:

> 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. (emphasis added).

EPC Finding 10. C, E, and F are factually inaccurate insofar as these findings relate to residential uses or neighborhoods not being near the proposed transfer station site. First, Staff wrote and testified to the EPC that "[t]he proposed use will be located in an industrially zoned area and *not located near a residential area*." (emphasis added). Yet, Staff also informed the EPC in its report that "[t]he nearest residential neighborhood is located approximately 1300 ft. west of the subject site."[11] Furthermore, there is unrebutted evidence in the record that there are six residential dwellings within 100 to 200 feet from the proposed transfer station at the corner of Edith Blvd

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10 In the LUHO hearing testimony and argument from City Staff categorized the proposed uses as a public utility and as manufacturing.

11 Record, Page 53.

and Rankin Road. The fact that these are nonconforming residential uses is irrelevant. Nonconforming uses are generally permissive uses like any other permissive use. The fact that there are six residential dwelling across the street from the proposed site contradicts Staff's report and makes the analysis of harms suspect and misleading. Because the underlying facts as to the proximity of residential uses is inaccurate, the matter must be reexamined. The EPC must reexamine the residential neighborhood under Enactment 270-1980, Section 1.E, and under Policy II.B.5.e. of the Comp. Plan.

The EPC was presented with inconsistent reports by Staff about the proximity of residential uses to the proposed uses, and it failed to resolve the issue with any substantial evidence to support Findings 10. C and E. in the EPC's Official Notification of Decision. Equally inadequate is Finding 14.E. as it is factually inaccurate and is conclusory, without sufficient evidence in the record to support it. There is no evidence in the record that the EPC addressed the accurate evidence of the proximity of the residential dwellings and how the residential uses are impacted as a result of their proximity to the proposed uses. Because there is inaccurate, insufficient, and inconsistent evidence in the record regarding the neighborhood residential uses, and because the EPC did not address Enactment 270-1980, Section 1.E as it relates to the potential harm to the adjacent residential uses, a remand is necessary so that the EPC may clarify the matter.

C. Traffic Impacts of the Proposed Uses

The EPC must clarify its decision regarding traffic impacts. The evidence demonstrates that currently the SWMD operates 54 commercial and 45 residential solid waste collection trucks from the subject site from the hours of 6:20 am to 2:30 pm. on a daily basis. The applicant claims that various other support vehicles are used in the current SWMD operations from the subject site but these vehicles are not well accounted for in the assessment of impacts. The applicant also claims that the proposed transfer station's operation will add 208 commercial transfer station truck trips to and from the site. It is not clear if these are new additional trips for the 54 commercial trucks or if these are converted trips from the existing trips which would otherwise go from the SWMD site directly to the landfill after their daily routes.

The record also shows that the residential truck trips will increase by 90 trips.[12] In addition, the proposed Convenience Center will add an estimated 225 new "public self-haulers" to the site (450 trips total). It is not clear in the record if, and how many, additional trucks will be added to the operation and whether the "public haulers are semi-truck traffic. These issues appear to be glossed over in the Staff report to the EPC.

The applicant argued in its application and at the EPC hearing that the site generated traffic of the proposed transfer station and convenience center will not meet the warranting criteria for a Traffic Impact Study (TIS) because the proposed uses will not produce 100 or more additional (new) peak direction, inbound or outbound vehicle trips to or from the site in the morning or evening peak period of the adjacent roadways. The applicant claims it did complete a TIS to further demonstrate that the proposed use did not meet the threshold requirements and that the addition of the new trips will not change the existing levels of services (LOS) at the peak hours on the adjacent streets.[13] Under the DPM, the minimum standard level of service cannot be less than a LOS D on roadway elements where the level of service is controlled by traffic control devices.[14] The evidence in the record suggests that the intersections most impacted by the transfer station are already operating at a LOS D. Apparently, the applicant argued that because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times (for those intersections) and that the LOS for the surrounding intersections will remain at LOS D. However, I must point out that that is not the only criteria for a TIS. The precise criteria warranting a TIS under the City Development Process Manual is:

> [s]ite generated traffic of 100 or more additional (new) peak direction, inbound or outbound vehicle trips to or from the site in the morning ***or*** evening peak period of the adjacent roadways ***or the developments peak hour***. (emphasis added).[15]

12 See Page 172-173 of the record.

13 A summary of the applicants TIS conclusions can be found on Page 175 of the record.

14 DPM, Section 8.C.1.b.2.

15 DPM, Section 8.A.2.

Whether this discrepancy is minor or has any impact on the peak periods studied is not clear. The peak periods for the intersections studied were defined for the AM (6:30-9:30), Mid-Day (11:00-1 :30) and PM (3:00-6:30). The primary question becomes if the new trips occur "*primarily*" outside of the peak periods for the intersections studied, how do the new trips that occur within the peak periods impact those peak periods. A related question that was unresolved is how are these new trips disbursed throughout the peak periods? The applicant's conclusion that the threshold is not met seems to rely on a careful, perhaps fragile, distribution of truck trips throughout the day to avoid exceeding the DPM threshold.

It is clear from the record that the transfer station will have peak periods which overlap into the morning, lunch, and some into evening peak periods for the intersections studied. There are factual issues that were presented by Appellants before the EPC and in this appeal regarding how the new trips and the overlapping peak trips affect these peak periods. The assumptions for the distribution of the new trips is central to these issues and is not explained in any manner. Further, Staff did not appear to scrutinize, dispute or evaluate, the applicant's appraisal that the new trips added from the proposed use will not impact peak traffic conditions for the transfer stations peak periods or for the standard morning or evening peak periods. The fragile distribution of trips to avoid the threshold was never evaluated by Staff.

Instead, Staff reported conflicting information to the EPC. Staff wrote that "[t]he diagram submitted by the applicant shows new truck traffic associated with the proposed use *occurring outside* of the AM and PM peak hours."[16] (emphasis added). This conclusion is plainly inaccurate. Perhaps recognizing the gaffe, in the same Staff report, Staff took a somewhat contradicting position on this crucial subject of how the proposed traffic will impact peak traffic times. Staff wrote "[n]ew trips associated with the proposed use will still maintain a level of service D designation meaning that the new trips associated with the use will occur *primarily outside* of the AM and PM peak hour time frames."[17] (emphasis added). What's more, other than

16 Record, Page 53.

17 Record, Page 54.

the totals, the EPC did not have the overlapping or distribution numbers or assumptions to review and none were in the record except for the totals.[18]

On behalf of the North Valley Coalition, the Appellants submitted to the EPC a site specific study of the proposed transfer station titled the North Valley Health Impact Assessment (HIA). It appears that the HIA was created by the those opposing the proposed uses "to assess the impacts of a Waste Transfer Station (WTS) on the health of residents and others who live, work, attend school, or play in neighborhoods that are located near the site."[19] In the 130-page HIA, the study's authors allege several deficiencies in the applicant's application. With regard to the applicant's TIS, Appellants point to the HIA findings that the TIS fails to "include the additional volume of garbage trucks coming into and out of the impacted community because the study assumed that garbage truck traffic would occur during off-peak hours."[20]

In response, the applicant's agent submitted to the EPC its argument that the Appellant's HIA with regard to the TIS was misleading. Doubling down on their original contentions, they claim that "the impact to adjacent roadways (to the transfer station use) by the DPM is considered to be insignificant and does not require a TIS."[21] Apparently, the applicant is claiming that less than 100 new peak period inbound/outbound new vehicle trips threshold will be generated from the proposed uses. Yet, there is no clear data in the record distinguishing for the EPC the actual numbers of the new trips that will be generated during the peak periods—only the threshold numbers (totals). And, the manner of distribution to avoid the threshold is not clear in the record. In addition, as stated above there was no analysis on the development's peak periods which arguably overlap into the morning and possibly the evening peak periods. This analysis is equally

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18 I note however, that the TIS was not made a part of the appeal record, only the summary conclusions.

19 See Record, Pages 478; *North Valley Health Impact Assessment of the Proposed Edith Transfer Station*, August 2015; Prepared by: William Hudspeth, Ph.D., Kitty Richards, MS, MPH and Kristine Suozzi, MS, Ph.D. In collaboration with The North Valley Health Impact Assessment Committee and the North Valley Coalition.

20 Record, Pages 485-486.

21 Record, Page 925.

significant under the DPM if it is going to be the basis for not requiring a TIS. It should be noted that the applicant also concluded that the estimated 45 residential truck trip were not relevant to the analysis because they will occur after the morning peak hour and before the afternoon peak hour.[22] Yet the record has no findings or conditions (regarding the distribution of trips) that these trips will occur outside of peak periods. These are all significant issues that were raised by Appellant for which there is insufficient evidence in the record. Transparency requires that these issues be fleshed out and resolved.

I also note for the City Council that the TIS was not included in the record and it is not clear to me if the EPC had the benefit of reviewing the TIS. There is no evidence in the record that the EPC resolved the conflict or resolved how the added trips during peak periods impact the neighborhood. The totality of the evidence demonstrates that the EPC did not have sufficient evidence before it, and it shows that the EPC was not well-informed on the overlapping, or on the assumptions for disbursing the new trips. On remand, the EPC should resolve these issues because they are significant for determining if the threshold is met or not.

D. Other Issues

Next, the Appellants generally claim that economic considerations were the determining factor in selecting the SWMD site for the transfer station. Under Enactment 270-1980(G), the cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone. I find that there is no evidence that economics drove the decision, or was the determining factor for selecting the SWMD site. The record shows that the applicant selected the subject site (4600 Edith, NE) based on seven defined "criteria that are key to the success of this type of facility."[23] Certainly economics is clearly a consideration in any taxpayer or government funded project. But, of the numerous feasibility criteria in the listed site selection criteria in the applicants' summary, economics does not appear to be the "determining factor."

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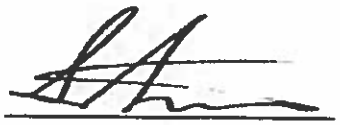
22 Record, Page 926.

23 Record, Page 171.

Without evidence to support Appellants' claim that economics was the determining factor which drove site selection, I find that their claim is based in speculation and should be denied.

Appellants raised various other issues relating to specific Comprehensive plan policies. They claim that Comp. Plan Policy II.C.1.k was either ignored or not furthered. Comp. Plan Policy II.C.1.k states that "Citizens shall be protected from toxic air emissions." EPC Finding 10.N. states that this policy is furthered because of various mitigation measures that will be put in place to reduce emissions from leaving the site and the enclosed buildings on the site. I find that the Appellants have not met their burden of proof with this appeal issue. The evidence in the record demonstrates the City will take appropriate measures to mitigate emissions and, other than their assertions, the Appellants have not shown that the Policy is not being furthered.

Accordingly, based on all the evidence, I respectfully recommend that the City Council remand the application to the EPC to address the significant deficiencies in the record outlined above. The record is not supported with substantial evidence. Conversely, Appellants have met their burden of proof in these appeals as described above and have shown that the EPC erred in applying adopted city plans, policies, and ordinances in arriving at the decision, including its stated facts. In addition, the evidence supports that the EPC acted arbitrary, capriciously or manifestly abusive of discretion in approving the zone change at least with regard to Enactment 270-1980. A recommendation of a remand is warranted so that the EPC can address what is required under the Zone Code and under Enactment 270-1980.



Steven M. Chavez, Esq.
Land Use Hearing Officer

February 8, 2016

Notice of Decision
City Council
City of Albuquerque
November 8, 2016

AC-16-9 Timothy Flynn O'Brien Esq., Agent of Greater Gardner Neighborhood Association, appeals the June 10, 2016, declaratory ruling issued by Code Compliance Official, Andrew Garcia, regarding the operation of a solid waste transfer station and convenience center

Decision

On October 17, 2016, by a vote of 9 FOR, 0 AGAINST, the City Council voted to Grant the Appeal and reverse the determination of the City Zoning Enforcement Officer.

On November 7, 2016, by a vote of 8 FOR, 0 AGAINST, the City Council adopted the following findings in support of its decision:

Excused: Peña

1. These are consolidated appeals of a declaratory ruling by the City Zoning Enforcement Officer (the "ZEO") as to the permissibility of a Solid Waste Transfer Station and Convenience Center (the "Project") in the City's M-1, Light Industrial Zoning District.

2. In a letter dated April 6, 2016, Wilson and Company Inc. requested a declaratory ruling on behalf of the City Solid Waste Department that asked the ZEO to rule that "a solid waste transfer station/convenience center and household hazardous waste drop-off center are allowed activities in an M-1 zoned property; and that these activities do not constitute a public utility facility."

3. The ZEO issued the requested ruling on June 10, 2016. The ruling determined that the Project is "similar and compatible to other uses permitted in the M-1 zone, including recycling yards: (sic) a bottling plant, cold storage plant, or warehousing operation with deliveries by large trucks and semi-tractor trailers; as well as a truck terminal and related maintenance facilities," and that it was not a "public utility use" as had been previously suggested during a prior zone map amendment process.

4. Declaratory rulings are appealable directly to the City Council, and the ZEO's determination in this matter was so appealed by several neighborhood associations and coalitions.

5. On appeal the City Council finds that the Project is not permissive in the M-1 Zone because it is not specifically listed as a permissive use in M-1 by the Zoning Code, and it does not otherwise fall within any expressly permissive M-1 uses, either individually or in combination.

6. In addition, to the extent that the Zoning Code permits land uses in a given zone based on their similarity and compatibility to permissive uses in that zone, even though

the use at issue is not itself listed as permissive, the Project is not sufficiently similar and compatible to permissive M-1 uses to itself be deemed permissible.

IT IS THEREFORE ORDERED THAT THE APPEAL IS GRANTED AND THE DETERMINATION OF THE CITY ZONING ENFORCEMENT OFFICER IS OVERRULED

AC-16-10 Peggy Norton, Agent for North Valley Collation, appeals the June 10, 2016 declaratory ruling issued by Code Compliance Manager Andrew Garcia, regarding the Edith Solid Waste Transfer Station and Convenience Center

Decision

On October 17, 2016, by a vote of 9 FOR, 0 AGAINST, the City Council voted to Grant the Appeal and reverse the determination of the City Zoning Enforcement Officer.

On November 7, 2016, by a vote of 8 FOR, 0 AGAINST, the City Council adopted the following findings in support of its decision:

Excused: Peña

1. These are consolidated appeals of a declaratory ruling by the City Zoning Enforcement Officer (the "ZEO") as to the permissibility of a Solid Waste Transfer Station and Convenience Center (the "Project") in the City's M-1, Light Industrial Zoning District.

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4. Declaratory rulings are appealable directly to the City Council, and the ZEO's determination in this matter was so appealed by several neighborhood associations and coalitions.

5. On appeal the City Council finds that the Project is not permissive in the M-1 Zone because it is not specifically listed as a permissive use in M-1 by the Zoning Code, and it does not otherwise fall within any expressly permissive M-1 uses, either individually or in combination.

6. In addition, to the extent that the Zoning Code permits land uses in a given zone based on their similarity and compatibility to permissive uses in that zone, even though

the use at issue is not itself listed as permissive, the Project is not sufficiently similar and compatible to permissive M-1 uses to itself be deemed permissible.

IT IS THEREFORE ORDERED THAT THE APPEAL IS GRANTED AND THE DETERMINATION OF THE CITY ZONING ENFORCEMENT OFFICER IS OVERRULED

Attachments

1. Action Summary from the October 17, 2016 City Council Meeting
2. Action Summary from the November 7, 2016 City Council Meeting

A person aggrieved by this decision may appeal the decision to the Second Judicial District Court by filing in the Court a notice of appeal within thirty (30) days from the date this decision is filed with the City Clerk.

Dan Lewis, President
City Council

Date: 11-17-16

Received by: R Valencia
City Clerk's Office

Date: 11/17/16

LAND USE HEARING OFFICER'S RECOMMENDATION

APPEAL NO. AC-16-9 and AC-16-10

Project No. 1010688; 15ZHE-80293-16BOA-20003

WESTSIDE COALTION OF NEIGHBORHOOD ASSOCIATIONS, Appellants,

CITY OF ALBUQUERQUE CODE COMPLIANCE DIVISION, Party Opponent.

I. BACKGROUND

These consolidated appeals present an issue of interpretation of certain provisions of the Zoning Code. The appeals raise significant questions of the definition of a solid waste transfer station and whether or not the *combined* activities involved in a transfer station use are permissive in an M-1 Zone. These issues arise from an appeal of a declaratory ruling issued by Andrew Garcia, City Code Compliance Manager. Mr. Garcia issued the declaratory ruling on June 10, 2016, as a response to an April 6, 2016 request from Savina G. Garcia, P.E. of Wilson & Company, Inc.

The Appellants, a consortium of neighborhood associations, filed their appeal on July 1, 2016. A similar appeal was filed by Peggy Norton on July 27, 2016. Appeals of declaratory rulings to the City Council are not subject to the time limits for filing appeals.[1] The City Council referred both appeals to this Land Use Hearing Officer (LUHO). At the August 16,

1 See §14-16-4-4(B)(1) of the City Zoning Code.

2016, LUHO hearing on AC-16-9, Appellant's council, upon stipulation by the City Staff Party Opponents, moved to consolidate Peggy Norton's appeal of the declaratory ruling (AC-16-10) with AC-16-9. Legal Counsel for the Westside Coalition of Neighborhood Associations is apparently also representing Peggy Norton, the Appellant of AC-16-10. I find that consolidation of the two appeals will bring an expedient resolution of both appeals because they concern the same facts, issues, and Zoning Code sections.[2] In addition, I find that Peggy Norton intelligently and voluntarily waived her right to have a separate LUHO hearing on her appeal and voluntarily agreed to consolidation of AC-16-10 with AC-16-9. The appeal records of both appeals are included and considered in this recommendation.

II. STANDARD OF REVIEW

Review of these appeals is a whole record review to determine if the Code Compliance Manager erred in his conclusions of the declaratory ruling; (1) in applying adopted city plans, policies, and ordinances to the ruling; (2) in the appealed action, including its stated facts; or (3) in acting arbitrarily, capriciously or manifestly abusive of discretion. At the appeal level of review, the ruling must be supported by a preponderance of the evidence in the record to be upheld. The Land Use Hearing Officer is advisory to the City Council. The Land Use Hearing Officer has the delegated authority to recommend that the City Council grant the appeal in whole or in part, deny, or remand the appeal to the Code Compliance Manager for reconsideration if the remand is necessary to clarify or supplement

2 Because Counsel moved to consolidate both appeals at the conclusion of the LUHO hearing on AC-16-9, testimony was taken on the record from Appellant of AC-16-10 regarding her stipulation to consolidate the appeals and which included her voluntary waiver of a separate hearing for oral presentation of her appeal case.

the record, or if the remand would expeditiously dispose of the matter."[3]

After reviewing the record, hearing arguments of the parties, and testimony from witnesses, I find that the construction given to the text of the M-1 zone by the Code Compliance Manager in his declaratory ruling is not supported in the text of the Zoning Code. I also find that the *combination* of the various activities involved in the solid waste transfer station which was the subject of the declaratory ruling, are not similar to, or compatible with the allowed uses in the Zoning Code text of the M-1 zone. Further, I find that Mr. Garcia's conclusion that a solid waste transfer station is a permissive use in the M-1 zone is inconsistent with the designations given other similar solid waste transfer stations in the City. Finally, I find that Mr. Garcia's declaratory ruling is arbitrary and capricious for these reasons and because he did not consider other important issues and facts in his ruling which I describe below.

III. DISCUSSION

The precise language of the request that triggered the June 10, 2016 ruling is:

> "We formally request a declaratory ruling that a solid waste transfer station/convenience center and a household hazardous waste drop-off center are allowed activities in an M-1 zoned property; and that these activities do not constitute a public utility facility."

However, the request for a declaratory ruling was not a hypothetical request about a hypothetical M-1 zone, or a hypothetical transfer station. This request clearly concerned a specific "M-1 zoned property" and a specific proposed transfer station. The requestor, in the

3. See Rules of the Land Use Hearing Officer adopted by the City Council, February 18, 2004. Bill No. F/S OC-04-6 and codified in Section 14-16-4-4 of the Zoning Code.

April 6, 2016 letter expressly referred to the M-1 zoned property at "4600 Edith Boulevard NE," and the "proposed Edith Transfer Station, COA Project No. 7006.92." Presumably to assist Mr. Garcia with his ruling, a document entitled "Proposed Project Narrative," describing the activities in the proposed transfer station was included with the request for declaratory ruling.

In response to the request, Mr. Garcia ruled:

> "The operation of a solid waste transfer station and convenience center, including a household hazardous waste drop-off center, is a permissive activity in the M-1 Light Manufacturing zone..." (endnotes omitted).

In arriving at this conclusion, Mr. Garcia interpreted the text of the various allowed uses in the M-1 zone to be "similar and compatible" with the *activities* performed in a solid waste transfer station. Although Appellants argue otherwise, I find that in determining whether a use not specifically permitted by the Zoning Code can be considered as permissive or conditional in a particular zone, the Code Compliance Manager has the authority to review the similarities of the activities associated with the proposed use with those allowed uses in a particular zone to determine if they are similar and compatible with the permissive or conditional uses in that zone. Zoning Code, §14-16-4-8(B) is an express delegation of this discretion and authority.

Solid waste transfer stations are not defined in the text of the Zoning Code. Thus, there can be no dispute that a "solid waste transfer station" is not a use that is expressly allowed as a permissive use or as a conditional use in any zone, including the M-1 zone. Appellants take the position that in declaring that a solid waste transfer station is a permissive use in the M-1 zone, Mr. Garcia ignored the plain meaning of the listed uses that are allowed in the M-

80 1 zone of the Zoning Code text. They also contend that in his declaratory ruling, Mr. Garcia
81 ignored some significant activities that occur at a transfer station, only comparing selected
82 activities with the alleged activities allowed in an M-1 zone. As shown below, I agree on
83 both points. However, before moving into the analysis of the ruling, it should be determined
84 what degree of deference the interpretative process used by the Code Compliance Manager
85 should be accorded to his construction of the text of the Zoning Code and ultimately, to his
86 ruling.

87 Appellants suggest that because the City in two previous zoning decisions approved
88 SU-1 zoning for two other solid waste transfer stations, deference should not be accorded to
89 this declaratory ruling because this ruling appears to be a shift in policy and in interpretation
90 of the Zoning Code with regard to transfer stations. The record shows that in 1992, the EPC
91 changed a zone from SU-2 for IP uses to SU-2 for a SU-1 use to allow a solid waste
92 convenience center at that site. This transfer station is known as the Eagle Rock Transfer
93 Station. The City Staff did not dispute this history. Following that decision, in March 1997,
94 the City Council, citing the Eagle Rock transfer station zone change, approved a SU-1 zone
95 for M-2 and R-1 uses for a solid waste transfer station at the Montessa Park site. Again, City
96 Staff did not challenge these facts. I find that Mr. Garcia's interpretation is not consistent
97 with the two previous City actions involving solid waste transfer stations.[4] Under New
98 Mexico law, persuasive weight is to be given to the long-standing construction of ordinances
99 by the City. This rule of deference arises in part from the notion that questions of

4 An argument can be made that a transfer station could be permissive in both the M-1 zone and in a SU-1 zone, which would avoid the appearance of an inconsistency in interpretation and policy. However, the City Staff did not make this argument, and as shown below, a transfer station is not similar to the allowed uses in an M-1 zone.

interpretation of the Zoning Code implicate the expertise of those charged with interpreting it. However, as shown from the history, the City has previously given SU zoning to solid waste transfer station uses and activities. This is particularly important because, except for the two previous actions involving solid waste transfer stations, a solid waste transfer station remains uncategorized in any zone in the text of the Zoning Code. Additionally, in an earlier decision involving this site and this proposed transfer station, the EPC approved a zone change on the site from the M-1 zone to a SU-1 zone for the exact transfer station described in the request for Mr. Garcia's declaratory ruling. Although the City Council remanded the zone change to the EPC, it did so because the analysis supporting the zone change, and the EPC decision came up short.[5] The record was deficient with regard to justifying it under R-270-1980. I find similar deficiencies here, not with regard to R-270-1980, but concerning meaningful analysis supporting the Code Compliance Manager's conclusions in the declaratory ruling.

In his ruling, Mr. Garcia relies primarily on textual comparisons of *activities* to support his interpretation that a transfer station is permissive in a M-1 zone. As stated above, normally a heightened degree of deference to Zoning Code interpretations by the Code Compliance Manager is accorded because this function implicates zoning expertise by those charged with such expertise. It appears, however, there is no longstanding basis for according weight to the present construction of the Code. Thus, under these circumstances, Mr. Garcia's interpretation should not be accorded the deference that is usually due.

It cannot be emphasized enough that there is not a defined use for a "solid waste transfer

5 I note that there was testimony indicating that after the Council remanded the application to the EPC, the applicant, for unknown reasons, withdrew the application before the EPC reconsidered the matter.

station" listed in the text of §14-16-2-20, M-1, Light Manufacturing Zone of the Code. As stated above, however there is some guidance in the text of §14-16-4-8, Declaratory Rulings. In issuing a declaratory ruling to determine whether a use not specifically permitted by the Zoning Code can be considered as permissive or conditional in a particular zone, "the similarity to and compatibility with other permissive or conditional uses in that zone shall be determining factors."[6] Accordingly, when employing this analysis (a similarity to, and compatibility with analysis), the Code Compliance Manager must consider both the permissive uses and the conditional uses in the "particular zone" he is comparing. Mr. Garcia did not do this. He only made his comparison with permissive uses, ignoring conditional uses in the M-1 zone. But this is not a fatal flaw in his ruling.

In concluding that a solid waste transfer station (transfer station) is a permissive use in a M-1 zone, Mr. Garcia concluded:

> "The operation of a solid waste transfer station and convenience center, including a household hazardous waste drop-off center, is a permissive activity in the M-1 Light Manufacturing zone (ref. §14-16-2-20-(A)(8) of the Comprehensive City Zoning Code). Although the code requires that all manufacturing activities in the M-1 zone occur within a completely enclosed building, the assembly and treatment of articles – including the handling, sorting, and transitory storage of solid wastes for transfer to another facility – may occur either inside a building, outside a building, or both. These activities… are similar and compatible to other uses permitted in the M-1 zone, including recycling yards; a bottling plant, cold storage plant, or warehousing operation with deliveries by large trucks and semi-tractor trailers; as well as truck terminal and related maintenance facilities."

This is the crux of his analysis that resulted in the conclusion that a transfer station is a permissive activity (not use) in the M-1 zone. The zoning section referenced by Mr. Garcia

6 See §14-16-4-8(B).

under §14-16-2-20-(A)(8) states in full:

> "Manufacturing, assembling, treating, repairing, or rebuilding articles, except those conditional or otherwise limited in this zone or specifically listed as permissive or conditional in the M-2 zone, provided all manufacturing is conducted within a completely enclosed building."

Mr. Garcia, therefore, takes the position that a transfer station is similar to, and compatible with the defined permissive uses in §14-16-2-20-(A)(8) which include "manufacturing, assembling, treating, repairing, or rebuilding articles." Mr. Garcia attempted to clarify his written ruling, testifying that it is his interpretation of this section of the Code that of all these permissive activities in the M-1 zone, only "manufacturing" must take place in a fully enclosed building and that "assembling, treating, repairing, or rebuilding articles" can occur outside. This indoor/outdoor distinction does little to resolve the decisive issue in this appeal—whether a transfer station is similar to, and compatible with "manufacturing, assembling, treating, repairing, or rebuilding articles." Assuming that §14-16-2-20-(A)(8) only requires "manufacturing" activities to occur indoors and "assembling, treating, repairing, or rebuilding articles" can occur outdoors, the question remains, what makes the *activities* performed or conducted at a transfer station similar to and compatible with the defined uses in §14-16-2-20-(A)(8), or to the "other uses" identified in the declaratory ruling such as a "recycling yard, a bottling plant, cold storage plant or warehousing operation with deliveries by large trucks and semi-tractor trailers, as well as truck terminal and related facilities?" Mr. Garcia never addresses or resolves this fundamental question in his ruling. Instead, he merely concludes that the various permissive activities and uses listed in the text of the M-1 zone are similar to and compatible with those *activities* of a transfer station.

Because the request for the declaratory ruling did not concern a hypothetical zone change site, or a hypothetical proposed transfer station, Mr. Garcia had within his grasp all the information he needed to make the meaningful comparisons a "similar to and compatible with" analysis requires.[7] The request specifically implicated the "proposed Edith Transfer Station" and its various activities. Mr. Garcia therefore had detailed information regarding the activities of the convenience center, the hazardous waste activities, vehicle maintenance facility, the recycling activities and drop-off area, the refueling islands, and the other solid waste transfer station activities. For example, generally, a solid waste transfer station is defined as a:

> Light industrial-type facility where trash collection trucks discharge their loads so trash can be compacted and then reloaded into larger vehicles (e.g. trucks) for shipment to a final destination site, typically a landfill or a waste-to energy facility (EPA January 2001).[8]

Mr. Garcia adopted this basic definition in his ruling which includes various basic activities. The pivotal and precise basic question Mr. Garcia was faced with, and which he did not answer is: How are these underlying activities of a solid waste transfer station, including discharging loads of trash, compacting that trash on site, and then reloading the compacted trash unto trucks similar to the listed M-I uses in the Zoning Code text? Although these are the basic elements of a transfer station, the Edith Transfer Station clearly includes additional activities involving hazardous waste and recycling of which Mr. Garcia also failed to address in his ruling.

With regard to the comparison of activities, Mr. Garcia merely concluded that a transfer station is similar to and compatible with the activities associated with "recycling yards, bottling

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7 I note that this kind of analysis has very important ramifications. Finding that a use, otherwise not included in the text of a particular allowed zone, is an allowed use because it is similar to, and compatible with allowed uses defined in the text of the Code, has the same practical significance as a legislative amendment to the text of the Zoning Code.

8 See the Proposed Project Narrative attached to the request for the declaratory ruling.

plant, cold storage plant, warehousing and truck terminal." First, however, "recycling yards" are not listed in the text of the M-1 zone as an allowed use or as a conditional use. At the LUHO hearing, Mr. Garcia testified, because there are existing recycling yards in M-1 zones in the City, recycling yards are permissive uses in an M-1 zone. Nevertheless, in a declaratory ruling, Mr. Garcia is charged with interpreting the text of the Zoning Code. It is not clear from the ruling if recycling yards exist in M-1 zones as non-conforming uses or otherwise. In addition, recycling may occur as part of another expressly allowed use. The point is that the plain meaning of his ruling does not comport with the plain meaning of the *text* in the Zoning Code with regard to allowed uses in the M-1 zone. And, although there may exist "recycling yards" in a M-1 zone as Mr. Garcia suggests, because his ruling is not accorded deference, I find that Mr. Garcia has not supported this contention with any credible support in the record.

Mr. Garcia attempted to further clarify his written comparisons at the LUHO hearing. He testified that there is no distinction between the term "use" and "activity." However, a use may include a combination of activities as is the case with a solid waste transfer station use, and particularly with the proposed Edith Transfer Station. Mr. Garcia conflated the meaning of an activity with the defined uses in the text of the M-1 zone of the Code. The gravest error of his ruling, however, was that Mr. Garcia, did not consider *all* the activities that will take place at the Edith Transfer Station. Instead, Mr. Garcia seemingly focused only on the trucking activities involved in the M-1 zone uses with the trucking activities at a transfer station. Targeting an individual activity in isolation to a use, when a use such as a transfer station obviously includes multiple activities, presents problems. For the moment, it is clear that there are activities involved in a transfer station that are also involved in any number of the allowed

M-1 uses in the text of the Code. Mr. touched on one such obvious similarity. For example, refueling trucks and trucking activities will takes place at the proposed Edith Transfer Station. Truck terminals are a defined allowed use in the M-1 zone text and truck terminals encompass truck refueling and trucking activities. It is also obvious that the listed allowed M-1 uses having to do with manufacturing and warehousing all involve trucking activities of the goods and "articles" manufactured, including loading and unloading.[9] Presumably, this similarity also applies to the "other uses" identified by Mr. Garcia in his ruling, including a "bottling plant, cold storage plant, or warehousing operation with deliveries by large trucks and semi-tractor trailers; as well as a truck terminal and related maintenance facilities." Again, trucking activities are an immediate commonality that can easily be gleaned from the listed allowed uses in the text of the M-1 zone with some of the activities conducted in a transfer station.[10] However, this limited similarity, without defining or comparing the materials involved to what is allowed in the text of the M-1 zone uses, easily cross over to allowed activities or uses in various other zones in the text of the Zoning Code. In short, trucking as a generic activity, is allowed in various zones.

At the LUHO hearing, Appellant's counsel demonstrated that the "deliveries by large trucks" are allowed uses/activities in a C-3 zone and in a C-2 zone. This is accurate. In addition, bottling and warehousing operations are permissive uses in a C-3 zone. Yet, nobody has taken the position that a C-3 zone is appropriate for a solid waste transfer station merely because trucking is a shared activity with transfer station uses. Appellants' point is that viewing and

9 See §14-16-2-20-(A)(8).
10 In the "Proposed Project Narrative," which was attached to the request for a declaratory ruling, it is disclosed that "[t]he transfer station will add 130 transfer truck trips."

238 comparing in isolation various single activities or elements of a transfer station to the listed
239 allowed uses in the M-1 zone is spurious and wields erroneous and irrational results. One such
240 problem of such a superficial comparison is that none of the activities that Mr. Garcia focused
241 on in his ruling, on their own, and in isolation, requires a permit from the New Mexico
242 Environmental Improvement Board (NMEIB).

243 Trucking in of itself, as a similar activity, is less important for a meaningful
244 comparison, than are the substances and materials involved in a solid waste transfer station
245 and particularly with regard to the proposed Edith Transfer Station. In his ruling, Mr. Garcia
246 steered clear from any analysis of the substances of what will be transported, unloaded, sorted,
247 and reloaded at a transfer station. He also circumvented any meaningful investigation or
248 comparison of the attributes or types of "articles," materials, and or substances loaded,
249 transported, and unloaded with manufacturing, assembling, and repairing activities of the
250 allowed M-1 uses in the Zoning Code.[11]

251 It is undisputed that some of the activities involved at a solid waste transfer station
252 require NMEIB permitting because some activities at the proposed Edith Transfer Station
253 involve the collection, discharging, sorting, and transferring of large amounts of household
254 hazardous waste (HHW), including discarded "paints, solvents, herbicides, pesticides, and
255 batteries."[12] There are additional permit application requirements for processing facilities and
256 for recycling facilities that accept these varied solid waste materials and that accompanies the
257 recyclable materials.[13] Appellants argue this distinguishing fact, sets a transfer station far apart

11 At the LUHO hearing, I was urged to not hold the declaratory ruling to a high standard or to not expect Zoning Staff to perform detailed legal analysis. See my footnote 7 above.
12 See June 10, 2016, Declaratory Ruling, footnote ii.
13 See NMAC 20.9.3.1.

from any comparison of uses, activities, "articles," or materials characteristically processed and transported within the allowed listed M-1 zone uses. I agree. The activities of a solid waste transfer station that involve solid waste materials and substances including HHW are nowhere contemplated by any of the uses identified in the declaratory ruling or in the Code text of the M-1 zone. The M-1 uses Mr. Garcia describes in his ruling, including "manufacturing, assembling, treating, repairing, or rebuilding articles," do not match-up with activities involving large amounts of solid waste, including HHW. If there is a comparison to be made, Mr. Garcia did not make it. It was error to not include these considerations, the activities, and the substances associated with them in the declaratory ruling.

I find that while some trucking activities may be allowed in an M-1 zone, the activities involving solid waste and HHW at a transfer station, and particularly at the proposed Edith Transfer Station are not activities that are similar to, or compatible with any of the listed allowed uses (or the activities of the allowed uses) in an M-1 zone in the Code. I further find that a*ll* the various *combined* activities involved with a solid waste transfer station, as a single use, simply cannot be rationally bundled together and pigeonholed into "manufacturing, assembling, treating, repairing, or rebuilding articles" as declared in Mr. Garcia's ruling. These are the fatal errors of the declaratory ruling.

Appellants argue that rather than attempt to pigeonhole some of the various separate activities involved at a transfer station into the M-I allowed uses, the Code Compliance Manager should have reviewed the history and determined that because a transfer station is an infrequent use in the City, and because it includes various combinations of uses and activities not expressly allowed in any other zone, the SU-1 zone is the only appropriate zone for a

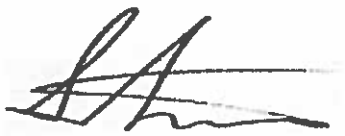
transfer station. In support of this contention, Appellants point to the two existing transfer station sites in Albuquerque and argue that SU-1 zoning is more appropriate for a transfer station. I agree. They also point to the recent zone change request (AC-15-6) as similar proof. Based on the two existing zoned transfer stations in the City, it is clear that SU-1 zoning is consistent with how the City has previously zoned these types of facilities. An SU-1 zone "provides suitable sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design."[14] The evidence suggests that a solid waste transfer station is sited infrequently. The proposed Edith Transfer Station has unique safety and hazardous waste issues that require NMIEB permitting which are partly dependent on site design.[15] In addition, SU-1 zones are particularly appropriate for "[u]se combinations not adequately allowed and controlled in other zones, relative to a specific site."[16] As shown above, the proposed Edith Transfer Station encompasses distinctive "use combinations" that together, are not expressly allowed in any zone. Just as the two other transfer stations are in SU zones, it is clear that this proposed transfer station is also squarely appropriate for SU-1 zoning.

In conclusion, I find that Mr. Garcia's interpretation of the text of the M-1 zoning should not be accorded deference. The conclusion he reaches that a transfer station is a permissive use in a M-1 zone is inconsistent with previous zoning of transfer station in the City. Furthermore, his conclusion is erroneous because the combination of activities involved

14 See § 14-16-2-22, SU-1 Special Use Zone.
15 I note that the April 6, 2016, request for declaratory ruling included a specific site design for the proposed Edith Transfer station which included the actual transfer station activities conspicuously placed in the center of the site.
16 See § 14-16-2-22(35).

in a transfer station, particularly those activities involving solid waste and HHW are not similar to or compatible with the listed allowed M-1uses.

I respectfully recommend that to expeditiously dispose of this matter, the City Council should void the June 10, 2016 ruling, and replace it with a finding that solid waste transfer stations are more appropriately zoned SU-1. In the alternative, I recommend that the City Council merely void the June 10, 2016 declaratory ruling on the basis that it is an erroneous ruling.



Steven M. Chavez, Esq.
Land Use Hearing Officer

August 26, 2016

ZONING

Please refer to the Zoning Code for specifics of
The SU-1, and M-1 zones

APPLICATION INFORMATION

City of Albuquerque

DEVELOPMENT/ PLAN REVIEW APPLICATION

Supplemental Form (SF)

S	Z		
		SUBDIVISION	**ZONING & PLANNING**
		___ Major subdivision action	___ Annexation
		___ Minor subdivision action	
		___ Vacation	V ___ X ___ Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
		___ Variance (Non-Zoning)	
		SITE DEVELOPMENT PLAN	P ___ Adoption of Rank 2 or 3 Plan or similar
		_X_ for Subdivision	___ Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations
		___ for Building Permit	
		___ Administrative Amendment (AA)	
		___ Administrative Approval (DRT, URT, etc.)	
		___ IP Master Development Plan	D ___ Street Name Change (Local & Collector)
		___ Cert. of Appropriateness (LUCC)	
			L A **APPEAL / PROTEST of...**
		STORM DRAINAGE (Form D)	___ Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other
		___ 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:

Professional/Agent (if any): Wilson & Company, Inc. PHONE: 505.348.4018
ADDRESS: 4900 Lang Ave. NE FAX: 505.348.4055
CITY: Albuquerque STATE NM ZIP 87109 E-MAIL: sgarcia@wilsonco.com
APPLICANT: City of Albuquerque Dept. of Municipal Development PHONE: 505.768.3083
ADDRESS: P.O. Box 1293 FAX:
CITY: Albuquerque STATE NM ZIP 87103 E-MAIL: jfrancis@cabq.gov
Proprietary interest in site: City of Albuquerque List all owners: City of Albuquerque

DESCRIPTION OF REQUEST: Zone map amendment and site development plan for building permit, request change from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center

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

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

Lot or Tract No. Tracts 107B1A1, 107B1A2, 107B1B, 108A3A1A, 108A3A1B, 108A3B 108A1A2B1B & 108A1A2B2, 108A1A2B1A, 107B2A2, 107B2A1 Block: Unit:
Subdiv/Addn/TBKA:
Existing Zoning: M-1 Proposed zoning: SU-1 for M-1, Solid Waste Transfer Station & Convenience Center, Household Hazardous Waste Collection MRGCD Map No 33
Zone Atlas page(s): G-15-Z UPC Code:

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 # 1010582/15EPC-40051 and 15EPC-40052

CASE INFORMATION:

Within city limits? _X_ Yes Within 1000FT of a landfill? No
No. of existing lots: No. of proposed lots: Total site area (acres): approx. 22 ac
LOCATION OF PROPERTY BY STREETS: On or Near: 4600 Edith Boulevard NE
Between: Comanche Road NE and Rankin Road NE
Check if project was previously reviewed by: Sketch Plat/Plan ☐ or Pre-application Review Team(PRT) ☐. Review Date:

SIGNATURE Savina Garcia DATE 12.01.2016
(Print Name) Savina Garcia Applicant: ☐ Agent: ☒

FOR OFFICIAL USE ONLY **Revised: 11/2014**

☐ INTERNAL ROUTING
☐ All checklists are complete
☐ All fees have been collected
☐ All case #s are assigned
☐ AGIS copy has been sent
☐ Case history #s are listed
☐ Site is within 1000ft of a landfill
☐ F.H.D.P. density bonus
☐ F.H.D.P. fee rebate

Application case numbers	Action	S.F.	Fees
16EPC - 40072	A2M		$ 240.00
16EPC - 40078	SBP		$ 385.00
	ADV		$ 75.00
	EMF		$ 50.00
			$
			Total $ 0

Hearing date January 12, 2017

12-1-16
Staff signature & Date

Project # 1010582

FORM Z: ZONE CODE TEXT & MAP AMENDMENTS, PLAN APPROVALS & AMENDMENTS

☐ **ANNEXATION (EPC08)**

__ Application for zone map amendment including those submittal requirements (see below).
Annexation and establishment of zoning must be applied for simultaneously.
__ Petition for Annexation Form and necessary attachments
__ Zone Atlas map with the entire property(ies) clearly outlined and indicated
NOTE: The Zone Atlas must show that the site is in County jurisdiction, but is contiguous to City limits.
__ Letter describing, explaining, and justifying the request
NOTE: Justifications must adhere to the policies contained in "Resolution 54-1990"
__ Letter of authorization from the property owner if application is submitted by an agent
__ Board of County Commissioners (BCC) Notice of Decision
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
__ Sign Posting Agreement form
__ Traffic Impact Study (TIS) form
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **SDP PHASE I – DRB CONCEPTUAL PLAN REVIEW (DRBPH1)** (Unadvertised)
☐ **SDP PHASE II - EPC FINAL REVIEW & APPROVAL (EPC14)** (Public Hearing)
☐ **SDP PHASE II - DRB FINAL SIGN-OFF (DRBPH2)** (Unadvertised)

__ Copy of findings from required pre-application meeting (needed for the DRB conceptual plan review only)
__ Proposed Sector Plan (30 copies for EPC, 6 copies for DRB)
__ Zone Atlas map with the entire plan area clearly outlined and indicated
__ Letter describing, explaining, and justifying the request
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for EPC public hearing only)
__ Traffic Impact Study (TIS) form (for EPC public hearing only)
__ Fee for EPC final approval only (see schedule)
__ List any original and/or related file numbers on the cover application
Refer to the schedules for the dates, times and places of DRB and EPC hearings. Your attendance is required.

☒ **AMENDMENT TO ZONE MAP - ESTABLISHMENT OF ZONING OR ZONE CHANGE (EPC05)**

✓ Zone Atlas map with the entire property clearly outlined and indicated
✓ Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980.
✓ Letter of authorization from the property owner if application is submitted by an agent
✓ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
✓ Sign Posting Agreement form
✓ Traffic Impact Study (TIS) form
✓ Fee (see schedule)
✓ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **AMENDED TO SECTOR DEVELOPMENT MAP (EPC03)**
☐ **AMENDMENT SECTOR DEVELOPMENT, AREA, FACILITY, OR COMPREHENSIVE PLAN (EPC04)**

__ Proposed Amendment referenced to the materials in the Plan being amended (text and/or map)
__ Plan to be amended with materials to be changed noted and marked
__ Zone Atlas map with the entire plan/amendment area clearly outlined
__ Letter of authorization from the property owner if application is submitted by an agent (map change only)
__ Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980 (Sector Plan map change only)
__ Letter briefly describing, explaining, and justifying the request
__ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for sector plans only)
__ Traffic Impact Study (TIS) form
__ Sign Posting Agreement
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **AMENDMENT TO ZONING CODE OR SUBDIVISION REGULATORTY TEXT (EPC07)**

__ Amendment referenced to the sections of the Zone Code/Subdivision Regulations being amended
__ Sections of the Zone Code/Subdivision Regulations to be amended with text to be changed noted and marked
__ Letter describing, explaining, and justifying the request
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. 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.

Savina Garcia
Applicant name (print)

Savina Garcia
Applicant signature & Date 12.01.2016

Revised: June 2011

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

Application case numbers
16EPC - 40077
_____ - _____
_____ - _____

12-1-16
Staff signature & Date

Project # 1010582

FORM P(1): SITE DEVELOPMENT PLAN REVIEW – E.P.C. PUBLIC HEARING

☐ **SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC16) Maximum Size: 24" x 36"**
☐ **IP MASTER DEVELOPMENT PLAN (EPC11)**

__ 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) **20 copies.**
For IP master development plans, include general building and parking locations, and design requirements for buildings, landscaping, lighting, and signage.
__ Site plans and related drawings reduced to 8.5" x 11" format (1 copy)
__ 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
__ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
__ Completed Site Plan for Subdivision and/or Building Permit Checklist
__ Sign Posting Agreement
__ Traffic Impact Study (TIS) form with required signature
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application
EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☒ **SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC15) Maximum Size: 24" x 36"**
☐ **SITE DEVELOPMENT PLAN and/or WAIVER OF STANDARDS FOR WIRELESS TELECOM FACILITY (WTF) (EPC17)**

✓ 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) **20 copies.**
✓ Site Plan for Subdivision, if applicable, previously approved or simultaneously submitted.
(Folded to fit into an 8.5" by 14" pocket.) **20 copies**
✓ Site Plans and related drawings reduced to 8.5" x 11" format (1 copy)
✓ Zone Atlas map with the entire property(ies) precisely and clearly outlined and crosshatched (to be photocopied)
✓ Letter briefly describing, explaining, and justifying the request
✓ Letter of authorization from the property owner if application is submitted by an agent
✓ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
✓ Sign Posting Agreement
✓ Completed Site Plan for Subdivision and/or Building Permit Checklist
✓ Traffic Impact Study (TIS) form with required signature
✓ Fee (see schedule)
✓ List any original and/or related file numbers on the cover application

NOTE: For wireless telecom facilities, requests for waivers of requirements, the following materials are required in addition to those listed above for application submittal:

__ Collocation evidence as described in Zoning Code §14-16-3-17(A)(6)
__ Notarized statement declaring number of antennas accommodated. Refer to §14-16-3-17(A)(13)(d)(2)
__ Letter of intent regarding shared use. Refer to §14-16-3-17(A)(13)(e)
__ Affidavit explaining factual basis of engineering requirements. Refer to §14-16-3-17(A)(13)(d)(3)
__ Distance to nearest existing free standing tower and its owner's name if the proposed facility is also a free standing tower §14-16-3-17(A)(17)
__ Registered engineer or architect's stamp on the Site Development Plans
__ Office of Community & Neighborhood Coordination inquiry response as above **based on ¼ mile radius**

EPC hearings are approximately 7 weeks after the filing deadline. Your attendance is required.

☐ **AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (EPC01) Maximum Size: 24" x 36"**
☐ **AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (EPC02)**

__ Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **20 copies**
__ DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **20 copies**
__ DRB signed Site Plan for Subdivision, if applicable (required when amending SDP for Building Permit) **20 copies**
__ Site plans and related drawings reduced to 8.5" x 11" format (1 copy)
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter briefly describing, explaining, and)ustifying the request
__ Letter of authorization from the property owner if application is submitted by an agent
__ Office of Community & Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
__ Sign Posting Agreement
__ Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
__ Traffic Impact Study (TIS) form with required signature
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application

EPC hearings are approximately 7 weeks after the filing deadline. 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.

Savina Garcia
Applicant name (print)
Savina Garcia 12.01.2016
Applicant signature / date

Form revised **November 2010**

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

Application case numbers
16EPC-40075
_____-_____-_____
_____-_____-_____

12-1-16
Planner signature / date

Project #: 1010582

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

This checklist will be used to verify the completeness of site plans submitted for review by the Environmental Planning Commission and Development Review Board. Because development proposals vary in type and scale, there may be submittal requirements that are not specified here. Nonetheless, applicants are responsible for providing a complete submittal. Certification as specified below is required.

I CERTIFY THAT THE SUBMITTED SITE DEVELOPMENT PLAN IS COMPLETE AND ACCURATE, AND THAT ALL APPLICABLE INFORMATION AS SPECIFIED IN THIS CHECKLIST IS PROVIDED. FURTHER, I UNDERSTAND THAT THIS APPLICATION IS BEING ACCEPTED PROVISIONALLY AND THAT INACCURATE AND/OR INCOMPLETE INFORMATION MAY RESULT IN THE SUBSEQUENT REJECTION OF THE APPLICATION OR IN A DELAY OF ONE MONTH OR MORE IN THE DATE THE APPLICATION IS SCHEDULED FOR PUBLIC HEARING.

Lauren Lucia 12.01.2016

Applicant or Agent Signature / Date

NOTE: MAXIMUM SIZE FOR SUBMITTAL IS 24" X 36".

Site development plan packets shall be composed of the following plan sheets (unless otherwise approved in writing prior to submittal by the Planning Department):

1. **Site Plan** (including utilities and easements)
2. **Landscaping Plan**
3. **Preliminary Grading Plan** (A separate Grading Plan sheet is required for a sites 1 acre or more.)
4. **Building and Structure Elevations**
5. **Conceptual Utility Plan**
6. **Previously approved Development Plan (if applicable)**

Submitted plan packets must be organized in the above manner. The following checklist describes the minimum information necessary for each plan element. **The Applicant must include all checklist items on their site plan drawings and confirm inclusion by checking off the items below. Non-applicable items must be labeled "N/A." Each non-applicable designation must be explained by notation on the Checklist.**

Accompanying Material

___ A. 8-1/2" x 11" reduction for each plan sheet.

___ B. **Written project summary**. Each application must include a brief narrative description of the proposed project, its primary features and how compatibility with the surrounding context has been achieved.

SHEET #1 - SITE PLAN

A. General Information

✓ 1. Date of drawing and/or last revision
✓ 2. Scale: 1.0 acre or less 1" = 10'
1.0 - 5.0 acres 1" = 20'
Over 5 acres 1" = 50'
Over 20 acres 1" = 100' *[Other scales as approved by staff]*
✓ 3. Bar scale
✓ 4. North arrow
✓ 5. Scaled vicinity map
✓ 6. Property lines (clearly identify)
✓ 7. Existing and proposed easements (identify each)
✓ 8. Phases of development including location and square footages of structures, circulation, parking and landscaping

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

B. Proposed Development (If supplemental Sheets are used please indicate sheet #)

1. Structural

- ✓ A. Location of existing & proposed structures (distinguish between existing & proposed, include phasing)
- ✓ B. Square footage of each structure
- ✓ C. Proposed use of each structure
- ✓ D. Temporary structures, signs and other improvements
- ✓ E. Walls, fences, and screening: indicate height, length, color and materials
- ✓ F. Dimensions of all principal site elements or typical dimensions thereof
- ✓ G. Loading facilities
- ✓ H. Site lighting (indicate height & fixture type)
- ✓ I. Indicate structures within 20 feet of site → structure at SW corner/edge of site
- n/a J. Elevation drawing of refuse container and enclosure, if applicable.
- ✓ K. Site amenities including patios, benches, tables, (indicating square footage of patios/ plazas).

2. Parking and Circulation

- ✓ A. Parking layout with spaces numbered per aisle and totaled.
  - ✓ 1. **Location and typical dimensions**, including handicapped spaces
  - ✓ 2. **Calculations:** spaces required: 279 provided: 343

  Handicapped spaces (included in required total) required: 8 provided: 8
  Motorcycle spaces (in addition to required total) required: 6 provided: 6

- ✓ B. Bicycle parking & facilities
  - ✓ 1. Bicycle racks, spaces required: 2 provided: 2
  - n/a 2. Bikeways and other bicycle facilities, if applicable

- ✓ C. Public Transit
  - n/a 1. Bus facilities, including routes, bays and shelters existing or required

- ✓ D. Pedestrian Circulation
  - ✓ 1. Location and dimensions of all sidewalks and pedestrian paths
  - ✓ 2. Location and dimension of drive aisle crossings, including paving treatment

- ✓ E. Vehicular Circulation (Refer to Chapter 23 of DPM)
  - ✓ 1. Ingress and egress locations, including width and curve radii dimensions
  - ✓ 2. Drive aisle locations, including width and curve radii dimensions
  - ✓ 3. End aisle locations, including width and curve radii dimensions
  - ✓ 4. Location & orientation of refuse enclosure, with dimensions
  - ✓ 5. Curb cut locations and dimensions
  - ✓ 6. Existing and proposed street widths, right-of-way widths and curve radii
  - ✓ 7. Identify existing and proposed turn lanes, deceleration lanes and similar features related to the functioning of the proposal, with dimensions
  - ✓ 8. Location of traffic signs and signals related to the functioning of the proposal
  - ✓ 9. Identify existing and proposed medians and median cuts

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

3. Phasing

✓ A. Proposed phasing of improvements and provision for interim facilities. Indicate phasing plan, including location and square footage of structures and associated improvements including circulation, parking and landscaping.

SHEET #2 LANDSCAPING PLAN

Landscaping may be shown on sheet #1 with written approval from Planning Department staff.

✓ 1. Scale - must be same as scale on sheet #1 - Site plan
✓ 2. Bar Scale
✓ 3. North Arrow
✓ 4. Property Lines
✓ 5. Existing and proposed easements
✓ 6. Identify nature of ground cover materials
  ✓ A. Impervious areas (pavement, sidewalks, slope pavings, curb and gutters, etc.)
  ✓ B. Pervious areas (planting beds, grass, ground cover vegetation, etc.)
  ✓ C. Ponding areas either for drainage or landscaping/recreational use
✓ 7. Identify type, location and size of plantings (common and/or botanical names).
  ✓ A. Existing, indicating whether it is to preserved or removed.
  ✓ B. Proposed, to be established for general landscaping.
  ✓ C. Proposed, to be established for screening/buffering.
✓ 8. Describe irrigation system – Phase I & II . . .
✓ 9. Backflow prevention detail
✓ 10. Planting Beds, indicating square footage of each bed
✓ 11. Turf Area - only 20% of landscaped area can be high water turf; provide square footage and percentage.
✓ 12. Responsibility for Maintenance (statement)
✓ 13. Statement of compliance with Water Conservation…Ordinance, see article 6-1-1-1.
✓ 14. Landscaped area requirement; square footage and percent (specify clearly on plan)
✓ 15. Landscaped area provided; square footage and percent (specify clearly on plan)
✓ 16. Planting or tree well detail
✓ 17. Street Tree Plan as defined in the Street Tree Ord.

SHEET # 3 PRELIMINARY GRADING PLAN

The Preliminary Grading Plan provides the Planning Commission and staff with an understanding of site topography and how it relates to adjacent property. Planning staff may waive or allow adjustments to the Preliminary Grading Plan requirements for sites that are small, relatively flat and have no existing or proposed extraordinary drainage facilities. Waivers must be obtained in writing from the City Engineer prior to application submittal.

Grading information for sites that are under 1 acre can be included on Sheet #1 with written approval from the Planning Department Staff.

A. General Information

✓ 1. Scale - must be same as Sheet #1 - Site Plan
✓ 2. Bar Scale
✓ 3. North Arrow
✓ 4. Property Lines
✓ 5. Existing and proposed easements

✓ 6. Building footprints
✓ 7. Location of Retaining walls

B. Grading Information

✓ 1. On the plan sheet, provide a narrative description of existing site topography, proposed grading improvements and topography within 100 feet of the site.
✓ 2. Indicate finished floor elevation and provide spot elevations for all corners of the site (existing and proposed) and points of maximum cut or fill exceeding 1 foot.
✓ 3. Identify ponding areas
✓ 4. Cross Sections
Provide cross section for all perimeter property lines where the grade change is greater than 4 feet at the point of the greatest grade change. Provide one additional cross section in each direction within no more than 100 feet of the reference point.

SHEET #4 UTILITY PLAN

✓ 1. Fire hydrant locations, existing and proposed.
✓ 2. Distribution lines
✓ 3. Right-of-Way and easements, existing and proposed, on the property and adjacent to the boundaries, with identification of types and dimensions.
✓ 4. Existing water, sewer, storm drainage facilities (public and/or private).
✓ 5. Proposed water, sewer, storm drainage facilities (public and/or private)

SHEET #5 BUILDING AND STRUCTURE ELEVATIONS

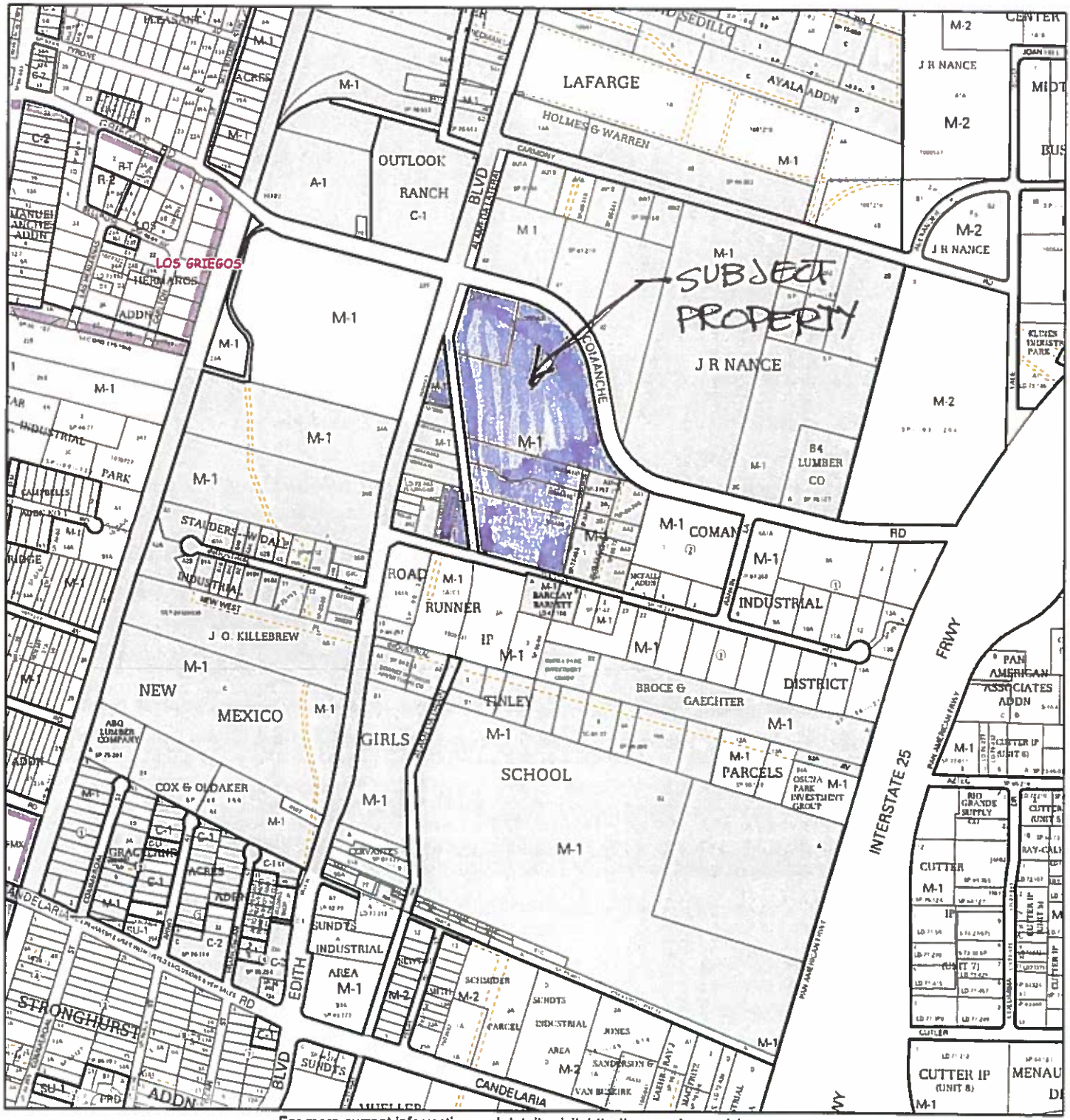
A. General Information

✓ A. Scale (minimum of 1/8" or as approved by Planning Staff).
✓ B. Bar Scale
✓ C. Detailed Building Elevations for each facade
✓ 1. Identify facade orientation (north, south, east, & west).
✓ 2. Facade dimensions including overall height and width
✓ 3. Location, dimensions, materials, and colors of principle façade elements- windows, doors, etc.
✓ 4. For EPC and DRB submittals only – Color renderings or similar (12 copies) illustrations

n/a E. Site Development Plans for single family residential projects with multiple units may require submittal of specific information on building features in lieu of elevation drawings for each building. Applicants are advised to discussed submittal requirements with Planning Department staff.

B. Signage

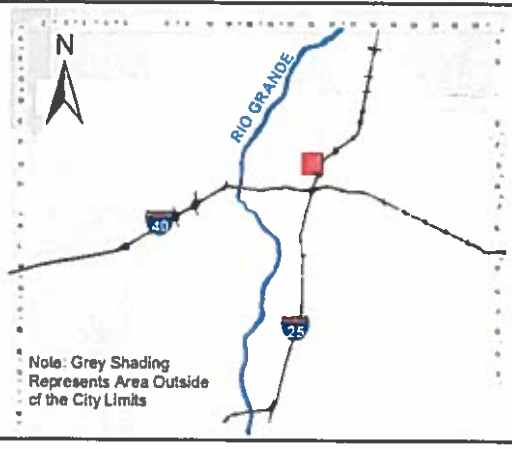
✓ 1. Site location(s)
✓ 2. Sign elevations to scale
✓ 3. Dimensions, including height and width
✓ 4. Sign face area - dimensions and square footage clearly indicated
✓ 5. Lighting
✓ 6. Materials and colors for sign face and structural elements.



For more current information and details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 1/28/2016



Zone Atlas Page:

G-15-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Savina Garcia, Wilson+Co. DATE OF REQUEST: 11/30/2016 ZONE ATLAS PAGE(S): G-15-Z

CURRENT:

ZONING M-1

PARCEL SIZE (AC/SQ. FT.) ±22Ac

REQUESTED CITY ACTION(S):

ANNEXATION [ ]

ZONE CHANGE [X]: From M-1 To SU-1

SECTOR, AREA, FAC, COMP PLAN [ ]

AMENDMENT (Map/Text) [ ]

LEGAL DESCRIPTION: 107B1A1, 107B1A2, 107B1B, 108A3A1A, 108A3A1B, 108A3B,

LOT OR TRACT # _____ BLOCK # _____

SUBDIVISION NAME 108A1A2B1B, 108A1A2B2, 108A1A2B1A, 107B2A2, 107B2A1

SITE DEVELOPMENT PLAN: MRGCD MAP #33

SUBDIVISION*	[ ]	AMENDMENT	[ ]
BUILDING PERMIT	[X]	ACCESS PERMIT	[ ]
BUILDING PURPOSES	[ ]	OTHER	[ ]

*includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT [ ]

NEW CONSTRUCTION [X]

EXPANSION OF EXISTING DEVELOPMENT [ ]

GENERAL DESCRIPTION OF ACTION:

OF UNITS: _____

BUILDING SIZE: 136,600 (sq. ft.) (total)

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE Savina Garcia DATE 11.30.2016

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2nd St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [ ] NO [X] BORDERLINE [ ]

THRESHOLDS MET? YES [ ] NO [X] MITIGATING REASONS FOR **NOT** REQUIRING TIS: PREVIOUSLY STUDIED: [ ]

Notes:

Provide a copy if Bernalillo County requires.

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. ***Any subsequent changes to the development proposal identified above may require an update or new TIS.***

Raymond McCoy 11/30/16

TRAFFIC ENGINEER DATE

Required TIS **must be completed prior to applying to the EPC and/or the DRB.** Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED ___/___/___

-FINALIZED ___/___/___ _____ TRAFFIC ENGINEER _____ DATE

Revised January 20, 2011

City of Albuquerque
P.O. Box 1293 Albuquerque, New Mexico 87103
Planning Department
Suzanne Lubar, Director

Richard J. Berry, Mayor
December 21, 2016

Robert J. Perry, Chief Administrative Officer

SUBJECT: ALBUQUERQUE ARCHAEOLOGICAL ORDINANCE—Compliance Documentation
Project Number(s): COA Project No. 7006.92
Case Number(s): 1010582
Agent: Savina Garcia, Wilson & Company
Applicant: City of Albuquerque Department of Municipal Development and Solid Waste Management Department
Legal Description:
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
Zoning: M-1
Acreage: 22 +/- acres
Zone Atlas Page: G-15

CERTIFICATE OF NO EFFECT: Yes __X__ No ____

CERTIFICATE OF APPROVAL: Yes ____ No ____

TREATMENT PLAN REVIEW:
DISCOVERY:

SUPPORTING DOCUMENTATION:
SITE VISIT: n/a

RECOMMENDATION(S):

- *CERTIFICATE OF NO EFFECT IS ISSUED (ref O-07-72 Section 4B(2)—extensive previous land disturbance).*

Matthew Schmader, PhD
Superintendent, Open Space Division
City Archaeologist

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

Alaska
Arizona
California
Colorado
Kansas
Louisiana
Minnesota
Missouri
Nebraska
New Mexico
Texas
Utah

Written Project Summary

Site Development Plan for Building Permit Checklist
December 1, 2016
Revised December 29, 2016

ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Project Introduction

The Edith Transfer Station project EPC application was originally submitted for Zone Map Amendment and Site Development Plan for Building Permit approval on August 27, 2015. The Zone Map Amendment request at that time was for a change in the existing zoning from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center. The project was heard at the November 5, 2015 EPC hearing. The requested zone change and associated site development plan for building permit were heard and approved by EPC on November 5, 2015.

On November 20, 2015, this decision was appealed by Peggy Norton, North Valley Coalition and Timothy Flynn-O'Brian on behalf of the Greater Gardner N.A. The appeals were consolidated at the LUHO in February 2016 and the LUHO recommended a remand back to EPC. The appeal issues discussed in the LUHO's recommendation included Environmental, Economic, Public Involvement, Zoning, Traffic, and Adjacent Residents. The LUHO found:

- The Appellant had not met their burden of proof with the Environmental issue, stating that "the evidence in the record demonstrates the City will take appropriate measures to mitigate emissions and, other than their assertions, the Appellants have not shown that the Policy is not being furthered" (LUHO 371).
- Regarding Economic issue, the LUHO found that "there is not evidence that economics drove the decision, or was the determining factor for selecting the SWMD site." (LUHO 358)
- Regarding Public Involvement, the LUHO found that "there are no issues presented regarding notice to adjacent property owners or to neighborhood associations, and I find no notice deficiencies in the record." (LUHO 84)

For Zoning, Traffic and Adjacent Residents, the LUHO found that there was no evidence in the record to address the proximity of the residential dwellings near the site, found that because there is conflicting evidence on what uses are under the Zone Code there is not substantial evidence supporting that the transfer station and convenience center are permissible in the M-1 zone, and that there is insufficient evidence in the record regarding the traffic impacts.

Because of the issues with zoning, a request for the withdrawal of the EPC application was submitted on April 6, 2016 and approved by EPC at their April 14, 2016 hearing. A request for a declaratory ruling on the appropriateness of the M-1 zoning was submitted to the Planning Department on April 6, 2016; and on June 10, 2016 a Declaratory Ruling was issued. The ruling found that a solid waste transfer station and convenience center, including a household hazardous waste drop-off center, is a permissive activity in the M-1 Light Manufacturing zone. The declaratory ruling was appealed by the same parties in July 2016, and on August 26, 2016 the LUHO recommended that the City Council void the June 10, 2016 ruling and replace it with a finding that solid waste transfer stations are more appropriately zoned SU-1. On October 17, 2016 the City Council approved the LUHO's recommendation.

Site Location & Surrounding Properties

The project site is located in an established industrial area at 4600 Edith Boulevard NE at the southeast corner of the intersection of Comanche Road NE and Edith Boulevard NE (both are arterial streets). The City of Albuquerque Solid Waste Management Department (SWMD) has been located at this M-1 zoned site since the 1980's and it does not have an existing Site Development Plan.

The surrounding properties are industrial, wholesale, or manufacturing zoning categories. The properties adjacent to the site are all zoned M-1 with the exception of the property at the northwest corner of Edith and Comanche which is zoned C-1.

There are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site). There are several (approximately four multi-family units) non-conforming residential units located at the northeast corner of Edith Blvd and Rankin Rd and approximately 100-ft from the City's property line. These duplex type structures predate zoning and are currently located in M-1 zoned property. It is important to note that the units are not located adjacent to the subject property and are more than the minimum 250-ft away from the transfer station (Chapter 9.4.12 of the New Mexico Environmental Regulations state that no transfer station shall be located *"within 250 feet of a permanent residence, institution, school, place of worship, or hospital, that existed at the time the transfer station permit application was submitted..."*).
Between the C-1 property at the northwest corner of Edith and Comanche and the drainage pond/railroad tracks, there is an A-1 zoned property. It is approximately 575-ft from the northwest corner of the site.

Zone Map Amendment

The subject site falls within the Central Urban Area and the Established Urban Area of the Comprehensive Plan and the North Valley Area Plan. The proposed Zone Map Amendment would change the existing zoning from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The proposed use of the site would be very similar to its current use with the exception of the transfer station, convenience center, and household hazardous waste collection; and site plan control ensures changes cannot be made without some type of amendment to the site development plan, either through the EPC for major changes or administratively for minor changes.

Site Development Plan

As required by § 14-16-2-22 SU-1 SPECIAL USE ZONE, this request for a Zone Map Amendment to SU-1 is accompanied by the Site Development Plan below. This 22-acre site will be developed by the SWMD to

consolidate the SWMD operations and to construct and operate a solid waste transfer station to provide efficient solid waste management services to City of Albuquerque residents. A solid waste transfer station is defined by the Environmental Protection Agency (EPA) as a light industrial-type facility where trash collection trucks discharge their loads so trash can be compacted and then reloaded into larger vehicles (e.g. trucks) for shipment to a final disposal site, typically a landfill or waste-to-energy facility (EPA, January 2001).

Selection of Site for Transfer Station

The selection of the 4600 Edith Boulevard site was based on numerous studies over a ten-year period. In 2006, Gordon Environmental, Inc. completed a feasibility study that used the 4600 Edith Blvd site as a representative transfer station because it is near the center of waste generation. The 2010 Integrated Waste Management Plan reviewed the status of the City's solid waste management system and recommended the development of a transfer station. JR Miller & Associates was tasked with completing the 2011 Albuquerque Transfer Station Feasibility Analysis (including an update to the feasibility analysis in 2014). The Feasibility Analysis evaluated potential transfer station sites using the following criteria that are key to the success of this type of facility.

- The site should contain between eight (8) and twelve (12) acres (This is criteria for a transfer station only.) with minimum dimensions of 500 to 600 feet in one direction and approximately 700 feet in the other direction.
- The site should be zoned for light or heavy industry or commercial uses.
- The site should be located at the center of waste generation, which in this case translated into within a three-mile proximity to the Big I (intersection of Interstate 40 and Interstate 25).
- The site should have access to major or minor arterials or highways.
- The site should have topographic features including a natural slope of 6 to 10 feet (preferred).
- The site should have availability of utilities.
- The site should meet the State's siting criteria for transfer stations in 20.9.4.12 Siting Criteria for Transfer Stations and Processing Facilities of the New Mexico Administrative Code (NMAC).

There were six sites found for consideration for the proposed transfer station included the current SWMD site located at 4600 Edith Blvd NE (See enclosed *Alternative Transfer Station Sites exhibit*) . At the onset, two sites were removed as the owner expressed no interest in selling or leasing and/or the site was occupied. (See enclosed C. Gallegos memo dated June 7, 2011). The remaining four sites were evaluated further, and the 4600 Edith Blvd NE site along with one other ranked in the top two (See enclosed *Solid Waste Transfer Station document and Albuquerque TS Site Evaluation*). The 4600 Edith Blvd NE site was ultimately selected because it met all of the criteria listed in the previous paragraph, the SWMD services and facilities were already located here, and it was large enough to consolidate all of the SWMD facilities along with the transfer station on one site instead of having two separate sites. The feasibility analysis was presented to City Council (EC-14-11) on May 19, 2014.

Solid Waste Facility Permitting

The New Mexico Environment Department (NMED) is responsible for monitoring and controlling the generation, storage, transportation, and disposal of wastes in New Mexico (www.nmenv.state.nm.us). Therefore, a permit application was prepared and submitted to the NMED on September 1, 2016. The application addresses siting criteria, design requirements, and operating requirements as detailed in 20.9.2 – 20.9.10 NMAC (Solid Waste Rules). The permit application includes site maps, facility drawings, operating plans, contingency plans, waste screening plans, traffic and parking management, litter control, training,

record keeping and reporting, and all documents necessary to meet the requirements of the Solid Waste Rules. The notice of filing of the permit application (in English and Spanish) was prepared in accordance with 20.9.3.8.G NMAC. It was published in the Albuquerque Journal on September 4, 2016 as both a display ad (Page B3) and as a classified ad (Special Notices on Page D4). The public notice was published in Spanish in El Semanario on September 8, 2016. The project team will respond to NMED's Request for Additional Information (RAI). Once NMED deems the application administratively complete, NMED will conduct a public hearing in accordance with 20 NMAC 1.4 Permit Procedures.

Current Site Operations

The SWMD site at 4600 Edith Blvd NE currently serves as a truck terminal for all solid waste and recycling collection vehicles and service vehicles. It also houses SWMD administrative services, vehicle maintenance facilities, and as a recycling drop-off location. SWMD currently provides the following weekday operations and they take place at the facilities located at 4600 Edith Blvd NE:

- Collection trucks serving commercial customers are parked at the site after the collection shift is over and overnight. All 54 commercial collection trucks leave the site in the morning (shift starts at 6:00 am and trucks leave by 6:20 am) to their daily collection routes. These vary each day for a specific part of the city or schedule for the commercial customer. Once the garbage is collected from the customer, it is hauled out to the Cerro Colorado Landfill (located west of the City, approximately 20 miles from the subject site) for disposal. The collection truck then goes back out to their scheduled route and repeats the same collection method; returning to the site at the end of their shift between 1:00 pm and 2:30 pm each day. The collection trucks make 272 trips to and from the landfill (138 in/138 out) to dispose of waste from commercial customers. The existing driveway on Comanche is used by these trucks for entrance and exit from the site. The trucks utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the 4600 Edith Blvd site.
- Collection trucks serving residential customers are parked at the site after the collection shift is over and overnight. All 45 residential collection trucks leave the site in the morning (shift starts at 7:00 am and trucks leave by 7:20 am) to their daily collection routes. These vary each day for a specific part of the city. Once their truck is full, the collected trash is hauled out to the Cerro Colorado Landfill for disposal. The collection truck then goes back out to their scheduled route and repeats the same collection method; returning to the site at the end of their shift between 1:00 pm and 2:30 pm each day. The collection trucks make 180 trips to and from the landfill (90 in/90 out). The existing driveway on Comanche is used by these trucks for entrance and exit from the site. The trucks utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the 4600 Edith Blvd site.
- In addition to the collection trucks, administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customers/visitors arrive and depart from this site. Employees arrive in the morning and leave after their shift; including drivers, administrative and maintenance staff, and other visitors. They park on site. The existing driveway on Comanche is used by a majority of the employees and service vehicles, except for administrative staff and visitors that enter and exit from the existing driveway on Edith. The trips generated by employees, service vehicles, other customers/visitors are existing trips and are accounted for in the background traffic counts in the traffic study.

Current weekend operations consist of a small number of collection trucks (commercial and residential) and some vehicle maintenance and service operations. The trucks utilize the driveways as previously described for weekday operations. The trips generated by employees, service vehicles, other customers/visitors on the weekend are existing trips and are accounted for in the background traffic.

Proposed Site Operations

The proposed project will add these services to these current operations:

1) Addition of a transfer station,
2) Addition of convenience center services including household hazardous waste collection.

The primary function of the transfer station will be to accept and transfer municipal solid waste from City of Albuquerque collection vehicles to the Cerro Colorado Landfill. The incoming municipal solid waste will be consolidated in transfer trailers for transport the landfill, which is a permitted solid waste facility. The convenience center will be similar to the three other convenience centers in Albuquerque. The transfer station and convenience center are located within the same building with separate areas reserved for convenience center visitors and for collection vehicles. Therefore, transfer station building is used for simplicity throughout this document.

The transfer station building will accept waste from the public, consolidate the waste with waste received from City collection vehicles and transport the waste in transfer trailers to the Cerro Colorado Landfill. The transfer station is expected to initially receive 1,100 tons of municipal solid waste per day, based historic waste volumes. The transfer station is designed to have the average daily capacity of 2,000 tons per day and surge capacity to manage up to 2,600 tons per day of waste. The majority of the waste is expected to originate from Bernalillo County, New Mexico and surrounding areas. The convenience center will also provide diversion of waste for the public. The following types of materials will be diverted from the municipal solid waste stream and will be accepted, processed, handled, transported by the convenience center and other facilities:

- Mixed recyclables (paper, plastic, aluminum, glass, and steel cans);
- Household hazardous waste (HHW);
- Scrap metal/white goods;
- Green waste;
- Electronic waste (E-waste); and
- Bulky waste

The types of materials that may be accepted at the HHW include (See enclosed *Acceptable Materials Table 3-1 and Unacceptable Materials Table 3-2*):

- Flammables and combustibles such as epoxy paint, turpentine, gasoline, and acetone.
- Oxidizers such as bleach, fertilizers, peroxides, and hair coloring/dye.
- Poisons such as antifreeze, deicing salt, insect repellant, or weed and grass killers.
- Metals such as arsenic, lead compounds, and mercury.
- Corrosives – Acids such as battery acid, disinfectants, swimming pool acid, and toilet bowl cleansers.
- Corrosives – Bases such as ammonia and ammonia-based cleansers, drain cleaner, and lye.

These additional services will result in additional collection truck, transfer truck, and convenience center visitors.

1) Collection trucks to empty their full loads at the transfer station rather than at the Cerro Colorado landfill, resulting in additional collection truck trips to and from the site;
2) Transfer trucks will be used to haul the consolidated trash from the transfer station to the landfill, resulting in new transfer truck trips to the landfill and return to the site; and
3) Visitors using the convenience center (including recycle drop-off and HHW), will result in additional vehicle trips to and from the site.

The proposed weekday site operations include the following:

- The 54 commercial collection trucks will continue to leave and return to the site as they currently do. With the transfer station facility, instead of going out to the landfill they will return to the site with their load and empty their truck, leave to pick up their next load, return to the site with their last load for the end of their shift (between 1:00 pm and 2:30 pm each day). The trips the commercial collection trucks used to take to the landfill will now come to the site and include 208 trips to and from the site (104 in/104 out). The existing driveway on Comanche will continue to be used by these trucks for entrance to the site, and they will now exit the site from the existing Edith driveway heading northbound straight to Comanche. The trucks will utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.

- The 45 residential collection trucks will continue to leave and return to the site as they currently do. With the transfer station facility, instead of going out to the landfill they will return to the site with their load and empty their truck, leave to pick up their next load, return to the site with their last load for the end of their shift (between 1:00 pm and 2:30 pm each day). The trips the residential collection trucks used to take to the landfill will now come to the site and include 90 trips to and from the site (45 in/45 out). The existing driveway on Comanche will continue to be used by these trucks for entrance to the site, and they will now exit the site from the existing Edith driveway heading northbound straight to Comanche. The trucks will utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.

- The transfer station will add 130 transfer truck trips to and from the site out to the landfill (65 in/65 out). The existing driveway on Edith will be used by these trucks for entrance to and exit from the site. Their route will consist of Edith and Comanche to Interstate 25. They will not enter any neighborhoods.

- The convenience center (including recycle drop-off and HHW) will add new visitors to the site. Based on the existing convenience centers currently in operation, we have estimated that throughout the operating hours of 8:00 am to 5:00 pm 225 public self-haulers will enter and exit the convenience center each weekday (225 in/225 out, 450 trips). Peak usage, expected to be similar to the other existing convenience centers, will occur between the hours of 9:00 am to 11:00 am and 2:00 pm to 4:00 pm. Convenience center visitors will enter and exit the site from the existing Comanche driveway.

- With the proposed project administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customers/visitors arriving and departing from the site will remain the same. They will park on site but a majority of the employees will enter and exit the site from Rankin (roadway along the south side of the property). This will reduce the number of employee vehicles using the Comanche driveway by only allowing administrative staff and visitors to enter and exit from Comanche. A conservative approach was taken and this reduction of trips was not applied in the traffic analysis.

The proposed weekend operations will include collection (commercial and residential), convenience center visitors, and transfer station trucks. Based on the existing convenience centers currently in operation, we have estimated that throughout the operating hours of 8:00 am to 5:00 pm 350 visitors will enter and exit the convenience center each weekend day (350 in/350 out, total of 700 trips). A small number of collection trucks (commercial and residential) will continue to operate on the weekends, and will account for 16 new trips into and out of the site (8 in/8 out). A small number of transfer trucks will operate on the weekends, and will account for 16 trips into and out of the site (8 in/8 out). They will utilize the driveways as previously described for weekday operations.

Site Orientation

The approximately 22-acre property currently has several buildings and appurtenances including an administration building, vehicle maintenance facilities, fuel island, storage structures and yard for bins and other equipment, parking lots for employees, and recycling drop-off bins.

The proposed site buildings and appurtenances will be constructed as state-of-the-art, energy efficient and aesthetically pleasing buildings and facilities. The proposed site buildings are shown in **Figure A** (next page) and include:

- 62,000 sf transfer station/convenience center building
- 24,300 sf (total sf, two-story building) administration building
- 55,100 sf vehicle maintenance building (total sf, two-story building)
- 2,400 sf household hazardous waste building
- 75,600 sf parking structure (total sf, multi-level building)
- 555 sf scalehouse

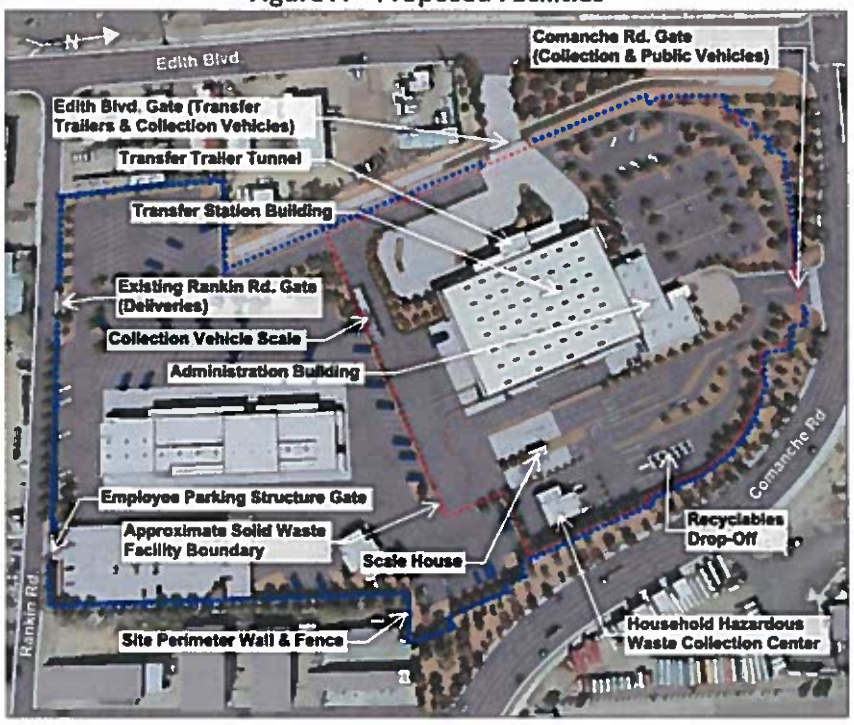
Other site facilities include parking for employees and collection vehicles, bin repair area, recycling drop-off area, and access roads within the site. The existing fuel island will remain in place and provisions will be made for a future compressed natural gas (CNG) fuel island.

Several aspects of the site development are based on stakeholder input we received during our extensive public involvement process (See enclosed *2014-2015 Summary of Stakeholder Input / Public Meetings*). They include building placement, access roads within the site (loop road that allows collection trucks to use Comanche driveway), and the parking structure so employees can enter from Rankin instead of Edith or Comanche.

The administration building will face Comanche Road. The transfer station is proposed to be located south of the administration building. The entrance into the transfer station building for convenience center traffic will

face east, while the entrance into the building for collection trucks will face south, and the exits out of the building for both will face south. The load-out for transfer trucks will open to the south (entrance) and north (exit) and is located on the west side of the transfer station. The maintenance building will be located at the south end of the site and the truck bay doors will open to the east and west. The parking structure will be located at the southeast corner of the property with its entrance/exit from Rankin Road. It will also have an entrance/exit into the site at the NW corner of the building.

Figure A – Proposed Facilities



Site Access

There are currently three access points to this industrial site located on Comanche, Edith, and Rankin Road. For the proposed site development plan, these full access points (left-in, left-out, right-in, right-out) would remain. The site has been designed to use these specific entrances/exits to keep larger collection and transfer trucks separate from public self-haulers, visitors, and staff, while allowing for flexible access.

1. The Comanche access is located approximately 425 feet east of the signalized intersection of Edith Boulevard and Comanche Road. Public self-haulers to the convenience center, visitors, and administrative staff would enter/exit the site from this location. In addition, collection trucks would enter the site from this location.

2. The Edith access is currently located approximately 550 feet south of the signalized intersection of Edith Boulevard and Comanche Road. It would be shifted south (approximately 70 feet), further away from the signal, which could help improve functionality of the signalized intersection and allow for additional queue length for trucks turning into the site. Transfer trucks would enter/exit the site from this location. Collection trucks would also be able to use this access to enter the site but would

primarily use the Comanche access to enter. Collection trucks would exit the site from this location. Driver and maintenance employees could also enter/exit from this location but would be encouraged to use the Rankin Road access points.

3. The Rankin Road access points are located along the south side of the property. The eastern access point is for drivers and maintenance employees to enter/exit the parking structure (their designated parking location). The western access point is for service vehicles, deliveries and general access for employees.

Traffic Impact

We have completed a traffic impact study for the proposed site development plan and its uses. It is enclosed with this letter.

As described in the Current Site Operations, the existing trips generated by collection trucks in leaving and returning to the site are accounted for in the background traffic and are not new trips; and the existing trips generated by employees, service vehicles, other customers/visitors existing trips and are accounted for in the background traffic and are not new trips.

Based on the new activities described previously under Proposed Site Operations, there will be additional vehicle trips to and from the site. They include the new collection truck trips, convenience center trips (including recycle drop-off and HHW), and transfer truck trips. These new vehicle trips were compared to the average weekday traffic volumes (ADT) and average weekend traffic volumes (weekend-ADT) for Comanche and Edith and the percent increase each would add. As the percentages shown below indicate, the increases are minimal. We have further broken down the new trips to show the increase in:

- total new trips, which include new collection truck, transfer truck, and convenience center trips (including recycle drop-off and HHW); and
- total new truck trips only, which include new collection and transfer truck trips.

The new trips as a percentage increase to the ADT and weekend-ADT for Comanche and Edith are presented below:

- Comanche:
  16,500 ADT (MRCOG) 653 total new trips = **3.96%** increase to the ADT
  428 total new truck trips only = **2.6%** increase to the ADT

  10,000 weekend-ADT 732 total new trips = **7.32%** increase to the weekend-ADT
  32 total new truck trips only = **0.32%** increase to the weekend-ADT

- Edith:
  14,400 ADT (MRCOG) 428 total new trips = **2.97%** increase to the ADT*
  428 total new truck trips only = **2.97%** increase to the ADT*

  4,500 weekend-ADT 32 total new trips = **0.80%** increase to the weekend-ADT*
  32 total new truck trips only = **0.80%** increase to the weekend-ADT*

** New trips and new truck trips are the same because only trucks will enter/exit at Edith.*

The signalized intersections of Edith and Comanche, 2nd Street and Griegos, I25 Southbound Frontage Road and Comanche, I25 Northbound Frontage Road and Comanche (each the confluence of two arterial streets) currently have an acceptable Level of Service (LOS) of D (acceptable per Development Process Manual, Chapter 23 Transportation Design, Section 8 Traffic Impact Studies). The Traffic Impact Study for this project shows that these intersections would continue to have an acceptable LOS of D because the new trips generated by the site redevelopment occur primarily outside of the AM and PM peak hours. The site currently has all collection trucks leaving in the morning and returning in the afternoon. The new trips generated by the site consist of the new return trip by collection trucks to the transfer station and their new trip back out to their collection route, both primarily occurring after the AM peak hour and before the PM peak hour. The new trips also include the new transfer truck trips from the site to the landfill and the return trip from the landfill to the site, and the convenience center traffic to and from the site, occurring primarily after the AM peak hour and before the PM peak hour.

The signalized intersection of 4th Street and Griegos currently has a LOS of F and since no new truck traffic will go through this intersection nor any residential neighborhoods, it will continue to have a LOS of F regardless of this site redevelopment.

Because the transfer trucks will only circulate between the site and Interstate 25 via Comanche Road, there will be no new truck traffic into or through any residential neighborhoods. Transfer trucks entering the site will utilize Interstate 25 northbound, Comanche westbound, Edith southbound and into the site via the driveway located approximately 550 feet south of the intersection of Comanche and Edith. Transfer trucks leaving the site will take a right onto Edith northbound, Comanche eastbound, and onto Interstate 25 southbound.

On-Site Parking

The proposed layout and amount of parking will meet the needs for each of the buildings and its users as it is designed to include parking for all daily staff as well as visitors. Personal vehicle parking is accommodated in two areas of the site. One area is at the north of the site and one is at south end of the site. Both areas provide accessible parking, motorcycle parking and bicycle parking per City Zoning Code requirements.

The north area of the site provides 109 spaces. This will accommodate the approximate 70 staff in the adjacent administration building, six employees for the transfer station, scalehouse and HHW, as well as visitors. There are also four spaces provided near the scalehouse and HHW for their assigned employees.

The south area is a multi-level parking structure with 234 spaces, which will provide parking for the maintenance staff and drivers. The provided parking is based on a total of daily shift of 208 employees for this area of the site. This total includes the vehicle maintenance service bays and parts which will have a typical shift of 18 staff, supervisors and operations located in the two-story portion of the vehicle maintenance building (approximately 30 employees), and approximately 160 collection truck drivers who will park and depart the site for daily routes.

The total of parking spaces provided is 343 spaces. Note: The design assumes that a collection truck driver will park a personal vehicle in a separate space from the truck space; parking totals are separate from parking required for fleet vehicles.

On-Site Truck Storage

The south area of the site provides areas for collection truck storage and includes 169 stalls for collection trucks, while there are two areas provided for light duty truck storage (49 stalls). They include 22 light duty truck stalls along the south property line, and 27 light duty truck stalls at the northwest parking area.

Building Elevations and Signage

The administration building design will be contemporary in style defined by the use of simple architectural elements that will be repeated with the other structures on site for overall design continuity. This two-story office building will be the signature architectural component of the facility facing the main public entry and oriented to the intersection of Comanche and Edith. The architecture will be defined by use of blue-tinted glass, exterior insulation finish systems (EIFS), metal shading canopies and metal accent panels. The design plan is L-shaped with the second floor offset from the first floor with column accents. Balconies and stair tower features complete the architectural composition.

In addition to blue-tinted glass and light bronze anodized metal, the proposed color palette of the structures will include a thematic khaki tan with accents of white and gray. Larger walls will be precast concrete with a dark tan and off-white color palette. In addition, these high mass walls will help with buffering sound from interior activities as well as offer long-term durability. As it is used on the administration building, EIFS will also be used on the transfer station for architectural continuity. All concrete and EIFS surfaces will be defined with a horizontal reveal pattern including larger proportions for more distant visibility and smaller scale for pedestrian level. In addition, the upper portion of the transfer station will be designed for sightlines and off-site viewpoints. Mechanical ventilation equipment will be housed in rooms at floor level instead of on the roof. Rooftop parapets will assure that the view is of the building architecture and not a roof surface.

Some structures (e.g. the scalehouse) will use integral color concrete masonry in a stack bond pattern. The masonry will be used in low building walls, adjacent to walks and drives, to resist incidental damage. This masonry will also will be used for on-site screen walls and the 8-ft high site perimeter walls at street frontages to mitigate any critical sightlines.

The intent of primary signage will be to provide clear way-finding to public users as well as traffic control signs for public safety. Sign construction materials will be composite aluminum plaques and/or raised aluminum text. All monument-style signs will be mounted on concrete or masonry walls; post style will be square tube. Two monument signs are proposed: a 5-ft high, 10ft long primary entry sign on Comanche for the main public entrance; and a 4-ft high, 8-ft long secondary entry sign on Edith. The signs are designed with integral color split face block bases and will have photocell lighting. Primary directional signs at the entry drive (e.g. "Public Recycle Drop-off & Convenience Center") will be monument style.

Drainage

The project site is located in northeast Albuquerque at 4600 Edith Boulevard. The site is bounded by the Alameda Lateral/Edith Blvd. to the west, Comanche Rd to the north, Rankin Rd to the south, and commercial businesses to the east of the site. The site is not located within a designated FEMA flood plain map; see Firm Maps 35001C0119G and 35001C0332G. The drainage report has been prepared in accordance with the latest revision to Volume 2 Section 22.2 of the City of Albuquerque Development Process Manual.

Existing Conditions:
The existing site topography generally slopes from east to west. The existing drainage infrastructure diverts all the sites flows through a series of water/oil separators and inlets into two ponds located on the north and south of the site. The larger detention pond to the north has an outlet structure that discharges through a 30" corrugated metal pipe (CMP) into a drainage system in Comanche Rd. The pond discharge infrastructure has maximum discharge capacity of 47.6 cubic feet per second (cfs). The northern three quarters of the site drains into this pond. The remainder of the site drains into the smaller retention pond to the southwest corner of the site.

The commercial businesses to the east of the site also drain from the east to west. The buildings on these commercial sites are approximately 10'-15' higher than the sites existing grade. The offsite flows will flow directly to the east and the northern half will eventually drain into the north pond and the south half flows into the south retention pond. The area to the north of the site is Comanche Rd, which has drainage infrastructure in place to prevent flows from being discharged to the project site. Rankin Rd to the south drains east to west and the flows do not enter the property. The area to the west drains east to west and those flows will enter the Alameda Lateral.

Proposed Conditions:
The proposed site will maintain the general flow direction of east to west and south to north. The existing water/oil separators will be evaluated and possibly reused in the proposed drainage system. All the basins except basin 201 will eventually drain into the new pond located in basin 221. The new pond will be connected to the existing pond drainage infrastructure that discharges to the storm drain system in Comanche Rd. The pond discharge will retain the system discharge capacity of 47.6 cfs. The retention pond located on the southwest corner will be removed and relocated for basin 201.

Landscaping
The landscape is designed to screen and soften the visual and environmental impact of the proposed facility. This will be accomplished via a combination of walls, shrubs, and trees. Plant species have been selected for low water use and compatibility with the uses of the proposed site. The landscape will be irrigated with low-flow bubblers providing efficient point irrigation at each plant. The existing site currently contains 15 trees, many of which are Siberian Elms that have grown opportunistically in inappropriate locations. The Siberian Elms are an invasive species that will be removed during demolition operations. The proposed landscape plan includes street trees, parking lot trees, screening trees, and other shade or accent trees throughout the site, greatly increasing the total number of trees at the facility. These trees will help mitigate the urban heat island effect and increase the urban forest coverage in the area, as well as help to screen the facility. All planting areas will be covered with gravel mulches in order to further preserve water, prevent erosion, and minimize dust and weed growth.

Passive water harvesting techniques will be employed throughout the parking areas to supplement the piped irrigation system and support tree health.

WILSON &COMPANY
4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

December 1, 2016
Revised December 28, 2016

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Chair Hudson:

Wilson & Company, Inc. on behalf of the City of Albuquerque Department of Municipal Development and Solid Waste Management Department requests approval of a Zone Map Amendment for all or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33; and Site Development Plan for Building Permit approval.

Project Introduction

The Edith Transfer Station project EPC application was originally submitted for Zone Map Amendment and Site Development Plan for Building Permit approval on August 27, 2015. The Zone Map Amendment request at that time was for a change in the existing zoning from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center. The project was heard at the November 5, 2015 EPC hearing. The requested zone change and associated site development plan for building permit were heard and approved by EPC on November 5, 2015.

On November 20, 2015, this decision was appealed by Peggy Norton, North Valley Coalition and Timothy Flynn-O'Brian on behalf of the Greater Gardner N.A. The appeals were consolidated at the LUHO in February 2016 and the LUHO recommended a remand back to EPC. The appeal issues discussed in the LUHO's recommendation included Environmental, Economic, Public Involvement, Zoning, Traffic, and Adjacent Residents. The LUHO found:

- The Appellant had not met their burden of proof with the Environmental issue, stating that "the evidence in the record demonstrates the City will take appropriate measures to mitigate emissions and, other than their assertions, the Appellants have not shown that the Policy is not being furthered" (LUHO 371).
- Regarding Economic issue, the LUHO found that "there is not evidence that economics drove the decision, or was the determining factor for selecting the SWMD site." (LUHO 358)
- Regarding Public Involvement, the LUHO found that "there are no issues presented regarding notice to adjacent property owners or to neighborhood associations, and I find no notice deficiencies in the record." (LUHO 84)

For Zoning, Traffic and Adjacent Residents, the LUHO found that there was no evidence in the record to address the proximity of the residential dwellings near the site, found that because there is conflicting evidence on what uses are under the Zone Code there is not substantial evidence supporting that the transfer station and convenience center are permissible in the M-1 zone, and that there is insufficient evidence in the record regarding the traffic impacts.

Because of the issues with zoning, a request for the withdrawal of the EPC application was submitted on April 6, 2016 and approved by EPC at their April 14, 2016 hearing. A request for a declaratory ruling on the appropriateness of the M-1 zoning was submitted to the Planning Department on April 6, 2016; and on June 10, 2016 a Declaratory Ruling was issued. The ruling found that a solid waste transfer station and convenience center, including a household hazardous waste drop-off center, is a permissive activity in the M-1 Light Manufacturing zone. The declaratory ruling was appealed by the same parties in July 2016, and on August 26, 2016 the LUHO recommended that the City Council void the June 10, 2016 ruling and replace it with a finding that solid waste transfer stations are more appropriately zoned SU-1. On October 17, 2016 the City Council approved the LUHO's recommendation.

Site Location & Surrounding Properties

The project site is located in an established industrial area at 4600 Edith Boulevard NE at the southeast corner of the intersection of Comanche Road NE and Edith Boulevard NE (both are arterial streets). The City of Albuquerque Solid Waste Management Department (SWMD) has been located at this M-1 zoned site since the 1980's and it does not have an existing Site Development Plan.

The surrounding properties are industrial, wholesale, or manufacturing zoning categories. The properties adjacent to the site are all zoned M-1 with the exception of the property at the northwest corner of Edith and Comanche which is zoned C-1.

There are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site). There are several (approximately four multi-family units) non-conforming residential units located at the northeast corner of Edith Blvd and Rankin Rd and approximately 100-ft from the City's property line. These duplex type structures predate zoning and are currently located in M-1 zoned property. It is important to note that the units are not located adjacent to the subject property and are more than the minimum 250-ft away from the transfer station (Chapter 9.4.12 of the New Mexico Environmental Regulations state that no transfer station shall be located *"within 250 feet of a permanent residence, institution, school, place of worship, or hospital, that existed at the time the transfer station permit application was submitted..."*).

Between the C-1 property at the northwest corner of Edith and Comanche and the drainage pond/railroad tracks, there is an A-1 zoned property. It is approximately 575-ft from the northwest corner of the site.

Zone Map Amendment

The subject site falls within the Central Urban Area and the Established Urban Area of the Comprehensive Plan and the North Valley Area Plan. The proposed Zone Map Amendment would change the existing zoning from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The proposed use of the site would be very similar to its current use with the exception of the transfer station, convenience center, and household hazardous waste collection; and site plan control ensures changes cannot be made without some type of amendment to the site development plan, either through the EPC for major changes or administratively for minor changes.

Site Development Plan

As required by § 14-16-2-22 SU-1 SPECIAL USE ZONE, this request for a Zone Map Amendment to SU-1 is accompanied by the Site Development Plan below. This 22-acre site will be developed by the SWMD to consolidate the SWMD operations and to construct and operate a solid waste transfer station to provide efficient solid waste management services to City of Albuquerque residents. A solid waste transfer station is defined by the Environmental Protection Agency (EPA) as a light industrial-type facility where trash collection trucks discharge their loads so trash can be compacted and then reloaded into larger vehicles (e.g. trucks) for shipment to a final disposal site, typically a landfill or waste-to-energy facility (EPA, January 2001).

Selection of Site for Transfer Station

The selection of the 4600 Edith Boulevard site was based on numerous studies over a ten-year period. In 2006, Gordon Environmental, Inc. completed a feasibility study that used the 4600 Edith Blvd site as a representative transfer station because it is near the center of waste generation. The 2010 Integrated Waste Management Plan reviewed the status of the City's solid waste management system and recommended the development of a transfer station. JR Miller & Associates was tasked with completing the 2011 Albuquerque Transfer Station Feasibility Analysis (including an update to the feasibility analysis in 2014). The Feasibility Analysis evaluated potential transfer station sites using the following criteria that are key to the success of this type of facility.

- The site should contain between eight (8) and twelve (12) acres (This is criteria for a transfer station only.) with minimum dimensions of 500 to 600 feet in one direction and approximately 700 feet in the other direction.
- The site should be zoned for light or heavy industry or commercial uses.
- The site should be located at the center of waste generation, which in this case translated into within a three-mile proximity to the Big I (intersection of Interstate 40 and Interstate 25).
- The site should have access to major or minor arterials or highways.
- The site should have topographic features including a natural slope of 6 to 10 feet (preferred).
- The site should have availability of utilities.
- The site should meet the State's siting criteria for transfer stations in 20.9.4.12 Siting Criteria for Transfer Stations and Processing Facilities of the New Mexico Administrative Code (NMAC).

There were six sites found for consideration for the proposed transfer station included the current SWMD site located at 4600 Edith Blvd NE (See enclosed *Alternative Transfer Station Sites exhibit*) . At the onset, two

sites were removed as the owner expressed no interest in selling or leasing and/or the site was occupied. (See enclosed C. Gallegos memo dated June 7, 2011). The remaining four sites were evaluated further, and the 4600 Edith Blvd NE site along with one other ranked in the top two (See enclosed *Solid Waste Transfer Station document and Albuquerque TS Site Evaluation*). The 4600 Edith Blvd NE site was ultimately selected because it met all of the criteria listed in the previous paragraph, the SWMD services and facilities were already located here, and it was large enough to consolidate all of the SWMD facilities along with the transfer station on one site instead of having two separate sites. The feasibility analysis was presented to City Council (EC-14-11) on May 19, 2014.

Solid Waste Facility Permitting

The New Mexico Environment Department (NMED) is responsible for monitoring and controlling the generation, storage, transportation, and disposal of wastes in New Mexico (www.nmenv.state.nm.us). Therefore, a permit application was prepared and submitted to the NMED on September 1, 2016. The application addresses siting criteria, design requirements, and operating requirements as detailed in 20.9.2 – 20.9.10 NMAC (Solid Waste Rules). The permit application includes site maps, facility drawings, operating plans, contingency plans, waste screening plans, traffic and parking management, litter control, training, record keeping and reporting, and all documents necessary to meet the requirements of the Solid Waste Rules. The notice of filing of the permit application (in English and Spanish) was prepared in accordance with 20.9.3.8.G NMAC. It was published in the Albuquerque Journal on September 4, 2016 as both a display ad (Page B3) and as a classified ad (Special Notices on Page D4). The public notice was published in Spanish in El Semanario on September 8, 2016. The project team will respond to NMED's Request for Additional Information (RAI). Once NMED deems the application administratively complete, NMED will conduct a public hearing in accordance with 20 NMAC 1.4 Permit Procedures.

Current Site Operations

The SWMD site at 4600 Edith Blvd NE currently serves as a truck terminal for all solid waste and recycling collection vehicles and service vehicles. It also houses SWMD administrative services, vehicle maintenance facilities, and as a recycling drop-off location. SWMD currently provides the following weekday operations and they take place at the facilities located at 4600 Edith Blvd NE:

- Collection trucks serving commercial customers are parked at the site after the collection shift is over and overnight. All 54 commercial collection trucks leave the site in the morning (shift starts at 6:00 am and trucks leave by 6:20 am) to their daily collection routes. These vary each day for a specific part of the city or schedule for the commercial customer. Once the garbage is collected from the customer, it is hauled out to the Cerro Colorado Landfill (located west of the City, approximately 20 miles from the subject site) for disposal. The collection truck then goes back out to their scheduled route and repeats the same collection method; returning to the site at the end of their shift between 1:00 pm and 2:30 pm each day. The collection trucks make 272 trips to and from the landfill (138 in/138 out) to dispose of waste from commercial customers. The existing driveway on Comanche is used by these trucks for entrance and exit from the site. The trucks utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the 4600 Edith Blvd site.

- Collection trucks serving residential customers are parked at the site after the collection shift is over and overnight. All 45 residential collection trucks leave the site in the morning (shift starts at 7:00

am and trucks leave by 7:20 am) to their daily collection routes. These vary each day for a specific part of the city. Once their truck is full, the collected trash is hauled out to the Cerro Colorado Landfill for disposal. The collection truck then goes back out to their scheduled route and repeats the same collection method; returning to the site at the end of their shift between 1:00 pm and 2:30 pm each day. The collection trucks make 180 trips to and from the landfill (90 in/90 out). The existing driveway on Comanche is used by these trucks for entrance and exit from the site. The trucks utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the 4600 Edith Blvd site.

- In addition to the collection trucks, administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customers/visitors arrive and depart from this site. Employees arrive in the morning and leave after their shift; including drivers, administrative and maintenance staff, and other visitors. They park on site. The existing driveway on Comanche is used by a majority of the employees and service vehicles, except for administrative staff and visitors that enter and exit from the existing driveway on Edith. The trips generated by employees, service vehicles, other customers/visitors are existing trips and are accounted for in the background traffic counts in the traffic study.

Current weekend operations consist of a small number of collection trucks (commercial and residential) and some vehicle maintenance and service operations. The trucks utilize the driveways as previously described for weekday operations. The trips generated by employees, service vehicles, other customers/visitors on the weekend are existing trips and are accounted for in the background traffic.

Proposed Site Operations

The proposed project will add these services to these current operations:

1) Addition of a transfer station,
2) Addition of convenience center services including household hazardous waste collection.

The primary function of the transfer station will be to accept and transfer municipal solid waste from City of Albuquerque collection vehicles to the Cerro Colorado Landfill. The incoming municipal solid waste will be consolidated in transfer trailers for transport the landfill, which is a permitted solid waste facility. The convenience center will be similar to the three other convenience centers in Albuquerque. The transfer station and convenience center are located within the same building with separate areas reserved for convenience center visitors and for collection vehicles. Therefore, transfer station building is used for simplicity throughout this document.

The transfer station building will accept waste from the public, consolidate the waste with waste received from City collection vehicles and transport the waste in transfer trailers to the Cerro Colorado Landfill. The transfer station is expected to initially receive 1,100 tons of municipal solid waste per day, based historic waste volumes. The transfer station is designed to have the average daily capacity of 2,000 tons per day and surge capacity to manage up to 2,600 tons per day of waste. The majority of the waste is expected to originate from Bernalillo County, New Mexico and surrounding areas. The convenience center will also provide diversion of waste for the public. The following types of materials will be diverted from the municipal

solid waste stream and will be accepted, processed, handled, transported by the convenience center and other facilities:

- Mixed recyclables (paper, plastic, aluminum, glass, and steel cans);
- Household hazardous waste (HHW);
- Scrap metal/white goods;
- Green waste;
- Electronic waste (E-waste); and
- Bulky waste

The types of materials that may be accepted at the HHW include (See enclosed *Acceptable Materials Table 3-1 and Unacceptable Materials Table 3-2*):

- Flammables and combustibles such as epoxy paint, turpentine, gasoline, and acetone.
- Oxidizers such as bleach, fertilizers, peroxides, and hair coloring/dye.
- Poisons such as antifreeze, deicing salt, insect repellant, or weed and grass killers.
- Metals such as arsenic, lead compounds, and mercury.
- Corrosives – Acids such as battery acid, disinfectants, swimming pool acid, and toilet bowl cleansers.
- Corrosives – Bases such as ammonia and ammonia-based cleansers, drain cleaner, and lye.

These additional services will result in additional collection truck, transfer truck, and convenience center visitors.

1) Collection trucks to empty their full loads at the transfer station rather than at the Cerro Colorado landfill, resulting in additional collection truck trips to and from the site;
2) Transfer trucks will be used to haul the consolidated trash from the transfer station to the landfill, resulting in new transfer truck trips to the landfill and return to the site; and
3) Visitors using the convenience center (including recycle drop-off and HHW), will result in additional vehicle trips to and from the site.

The proposed <u>weekday</u> site operations include the following:

- The 54 commercial collection trucks will continue to leave and return to the site as they currently do. With the transfer station facility, instead of going out to the landfill they will return to the site with their load and empty their truck, leave to pick up their next load, return to the site with their last load for the end of their shift (between 1:00 pm and 2:30 pm each day). The trips the commercial collection trucks used to take to the landfill will now come to the site and include 208 trips to and from the site (104 in/104 out). The existing driveway on Comanche will continue to be used by these trucks for entrance to the site, and they will now exit the site from the existing Edith driveway heading northbound straight to Comanche. The trucks will utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.

- The 45 residential collection trucks will continue to leave and return to the site as they currently do. With the transfer station facility, instead of going out to the landfill they will return to the site with their load and empty their truck, leave to pick up their next load, return to the site with their last load for the end of their shift (between 1:00 pm and 2:30 pm each day). The trips the residential collection trucks used to take to the landfill will now come to the site and include 90 trips to and

from the site (45 in/45 out). The existing driveway on Comanche will continue to be used by these trucks for entrance to the site, and they will now exit the site from the existing Edith driveway heading northbound straight to Comanche. The trucks will utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.

- The transfer station will add 130 transfer truck trips to and from the site out to the landfill (65 in/65 out). The existing driveway on Edith will be used by these trucks for entrance to and exit from the site. Their route will consist of Edith and Comanche to Interstate 25. They will not enter any neighborhoods.

- The convenience center (including recycle drop-off and HHW) will add new visitors to the site. Based on the existing convenience centers currently in operation, we have estimated that throughout the operating hours of 8:00 am to 5:00 pm 225 public self-haulers will enter and exit the convenience center each weekday (225 in/225 out, 450 trips). Peak usage, expected to be similar to the other existing convenience centers, will occur between the hours of 9:00 am to 11:00 am and 2:00 pm to 4:00 pm. Convenience center visitors will enter and exit the site from the existing Comanche driveway.

- With the proposed project administrative services, service vehicles, vehicle maintenance facilities, recycling drop-off customers, and other customers/visitors arriving and departing from the site will remain the same. They will park on site but a majority of the employees will enter and exit the site from Rankin (roadway along the south side of the property). This will reduce the number of employee vehicles using the Comanche driveway by only allowing administrative staff and visitors to enter and exit from Comanche. A conservative approach was taken and this reduction of trips was not applied in the traffic analysis.

The proposed weekend operations will include collection (commercial and residential), convenience center visitors, and transfer station trucks. Based on the existing convenience centers currently in operation, we have estimated that throughout the operating hours of 8:00 am to 5:00 pm 350 visitors will enter and exit the convenience center each weekend day (350 in/350 out, total of 700 trips). A small number of collection trucks (commercial and residential) will continue to operate on the weekends, and will account for 16 new trips into and out of the site (8 in/8 out). A small number of transfer trucks will operate on the weekends, and will account for 16 trips into and out of the site (8 in/8 out). They will utilize the driveways as previously described for weekday operations.

Site Orientation

The approximately 22-acre property currently has several buildings and appurtenances including an administration building, vehicle maintenance facilities, fuel island, storage structures and yard for bins and other equipment, parking lots for employees, and recycling drop-off bins.

The proposed site buildings and appurtenances will be constructed as state-of-the-art, energy efficient and aesthetically pleasing buildings and facilities. The proposed site buildings are shown in **Figure A** (next page) and include:

- 62,000 sf transfer station/convenience center building
- 24,300 sf (total sf, two-story building) administration building

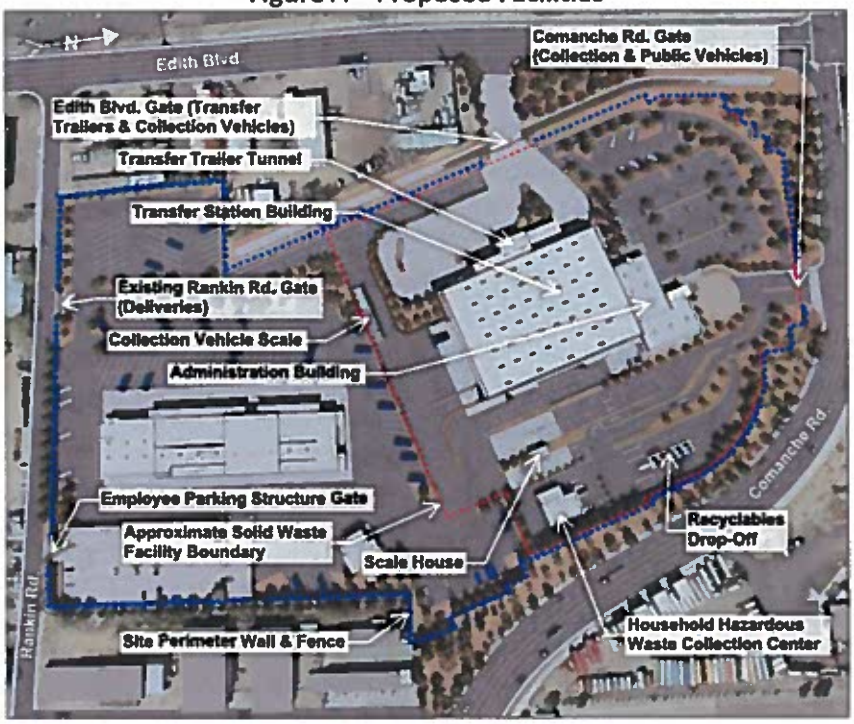
- 55,100 sf vehicle maintenance building (total sf, two-story building)
- 2,400 sf household hazardous waste building
- 75,600 sf parking structure (total sf, multi-level building)
- 555 sf scalehouse

Other site facilities include parking for employees and collection vehicles, bin repair area, recycling drop-off area, and access roads within the site. The existing fuel island will remain in place and provisions will be made for a future compressed natural gas (CNG) fuel island.

Several aspects of the site development are based on stakeholder input we received during our extensive public involvement process (See enclosed *2014-2015 Summary of Stakeholder Input / Public Meetings*). They include building placement, access roads within the site (loop road that allows collection trucks to use Comanche driveway), and the parking structure so employees can enter from Rankin instead of Edith or Comanche.

The administration building will face Comanche Road. The transfer station is proposed to be located south of the administration building. The entrance into the transfer station building for convenience center traffic will face east, while the entrance into the building for collection trucks will face south, and the exits out of the building for both will face south. The load-out for transfer trucks will open to the south (entrance) and north (exit) and is located on the west side of the transfer station. The maintenance building will be located at the south end of the site and the truck bay doors will open to the east and west. The parking structure will be located at the southeast corner of the property with its entrance/exit from Rankin Road. It will also have an entrance/exit into the site at the NW corner of the building.

Figure A – Proposed Facilities



Site Access

There are currently three access points to this industrial site located on Comanche, Edith, and Rankin Road. For the proposed site development plan, these full access points (left-in, left-out, right-in, right-out) would remain. The site has been designed to use these specific entrances/exits to keep larger collection and transfer trucks separate from public self-haulers, visitors, and staff, while allowing for flexible access.

1. The Comanche access is located approximately 425 feet east of the signalized intersection of Edith Boulevard and Comanche Road. Public self-haulers to the convenience center, visitors, and administrative staff would enter/exit the site from this location. In addition, collection trucks would enter the site from this location.

2. The Edith access is currently located approximately 550 feet south of the signalized intersection of Edith Boulevard and Comanche Road. It would be shifted south (approximately 70 feet), further away from the signal, which could help improve functionality of the signalized intersection and allow for additional queue length for trucks turning into the site. Transfer trucks would enter/exit the site from this location. Collection trucks would also be able to use this access to enter the site but would primarily use the Comanche access to enter. Collection trucks would exit the site from this location. Driver and maintenance employees could also enter/exit from this location but would be encouraged to use the Rankin Road access points.

3. The Rankin Road access points are located along the south side of the property. The eastern access point is for drivers and maintenance employees to enter/exit the parking structure (their designated parking location). The western access point is for service vehicles, deliveries and general access for employees.

Traffic Impact

We have completed a traffic impact study for the proposed site development plan and its uses. It is enclosed with this letter.

As described in the Current Site Operations, the existing trips generated by collection trucks in leaving and returning to the site are accounted for in the background traffic and are not new trips; and the existing trips generated by employees, service vehicles, other customers/visitors existing trips and are accounted for in the background traffic and are not new trips.

Based on the new activities described previously under Proposed Site Operations, there will be additional vehicle trips to and from the site. They include the new collection truck trips, convenience center trips (including recycle drop-off and HHW), and transfer truck trips. These new vehicle trips were compared to the average weekday traffic volumes (ADT) and average weekend traffic volumes (weekend-ADT) for Comanche and Edith and the percent increase each would add. As the percentages shown below indicate, the increases are minimal. We have further broken down the new trips to show the increase in:

- total new trips, which include new collection truck, transfer truck, and convenience center trips (including recycle drop-off and HHW); and
- total new truck trips only, which include new collection and transfer truck trips.

The new trips as a percentage increase to the ADT and weekend-ADT for Comanche and Edith are presented below:

- Comanche:
  16,500 ADT (MRCOG) 653 total new trips = **3.96%** increase to the ADT
  428 total new truck trips only = **2.6%** increase to the ADT

  10,000 weekend-ADT 732 total new trips = **7.32%** increase to the weekend-ADT
  32 total new truck trips only = **0.32%** increase to the weekend-ADT

- Edith:
  14,400 ADT (MRCOG) 428 total new trips = **2.97%** increase to the ADT*
  428 total new truck trips only = **2.97%** increase to the ADT*

  4,500 weekend-ADT 32 total new trips = **0.80%** increase to the weekend-ADT*
  32 total new truck trips only = **0.80%** increase to the weekend-ADT*

** New trips and new truck trips are the same because only trucks will enter/exit at Edith.*

The signalized intersections of Edith and Comanche, 2nd Street and Griegos, I25 Southbound Frontage Road and Comanche, I25 Northbound Frontage Road and Comanche (each the confluence of two arterial streets) currently have an acceptable Level of Service (LOS) of D (acceptable per Development Process Manual, Chapter 23 Transportation Design, Section 8 Traffic Impact Studies). The Traffic Impact Study for this project shows that these intersections would continue to have an acceptable LOS of D because the new trips generated by the site redevelopment occur primarily outside of the AM and PM peak hours. The site currently has all collection trucks leaving in the morning and returning in the afternoon. The new trips generated by the site consist of the new return trip by collection trucks to the transfer station and their new trip back out to their collection route, both primarily occurring after the AM peak hour and before the PM peak hour. The new trips also include the new transfer truck trips from the site to the landfill and the return trip from the landfill to the site, and the convenience center traffic to and from the site, occurring primarily after the AM peak hour and before the PM peak hour.

The signalized intersection of 4th Street and Griegos currently has a LOS of F and since no new truck traffic will go through this intersection nor any residential neighborhoods, it will continue to have a LOS of F regardless of this site redevelopment.

Because the transfer trucks will only circulate between the site and Interstate 25 via Comanche Road, there will be no new truck traffic into or through any residential neighborhoods. Transfer trucks entering the site will utilize Interstate 25 northbound, Comanche westbound, Edith southbound and into the site via the driveway located approximately 550 feet south of the intersection of Comanche and Edith. Transfer trucks leaving the site will take a right onto Edith northbound, Comanche eastbound, and onto Interstate 25 southbound.

On-Site Parking

The proposed layout and amount of parking will meet the needs for each of the buildings and its users as it is designed to include parking for all daily staff as well as visitors. Personal vehicle parking is accommodated in

two areas of the site. One area is at the north of the site and one is at south end of the site. Both areas provide accessible parking, motorcycle parking and bicycle parking per City Zoning Code requirements.

The north area of the site provides 109 spaces. This will accommodate the approximate 70 staff in the adjacent administration building, six employees for the transfer station, scalehouse and HHW, as well as visitors. There are also four spaces provided near the scalehouse and HHW for their assigned employees.

The south area is a multi-level parking structure with 234 spaces, which will provide parking for the maintenance staff and drivers. The provided parking is based on a total of daily shift of 208 employees for this area of the site. This total includes the vehicle maintenance service bays and parts which will have a typical shift of 18 staff, supervisors and operations located in the two-story portion of the vehicle maintenance building (approximately 30 employees), and approximately 160 collection truck drivers who will park and depart the site for daily routes.

The total of parking spaces provided is 343 spaces. Note: The design assumes that a collection truck driver will park a personal vehicle in a separate space from the truck space; parking totals are separate from parking required for fleet vehicles.

On-Site Truck Storage

The south area of the site provides areas for collection truck storage and includes 169 stalls for collection trucks, while there are two areas provided for light duty truck storage (49 stalls). They include 22 light duty truck stalls along the south property line, and 27 light duty truck stalls at the northwest parking area.

Building Elevations and Signage

The administration building design will be contemporary in style defined by the use of simple architectural elements that will be repeated with the other structures on site for overall design continuity. This two-story office building will be the signature architectural component of the facility facing the main public entry and oriented to the intersection of Comanche and Edith. The architecture will be defined by use of blue-tinted glass, exterior insulation finish systems (EIFS), metal shading canopies and metal accent panels. The design plan is L-shaped with the second floor offset from the first floor with column accents. Balconies and stair tower features complete the architectural composition.

In addition to blue-tinted glass and light bronze anodized metal, the proposed color palette of the structures will include a thematic khaki tan with accents of white and gray. Larger walls will be precast concrete with a dark tan and off-white color palette. In addition, these high mass walls will help with buffering sound from interior activities as well as offer long-term durability. As it is used on the administration building, EIFS will also be used on the transfer station for architectural continuity. All concrete and EIFS surfaces will be defined with a horizontal reveal pattern including larger proportions for more distant visibility and smaller scale for pedestrian level. In addition, the upper portion of the transfer station will be designed for sightlines and off-site viewpoints. Mechanical ventilation equipment will be housed in rooms at floor level instead of on the roof. Rooftop parapets will assure that the view is of the building architecture and not a roof surface.

Some structures (e.g. the scalehouse) will use integral color concrete masonry in a stack bond pattern. The masonry will be used in low building walls, adjacent to walks and drives, to resist incidental damage. This

masonry will also will be used for on-site screen walls and the 8-ft high site perimeter walls at street frontages to mitigate any critical sightlines.

The intent of primary signage will be to provide clear way-finding to public users as well as traffic control signs for public safety. Sign construction materials will be composite aluminum plaques and/or raised aluminum text. All monument-style signs will be mounted on concrete or masonry walls; post style will be square tube. Two monument signs are proposed: a 5-ft high, 10ft long primary entry sign on Comanche for the main public entrance; and a 4-ft high, 8-ft long secondary entry sign on Edith. The signs are designed with integral color split face block bases and will have photocell lighting. Primary directional signs at the entry drive (e.g. "Public Recycle Drop-off & Convenience Center") will be monument style.

Drainage

The project site is located in northeast Albuquerque at 4600 Edith Boulevard. The site is bounded by the Alameda Lateral/Edith Blvd. to the west, Comanche Rd to the north, Rankin Rd to the south, and commercial businesses to the east of the site. The site is not located within a designated FEMA flood plain map; see Firm Maps 35001C0119G and 35001C0332G. The drainage report has been prepared in accordance with the latest revision to Volume 2 Section 22.2 of the City of Albuquerque Development Process Manual.

Existing Conditions:

The existing site topography generally slopes from east to west. The existing drainage infrastructure diverts all the sites flows through a series of water/oil separators and inlets into two ponds located on the north and south of the site. The larger detention pond to the north has an outlet structure that discharges through a 30" corrugated metal pipe (CMP) into a drainage system in Comanche Rd. The pond discharge infrastructure has maximum discharge capacity of 47.6 cubic feet per second (cfs). The northern three quarters of the site drains into this pond. The remainder of the site drains into the smaller retention pond to the southwest corner of the site.

The commercial businesses to the east of the site also drain from the east to west. The buildings on these commercial sites are approximately 10'-15' higher than the sites existing grade. The offsite flows will flow directly to the east and the northern half will eventually drain into the north pond and the south half flows into the south retention pond. The area to the north of the site is Comanche Rd, which has drainage infrastructure in place to prevent flows from being discharged to the project site. Rankin Rd to the south drains east to west and the flows do not enter the property. The area to the west drains east to west and those flows will enter the Alameda Lateral.

Proposed Conditions:

The proposed site will maintain the general flow direction of east to west and south to north. The existing water/oil separators will be evaluated and possibly reused in the proposed drainage system. All the basins except basin 201 will eventually drain into the new pond located in basin 221. The new pond will be connected to the existing pond drainage infrastructure that discharges to the storm drain system in Comanche Rd. The pond discharge will retain the system discharge capacity of 47.6 cfs. The retention pond located on the southwest corner will be removed and relocated for basin 201.

Landscaping

The landscape is designed to screen and soften the visual and environmental impact of the proposed facility. This will be accomplished via a combination of walls, shrubs, and trees. Plant species have been selected for low water use and compatibility with the uses of the proposed site. The landscape will be irrigated with low-flow bubblers providing efficient point irrigation at each plant. The existing site currently contains 15 trees, many of which are Siberian Elms that have grown opportunistically in inappropriate locations. The Siberian Elms are an invasive species that will be removed during demolition operations. The proposed landscape plan includes street trees, parking lot trees, screening trees, and other shade or accent trees throughout the site, greatly increasing the total number of trees at the facility. These trees will help mitigate the urban heat island effect and increase the urban forest coverage in the area, as well as help to screen the facility. All planting areas will be covered with gravel mulches in order to further preserve water, prevent erosion, and minimize dust and weed growth.

Passive water harvesting techniques will be employed throughout the parking areas to supplement the piped irrigation system and support tree health.

ZONE MAP AMENDMENT

Per the policies and criteria of Resolution 270-1980, the requested zone change is justified as follows:

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. The requested zone map amendment meets and furthers applicable policies and criteria as follows:

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

The proposed zone change is consistent with the health, safety, morals and general welfare of the City. It will create conditions for a more efficient solid waste collection system to meet the service needs of our growing community. By using a consolidated, city-wide transfer station, collection trucks will no longer have to drive each load out to the Cerro Colorado Landfill (approximately 20 miles each way). This saves over 2 million miles of travel by collection trucks per year and reduces fuel use and the City's emissions/carbon footprint, which translates into saving Albuquerque taxpayers/ratepayers $75 million over the next 20 years.

The convenience center will provide a convenient drop-off location for the public, recycling, disposal of large items and household hazardous waste. This centralized location will potentially save additional miles travelled by the public – approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center). We expect this to also further reduce the amount of illegal dumping that is related to travel distance to the landfill or other convenience centers.

The site's existing outdated facilities will be redeveloped into a state of the art, energy efficient and aesthetically pleasing public facility that will enhance the industrial area in which it resides. New perimeter and on-site landscaping will further improve the visual quality of the area.

In addition, a traffic impact analysis has been completed for the project to analyze the effects of traffic on the arterial streets. Because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. The access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve the functionality of the signalized intersection.

It furthers the applicable goals and policies of the Comprehensive Plan and the North Valley Area Plan as described in **(C)** *below.*

(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.

A majority of the current surrounding uses are Industrial, wholesale, or manufacturing (See enclosed City of Albuquerque – Zoning exhibit) and are therefore similar to the existing use on the subject property. The uses planned for the site development will still be similar to the surrounding existing uses with the exception of the transfer station, convenience center, and household hazardous waste collection. The site has several permissive uses and they would be maintained with this zone change. In addition, the site plan control ensures changes cannot be made without some type of amendment to the site development plan, either through the EPC for major changes or administratively for minor changes. The proposed zone change will promote stability of land use (similar to surrounding uses) and zoning by providing site plan control.

(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 proposed zone change meets and furthers numerous applicable City goals and policies. It complies with the Comprehensive Plan and the North Valley Area Plan.

Albuquerque / Bernalillo County Comprehensive Plan

Central Urban

The subject site is located in the area designated Central Urban by the Comprehensive Plan. The Goal is 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 proposed zone change is not in conflict with this goal or the policies of areas designated Central Urban because the site's location, in an established industrial area, will not detract from the character of any residential neighborhood. It helps further the Goal and its applicable policies as described below.

Policy II.B.6a: New public, cultural, and arts facilities should be located in the Central Urban area and existing facilities preserved.

This project will replace the existing outdated and inefficient buildings with state of the art, energy efficient, and aesthetically pleasing new public facilities. The zone change will facilitate a development that will include new educational programs and the current Keep Albuquerque Beautiful program for youth, residents, and businesses to teach and encourage sustainability, recycling, and an understanding of solid waste management.

Established Urban Area
Designated as a Central Urban Area, the subject site is also part of the Established Urban Area and as such is subject to policies of Section II.B.5. The Goal 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 proposed zone change is not in conflict with this Goal or the policies of the areas designated Established Urban Area. The new state of the art, energy efficient, and aesthetically pleasing new public facilities will create a quality urban environment as well as a visually pleasing built environment through landscape and improving the streetscape. This will perpetuate and enhance the identity of this established industrial area. It will help further this goal and its applicable policies as described below.

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

This is an existing SWMD facility that currently includes vehicle maintenance facilities, administrative building, recycling drop-off, employee parking, collection truck parking, bin repair, and other amenities; and it fits in with the surrounding manufacturing, industrial and commercial properties. In addition, there are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site). The non-conforming multi-family units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall, and other mitigating measures will be implemented with the project. The new facilities, landscape and streetscape would greatly enhance and respect the site's established industrial area. The project would enhance and protect the Alameda Lateral that runs along the west side of the property by improving the Middle Rio Grande Conservancy District (MRGCD) access, stabilizing its slopes and protecting water quality (on-site ponding of the first flush of stormwater will minimize contaminants from entering the Rio Grande). The project's new buildings, and the perimeter and site landscaping will enhance the visual quality of this industrial area.

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

The Zone Map Amendment will allow for additional uses of an established site used for several SWMD services such as maintenance facilities, administrative building, bin repair, collection truck and employee parking are located on the site. Therefore, the proposed site redevelopment is within the footprint of the existing urban facilities and will maintain the integrity of the existing neighborhoods. There are no residential

neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site) and there will be not increase in truck traffic through any residential neighborhoods. The non-conforming multi-family units at the northeast corner of Rankin Rd and Edith Blvd are approximately 100-ft from the City's property line, are buffered by existing buildings and a proposed block wall, and other mitigating measures will be implemented with the project.

Policy II.B.5g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The topographical features of the site, namely grade differences across the site from east to west, will be advantageous to the proposed site grading and drainage design. Trail corridors are not appropriate for this development.

Policy II.B.5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

The subject site's location in an already established industrial area and the proposed site development plan will mitigate any adverse effects of noise, lighting, pollution, and traffic on residential environments. The transfer station is enclosed and the operations occur within the building. Use of quick-close doors, air curtains, misting systems, and air filtration systems will also mitigate noise, odors and particulates from leaving the building. Lighting will be designed to minimize light overspill, furthering the intent of the State's Night Sky protections, and meet the requirements of 14-16-3-9 of the Zoning Code. The new traffic associated with the proposed development occurs primarily outside of the peak hours (AM and PM), and there will be no increase in truck traffic through any residential neighborhoods. The transfer trucks will access the interstate at the Comanche and Interstate 25 interchange. Landscape and streetscape will be implemented to buffer adjacent properties and enhance the view of the project from Comanche, Edith and Rankin Road.

We have notified the recognized neighborhood associations of the site plan proposal in accordance with the City Neighborhood Recognition Ordinance 92. The project team had several public meetings (January 20, April 21, and July 15, 2015) to introduce the project, gather neighborhood and stakeholder concerns and input on the redevelopment of the site, and present and discuss the proposed site development plan. A project website was established for those who have not been able to attend the public meetings (www.abqets.com). We also met monthly with a design advisory task force made up of representatives from the North Valley Coalition, Stronghurst N.A., Near North Valley N.A. and Greater Gardner N.A. to gather further input, discuss their concerns, and collaborate on the redevelopment design of the site. In addition, the project team participated in a panel session for the North Valley Coalition on February 19, 2015 to discuss the project and answer questions from the public (See enclosed 2014-2015 Summary of Stakeholder Input/Public Meetings). We hope to have a facilitated meeting with the neighborhood associations for this EPC request.

Policy II.B.5k: 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.

A traffic impact analysis has been completed for the project to analyze the effects of traffic on the arterial streets. Because the new trips associated with the proposed development occur primarily outside of the

morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve the functionality of the signalized intersection.

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

The proposed facilities will be state of the art, energy efficient and use the best practices for modern solid waste management facility design. High quality and durable construction materials will be used.

The proposed design of this redevelopment project is appropriate to the Central Urban and Established Urban Areas because of its much improved quality and innovation for a light industrial use in the site's established industrial setting.

The landscape will be constructed of high quality materials meeting all relevant City of Albuquerque specifications and practices. The irrigation system will use a state of the art controller with point-emitting bubblers to increase irrigation efficiency. Plant materials will be selected for their low water use and aesthetic quality. Mulches and groundcovers will be aesthetically appealing and will be installed over permeable weed barrier to suppress weed growth while preserving soil microbiology and fertility. Finally, passive water harvesting techniques will be employed to supplement potable irrigation water.

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

The new buildings and facilities along with landscape and streetscape improvements will greatly improve the visual quality of the subject site's industrial area.

Air Quality
The goal is to improve air quality to safeguard public health and enhance the quality of life.

The proposed zone change is not in conflict with this goal and the proposed project furthers this goal as described below.

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

With the implementation of the transfer station and convenience center in this central location, a reduction of approximately 2 million miles travelled per year by the collection truck fleet will be realized along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways, and decrease in the number of trucks on Interstate 40 that cross the North Valley and the Rio Grande travelling to the landfill. The centralized convenience center location will also reduce the miles travelled for the public.

The development of the convenience center could save approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center).

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

A traffic impact analysis has been completed for the project. Because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve the functionality of the signalized intersection.

Policy II.C.1e: Motor vehicle emissions and their adverse effects shall be minimized.

With the implementation of the transfer station and convenience center in this central location, a reduction of approximately 2 million miles travelled per year by the collection truck fleet will be realized along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways, and decrease in the number of trucks on Interstate 40 that cross the North Valley and the Rio Grande travelling to the landfill. The centralized convenience center location will also reduce the miles travelled for the public. The development of the convenience center could save approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center). In addition, the SWMD fleet meets all tailpipe emissions standards and the site has provisions for the future use of alternative fuels (CNG). Albuquerque/Bernalillo County has consistently been in attainment with all EPA National Ambient Air Quality Standards since the mid-1990's and this will be furthered by reducing miles traveled by the SWMD fleet. The City of Albuquerque and the SWMD have committed and are already well on its way to achieving a completely Tier 4 compliant diesel fleet. This will be fully realized by 2019. Tier 4 requires a substantial further reduction in NOx and particulate emissions.

Policy II.C.1g: Pollution from particulates shall be minimized.
Policy II.C.1h: During air stagnation episodes, activities which contribute to air pollution shall be reduced to the lowest level possible.
Policy II.C.1k: Citizens shall be protected from toxic air emissions.

Air quality impacts from the operations at the site will be minimized in five different ways. First, particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. Second, the majority of the site will be paved and/or covered by buildings, which minimizes the emissions of particulates from the site. Third, the areas of the site that are not paved will have landscape and streetscape treatments that will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon. Fourth, the transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution. Finally, the air quality for the entire Albuquerque area will be improved with the implementation of the transfer station in this central location by realizing a reduction of

approximately 2 million miles travelled per year by the collection truck fleet along with its associated reduction in carbon emissions and particulates.

Albuquerque/Bernalillo County has consistently been in attainment with all EPA National Ambient Air Quality Standards since the mid-1990's and this will be furthered by reducing miles traveled by the SWMD fleet. The City of Albuquerque and the SWMD have committed and are already well on its way to achieving a completely Tier 4 compliant diesel fleet. This will be fully realized by 2019. Tier 4 requires a substantial further reduction in NOx and particulate emissions.

Water Quality
The goal is to maintain a dependable, quality supply of water for the urbanized area's needs.

The proposed zone change is not in conflict with this goal and the proposed project furthers this goal as described below.

Policy II.C.2a: Minimize the potential for contaminants to enter the community water supply.
Policy II.C.2c: Water quality contamination resulting from solid waste disposal shall be minimized.

The site is not located in a source water protection area and the nearest water supply wells were considered of moderate susceptibility and vulnerability in the New Mexico Environment Department's Source Water Assessment. The location and design of the site minimizes the potential for contaminants to enter the community water supply. The site will be designed per the City's Drainage Ordinance to manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used to manage the site's stormwater runoff. All waste received at the transfer station will be handled in enclosed buildings underlain by impervious surfaces which will maintain a barrier between the waste and the environment. The transfer station/convenience center will greatly reduce and help prevent illegal dumping by providing a convenient facility for proper disposal of solid waste, improving recycling efforts, and providing a household hazardous waste drop off site to keep these materials out of the landfill.

This site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000).

Solid Waste
The goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

The proposed zone change will further the achievement of this goal. The economic benefits of implementing the transfer station will greatly enhance the City's solid waste collection and disposal capabilities, making them more efficient, encouraging sustainable practices, recycling (including the diversion of green waste for mulch and compost), and providing an environmentally sound method of solid waste disposal extending the life of the Cerro Colorado landfill. Best practices, used nationally and internationally, are incorporated into

the design of this project. Additional information on how the proposed project meets this goal is described below.

Policy II.C.3a: Planning and implementation of more efficient and economical methods of solid waste collection shall be continued.

This facility is part of the City's long-term plan to provide more efficient and economical methods of solid waste collection. It has been studied and considered as part of the SWMD's long-term goal since 2006. It will save $75 million over the next 20 years while reducing the carbon emissions in our community equivalent to planting more than 114,000 trees. This will delay future rate increases for solid waste services. The operational advantages of the facility designed with national and international best practices, as well as state of the art equipment, will serve our ever-growing population for decades to come.

Policy II.C.3b: Encourage solid waste recycling systems which reduce the volume of waste while converting portions of the waste stream to useful products and/or energy.

The transfer station and convenience center will improve diversion and recycling efforts to benefit our community by keeping material out of the landfill that could be recycled or could be harmful to our environment. The materials that will be diverted from the municipal solid waste stream and will be accepted, processed, handled, transported by the convenience center, HHW, or recycle area include mixed recyclables (paper, plastic, aluminum, glass and steel cans); household hazardous waste; scrap metal/white goods; green waste; electronic waste (E-waste); and bulky waste.

Policy II.C.3c: Illegal dumping shall be minimized.
Policy II.C.3f: Continue development of a program for managing hazardous waste generated by households and conditionally exempt small quantity generators.

The centralized location of the convenience center will be a key component in the solid waste management system by providing a low cost, convenient disposal location for the community, and a place for the public to handle their solid waste in a sustainable and environmentally friendly manner. This convenience center is expected to help prevent illegal dumping in our City. Further, household hazardous waste will be accepted HHW collection facility where it will be managed by trained professionals for transport and offsite disposal.

Noise
The goal is to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts.

The proposed zone change is not in conflict with this goal and furthers this goal as described as follows.

Policy II.C.4a: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented.

Noise considerations were integrated into the planning process, particularly with respect to public concerns about noise. Noise will be controlled at the site by an enclosed transfer station building that utilizes high-speed doors to contain interior noise. Perimeter walls, landscaping, building wall extensions and roof

canopies will be used to deflect noise, and building walls will utilize high Sound Transmission Classification (STC) ratings based on mass (i.e. concrete and/or component assemblies including absorptive insulation and building façade materials that absorb sound via perforated panels). The surrounding properties in this industrial area will be buffered by walls and landscape, and no additional truck traffic will enter any residential neighborhoods.

Policy II.C.4b: Construction of noise sensitive land uses near existing noise sources shall include strategies to minimize adverse noise effects.

The proposed site uses are not noise sensitive. The strategies adopted to minimize noise effects from the site include walls, landscape and streetscape that will buffer adjacent properties and enhance the view of the project from Comanche, Edith, and Rankin Rd. Additionally, the transfer station is set back from the property lines and placed in the middle of the property to further the buffer between the adjacent properties.

Developed Landscape
The Goal is to maintain and improve the natural and the developed landscapes' quality.

The proposed zone change is not in conflict with this goal and will further this goal by redeveloping an old and unattractive site with a state of the art, energy efficient and aesthetically pleasing facility. The quality of the building along with the landscape, streetscape, and perimeter walls will enhance the industrial area and the adjacent neighbors' views. This goal is furthered additionally as described below.

Policy II.C.8d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

The existing site is an industrial area and is currently visually unappealing with very little vegetation. While the topography of the area currently negates most views externally, the placement of the tallest building in the middle of the site will allow for buffering and enhancement of the site and the visual environment by perimeter walls, landscape, and streetscape. The public facility will be designed to be visually appealing as well as functionally efficient. The landscape will help to screen the facility, creating a more visually appealing condition than exists at the current facility.

The landscape will be low water use, with low-water-use plants, mulch, and efficient irrigation. A variety of native tree and shrub species are proposed throughout the site. The majority of plants will be selected for low water requirements, per the Water Authority's xeriscape rebate plant list. No high water-use or high-allergen plants will be used.

II.D. Community Resource Management
Service Provision
The goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

The development of this project has been underway since 2006, and the purpose is to integrate solid waste management best practices, increase operational efficiency, and provide sustainable methods for solid waste collection and transport. The new state of the art, energy efficient, aesthetically pleasing facility will only enhance the site's industrial area. The proposed convenience center will provide a new waste drop-off location for the City's residents (the nearest convenience center, Eagle Rock, is 6.5 miles away) to more conveniently and equitably serve the public.

Economic Development
The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

The requested Zone Map Amendment will allow the SWMD to proceed with the construction of the transfer station and convenience center, which are anticipated to save the City and ratepayers $75 million over the next 20 years. Efficient solid waste management supports steady and diversified economic development for the City and surrounding areas. This economic development will be balanced with social, cultural, and environmental goals because this project will improve the City's quality of life, sustainability, and enhance environmental stewardship. The proposed zone change is not in conflict with this goal and it is furthered as described below.

Policy II.D.6e: A sound fiscal position for local government shall be maintained.

This project will maintain and improve the City's sound fiscal position. Through the savings of approximately $75 million over the next 20 years. The City is implementing a sustainable and resilient service while protecting the fiscal position.

Education
The goal is to provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

The proposed zone change is not in conflict with this goal and it is furthered as described below.

Policy II.D.7e: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

The proposed redevelopment will serve as an educational resource with a new comprehensive education/outreach program and the current Keep Albuquerque Beautiful programs for youth, residents, and businesses that encourage sustainability through waste reduction, recycling, and other diversion methods. The building plans include a fully enclosed education area in the administration building where the community will be invited to observe transfer station operations and learn firsthand how much waste is generated and managed in Albuquerque, as well as other topics of sustainability and the environment.

North Valley Area Plan (Rank Two Plan)

The North Valley Area Plan was adopted in 1993 and was prepared to guide future development by addressing general land use, zoning, air quality, wastewater, drainage, transportation, housing, community design, agriculture and implementation.

The proposed zone change is not in conflict with goals, issues nor policies of the North Valley Area Plan. It will help further these goals, issues and policies as described below.

Goals and Issues:

1. To recognize the North Valley area as a unique and fragile resource and as an inestimable and irreplaceable part of the entire metropolitan community.

The proposed zone change will further this goal by protecting the North Valley area as a resource. The transfer station and convenience center will discourage illegal dumping by providing a convenient location for North Valley citizens to haul their garbage, recyclables and household hazardous waste. A reduction of approximately 2 million miles travelled per year by the collection truck fleet will be realized along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways, and decrease the number of trucks on Interstate 40 that cross the North Valley and the Rio Grande travelling to the landfill. It will further protect the Alameda Lateral and its water by providing better access to the lateral for MRGCD maintenance, stabilizing slopes, and providing landscape buffer between the site and the lateral. In addition, the transfer station is enclosed and the operations occur within the building. Use of quick-close doors, air curtains, misting systems, and air filtration systems will also mitigate noise, odors and particulates from leaving the building.

2. To preserve and enhance the environmental quality of the North Valley by:
    a. maintaining the rural flavor of the North Valley
    b. controlling growth and maintaining low density development
    c. providing a variety of housing opportunities and life styles including differing socioeconomic types
    d. reducing noise level impacts

The proposed zone change will further this goal by redeveloping the outdated facilities into a state of the art, energy efficient and aesthetically pleasing public facility that will enhance the industrial area in which it resides. The transfer station is enclosed and the operations occur within the building. Use of quick-close doors, air curtains, misting systems, and air filtration systems will also mitigate noise, odors and particulates from leaving the building.

3. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

The site location, design and planned operations are intended to preserve air, water and soil quality by further combining and improving SWMD operations on a single site. The presence of the transfer station and convenience center, and household hazardous waste collection will provide an alternative to illegal dumping.

The proposed zone change will further this goal by redeveloping an existing site with several dirt areas. The majority of the site will be paved and/or covered by buildings, which minimizes the emissions of particulates from the site. The areas of the site that are not paved will have landscape and streetscape treatments that will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon.

Particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution. The air quality for the entire Albuquerque area and the North Valley will be improved with the implementation of the transfer station in this central location by realizing a reduction of approximately 2 million miles travelled per year by the collection truck fleet along with its associated reduction in carbon emissions and particulates.

Per City Council Resolution 60-1993, Solid Waste Transfer Stations shall be allowed in the North Valley Plan area only on land zoned for manufacturing uses and only if, after thorough investigation of relative benefits and costs, such location is deemed appropriate and the potential impacts on adjacent residential land can be mitigated through proper site design. The site is currently zoned M-1 and through an investigation of benefits and costs, was found to be the best central location for the transfer station. The site design protects human and environmental health by incorporating mitigations for noise, air and water pollution, litter and pests.

5. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

The proposed zone change will further this goal by designing the site per the City's Drainage Ordinance which will manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used and further manage the site. The site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000).

6. 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 zone commercial/industrial.

The City's population continues to grow and there is more demand for services. This redevelopment of the existing SWMD site is in response to our ever-growing population and the sustainable methods needed to maintain services. As part of an existing industrial area and currently zoned M-1, the site's location is ideal for this modern public facility.

11. 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.

The proposed zone change will allow for the redevelopment of this industrial site within the I-25 corridor, and it will remain approximately 1,300 feet from the nearest residential neighborhood and further away from the lower valley.

Plan Policies
Zoning and Land Use:
The zoning and land use policies are not applicable to this request.

Air Quality:
No specific policy is applicable to this development, but the proposed development will improve air quality as follows:

With the implementation of the transfer station in this central location, a reduction of approximately 2 million miles travelled per year by the collection truck fleet will be realized along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways, and decrease in the number of trucks on Interstate 40 that cross the North Valley and the Rio Grande travelling to the landfill. The centralized convenience center location will also reduce the miles travelled for the public. For those near the site, the implementation of the convenience center could further reduce carbon emissions by saving approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center).

Drainage:
No specific policy is applicable to this development, but the proposed development will further drainage policies by protecting the Alameda Lateral and its water by providing better access to the lateral for MRGCD maintenance, stabilizing slopes, protecting water quality, and providing landscape buffer between the site and the lateral.

The site will be designed per the City's Drainage Ordinance to manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used to manage the site and prevent erosion. The site will be constructed and operated in compliance with all applicable storm water NPDES permits.

Transportation:
1. The City and County shall encourage the smooth flow of traffic on arterials....
2. The City and County shall actively promote sustainable transportation in and through the plan area by encouraging reduced automobile use and improving the safety of non-motorized travel....
3. The City and County shall limit industrial and heavy commercial traffic through residential areas in order to enhance residential stability and preserve area history and character....

The proposed zone change is not in conflict with these policies and they are furthered as described below.

A traffic impact analysis has been completed for the project and because the new trips associated with the proposed development occur primarily outside of the morning and afternoon peak hour times the Levels of Service (LOS) for the surrounding intersections remain as LOS D. With the routing for the collection trucks already established by the SWMD and the proposed routing for the transfer trucks, there will be no increase in truck traffic through any residential neighborhoods. In addition, the access point on Edith will be shifted south to allow for additional length between the signalized intersection of Comanche and Edith and the Edith driveway, which could help improve functionality of the signalized intersection.

With the implementation of the transfer station in this central location, a reduction of approximately 2 million miles travelled per year by the collection truck fleet will be realized along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways, and decrease in the number of trucks on Interstate 40 that cross the North Valley and the Rio Grande travelling to the landfill. The centralized convenience center location will also reduce the miles travelled for the public. For those near the site, the implementation of the convenience center could save approximately 2,925 miles every day for the anticipated 225 public self-haulers (13 miles roundtrip from the subject site to the Eagle Rock Convenience Center).

Community Design:
No specific policy applicable to this development, but the proposed development will improve aesthetics of the site and further enhance the industrial area that it resides in.

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

The existing zoning is inappropriate because changed neighborhood conditions justify the change, the new use category is more advantageous to the community, and the existing zoning does not permit the proposed use. The current zoning has been in effect since the 1980s, approximately 30 years. In that time, the population in Albuquerque has increased approximately 67%. This increased density and urbanization has changed the city as a whole and the Edith corridor too. As development reached natural limits on the north, east, and south sides of the city and made large expansions on the westside, this corridor became a central location of the City. It is a natural industrial area because of its centrality and location near both interstates. With these changes to the city, the Solid Waste Department found a need to and great value in centralizing collection services through a transfer station. This corridor is ideal for such a use, and this property has been analyzed as the most suitable for this project. The geographic and demographic changes provide a need for this zone change at this location in order to further the environmental and community goals described above.

The new zoning in an already established industrial area is also more advantageous to the community, as articulated in the Comprehensive Plan and the North Valley Area Plan and described above in paragraph (C). In addition, the SWMD 2010 Integrated Waste Management Plan provided recommendations to meet the City's goals/public need of ending reliance on landfill disposal of solid waste and significantly increasing diversion through various types of waste reduction and recycling initiatives. These recommendations included the development of a new transfer station and convenience center to achieve this. There is a community need for this use and project in order to accomplish various environmental, health, and tax base goals as described above. The 2011/2014 feasibility study completed by JR Miller & Associates compared available sites and found that the site at 4600 Edith Boulevard NE is the most advantageous for this use and addressing the public need. Currently the site serves various solid waste functions with minimal frills in design or landscaping, as would be expected in an M-1 zone. The zone change to SU-1 would allow some more intensive uses, and would also establish site plan control of the site. This will result in more attractive

improvements on the site, including elimination of an open drainage pond, paving to reduce dust, thoughtfully designed traffic flow, appropriate fencing, and an attractive landscape plan. These improvements will result in a net positive impact to this property and the adjacent community and an even larger positive impact to the city as a whole.

(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 site is surrounded by properties zoned as industrial, wholesale, and manufacturing. There are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site). The properties adjacent to the site are all zoned M-1 with the exception of the property at the northwest corner of Edith and Comanche intersection which is zoned C-1. There are several (approximately 4 multi-family units) non-conforming residential units located at the northeast corner of Edith Blvd and Rankin Rd and approximately 100-ft from the City's property line. These duplex type structures predate zoning and are currently located in M-1 zoned property.

The site currently has several permissive uses and they would be maintained with this zone change. The addition of the transfer station and convenience center would not be harmful to the adjacent property, the neighborhood or the community because they will be operated within an enclosed building. The use of quick-close doors, air curtains, misting systems, and air filtration systems will also mitigate noise, odors and particulates from leaving the building.

The non-conforming residential units located at the northeast corner of Edith Blvd and Rankin Rd are not located adjacent to the subject property. They are located more than the minimum 250-ft away from the transfer station (Chapter 9.4.12 of the New Mexico Environmental Regulations state that no transfer station shall be located "within 250 feet of a permanent residence, institution, school, place of worship, or hospital, that existed at the time the transfer station permit application was submitted…"). The transfer station and convenience center will not be harmful to them because in addition to being operated within an enclosed building, there are existing buildings between the units and the site, and the project will include a block wall to further buffer the units from the site. Other mitigating improvements include: the bin repair area currently located at the southwest corner of the property will be relocated away from the units to the opposite side of the property (along the east side adjacent to Comanche); the existing detention pond currently at the southwest corner of the subject property will also be relocated and redesigned as a retention pond; and the household hazardous waste collection will be located at the opposite side of the property (along the east side adjacent to Comanche). There will be no increase in truck traffic in front of these units.

The addition of the household hazardous waste collection would not be harmful to the adjacent property, the neighborhood or the community because they will be collected and managed by trained professionals for transport and offsite disposal. Materials will be inspected prior to unloading to ensure that materials received are acceptable (See enclosed Acceptable Materials Table 3-1 and Unacceptable Materials Table 3-2).

The new traffic associated with the proposed development occurs primarily outside of the peak hours (AM and PM), and there will be no increase in truck traffic through any residential neighborhoods. The transfer trucks will access the interstate at the Comanche and Interstate 25 interchange.

(F). A proposed zone change which, to be utilized through land development, requires major and un-programmed capital expenditures by the City may be:

1. Denied due to lack of capital funds, or;
2. Granted with the implicit understanding that the City is not bound to provide the capital improvements on any special schedule.

The City has been planning for this project for many years, and the proposed zone change will not require any unprogrammed capital expenditures on the part of the City. The Solid Waste Department is an enterprise fund program, and the redevelopment of this site and any necessary infrastructure will be funded by revenue bonds.

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

While the City does own the property of the proposed development, the cost of land or other economic considerations are not the determining factor. In order to serve the needs of the community in an efficient manner, the location of the transfer station must be in a central location to the City, have convenient and efficient access to the interstates, and be on a property large enough to house the building and all of its site circulation and access needs. This location was the only site that meets all of these requirements as described in the enclosed 2011 Albuquerque Transfer Station Feasibility Analysis and the 2014 Feasibility Study Update, and in the Selection of Site for Transfer Station section of this letter.

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

While the location of the proposed development is on major streets, that is not in itself the justification for this request. In order to serve the needs of the community in an efficient manner, the location of the transfer station must be in a central location to the City, have convenient and efficient access to the interstates, and be on a property large enough to house the building and all of its site circulation and access needs. This location meets all of these requirements.

(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 in 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 the 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 proposed zone change is a spot zone, and it does clearly facilitate the goals and objectives of the Comprehensive Plan and the North Valley Area Plan as described in item (C). With an SU-1 zoning, this site would have the same zoning as the three other SWMD facilities – Montessa Park Convenience Center, Eagle Rock Convenience Center, and Don Reservoir Convenience Center.

(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 where:

The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan, or;

The area of the proposed zone change is different from the 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 requirement does not apply to this request. This would not become a strip zone.

Conclusion

This request for approval of a Zone Map Amendment and Site Development Plan for Building Permit meets the intent and furthers the intent, goals and policies of all the applicable criteria and policies for this request and the area including Resolution 270-1980, the Comprehensive Plan, and the North Valley Area Plan.

The existing M-1 zoned site does not currently have a site development plan. Through approval, the request will enhance and help ensure the integrity of the site's existing industrial area.

Should you have any questions or need any other information, please do not hesitate to contact me at 505.348.4018 or via email at Savina.Garcia@wilsonco.com.

Sincerely,

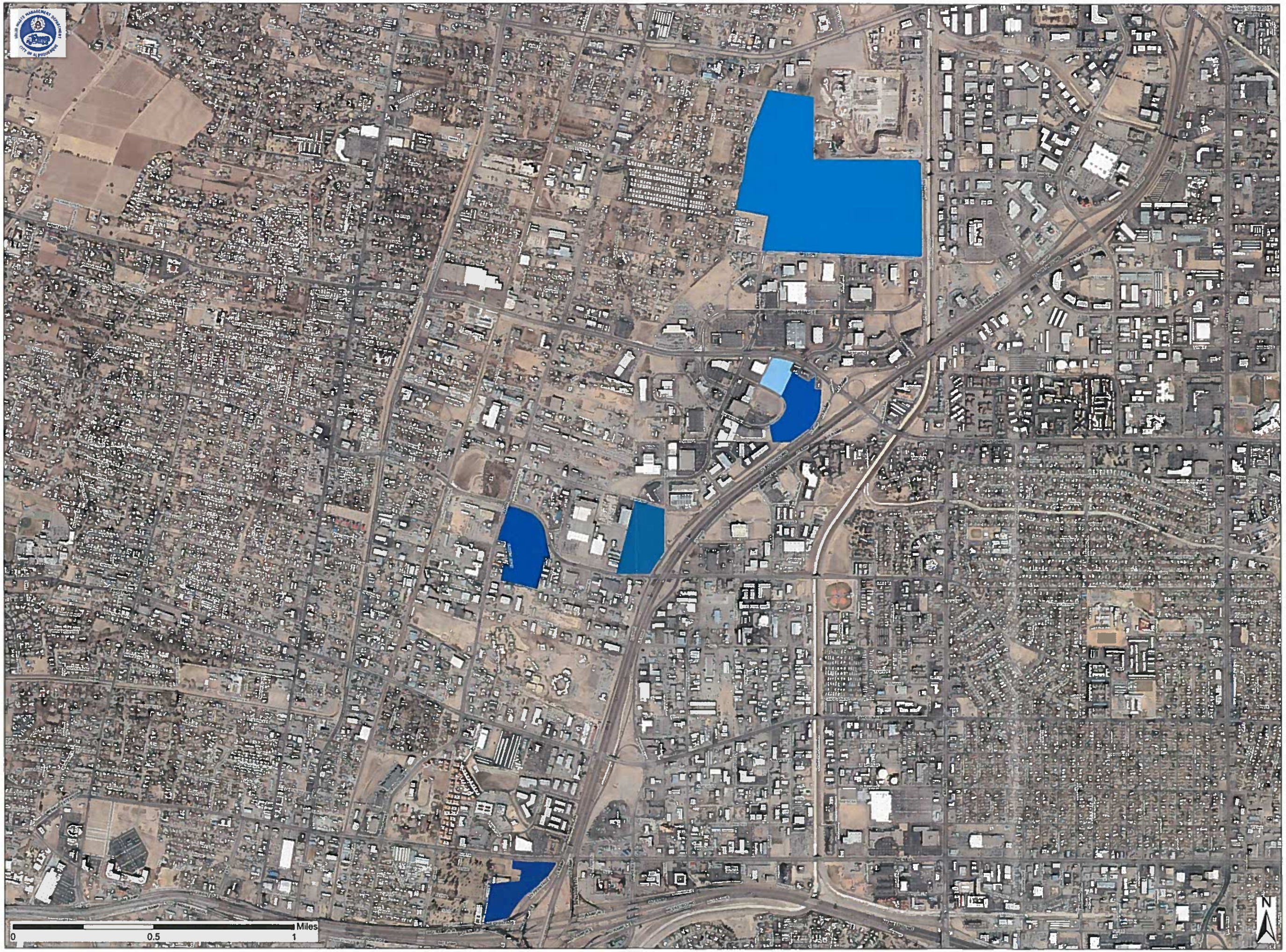
Savina G. Garcia, PE
Wilson & Company, Inc., Engineers & Architects

Enclosures:

- Alternative Transfer Station Sites exhibit
- C. Gallegos memo dated June 7, 2011
- Solid Waste Transfer Station document
- Albuquerque TS Site Evaluation
- Acceptable Materials Table 3-1 and Unacceptable Materials Table 3-2
- 2014-2015 Summary of Stakeholder Input / Public Meetings
- City of Albuquerque – Zoning exhibit
- 2011 Albuquerque Transfer Station Feasibility Analysis
- 2014 Feasibility Study Update
- Traffic Impact Analysis

Cc: Jerry Francis, COA DMD
Jill Holbert, SWMD
Clark Davis, JRMA
File 1410013200

ALTERNATIVE TRANSFER STATION SITES



From: Gallegos, Cynthia J.
Sent: Tuesday, June 07, 2011 4:51 PM
To: Holbert, Jill R.
Cc: Lubar, Suzanne G.; McNeely, James F.
Subject: Potential Properties

Hello Jill,

I am responding to your email of May 19th to Suzie Lubar, Real Property Manager in regards to potential properties available for the City's proposed transfer station. James McNeely, Real Property Review Appraiser for the Real Property Division did some research on the properties you inquired about in your email to Suzie.

The Vulcan gravel pit on the corner of Montano and Chapell is a part of a larger tract which is approximately 161 acres owned by ABCWUA since 2003. A water Treatment Facility is located on the west portion of the tract. This tract is zoned SU for Sand and Gravel Extraction and Related Activities and uses permitted in M-1 zone. City of Albuquerque. James has spoken to Albuquerque Bernalillo County Water Utility Authority as to their potential plans for the piece and the possible interest of leasing or selling a portion of the tract. The ABCWUA has expressed no interest in selling or leasing due to their plans to use the entire tract.

The American Home warehouse located at I-25 and Comanche is currently being utilized as the American Home Furnishings. It is owned by Tanager Partnership and is zoned M-2. American Home Furnishings has just recently reopened as you mentioned in your earlier e-mail. I contacted Lee Blaugrund at Tanager Properties on Friday, June 3rd. Mr. Blaugrund has confirmed that the building is a distribution center. He indicated that the entire building is 100% leased with Marvel Movies leasing the north end of the building. Tanager Properties has 15,000 square feet available on the south side. I asked if there was any interest in selling or leasing the entire site but he did not want to discuss the question without detailed information.

At this point, direct contact would be necessary in order to determine if the property owners of the two above referenced properties would be interested in selling or leasing for the purpose of a transfer station. To date, we have not directly disclosed the City's interest in either property. If you would like the City to contact the owners and discuss an actual purchase or lease, we would be happy to do so. The Real Property Division is planning to prepare an RFP for commercial brokers to do a number of things, including finding out information from owners without disclosing the potential purchaser, and if you are interested in this, we may start the process sooner than originally planned, but it will take a while to get it all done, and it may cost your department money to contract with a broker.

If you have any additional questions or thoughts, please contact me and I will be happy to assist you in any way I can.

Thank you,

Cynthia J. Gallegos
Real Property Division Research Technician

City of Albuquerque
PO Box 1293
One Civic Plaza, Room 2074
Albuquerque, NM 87103
505-768-3315 Direct
505-768-3899 Facsimile

Solid Waste Transfer Station

Requirements for size and shape of parcel:

A site that is between 8 and 12 acres would accommodate the features of this project. A site that is smaller than 8 acres may be able to accommodate the facilities provided its dimensions could accommodate the design criteria.

The site should have a minimum dimension of 500-600 feet in one dimension and approximately 700 feet in the other dimension.

State rules that also apply to transfer stations and processing facilities call out that these facilities must be a minimum of 250 feet away from a permanent residence, institution, school, place of worship, or hospital, that existed at the time the transfer station permit application was submitted, unless the applicant demonstrates that a shorter distance of no less than 50 feet has been affirmatively approved by the local government.

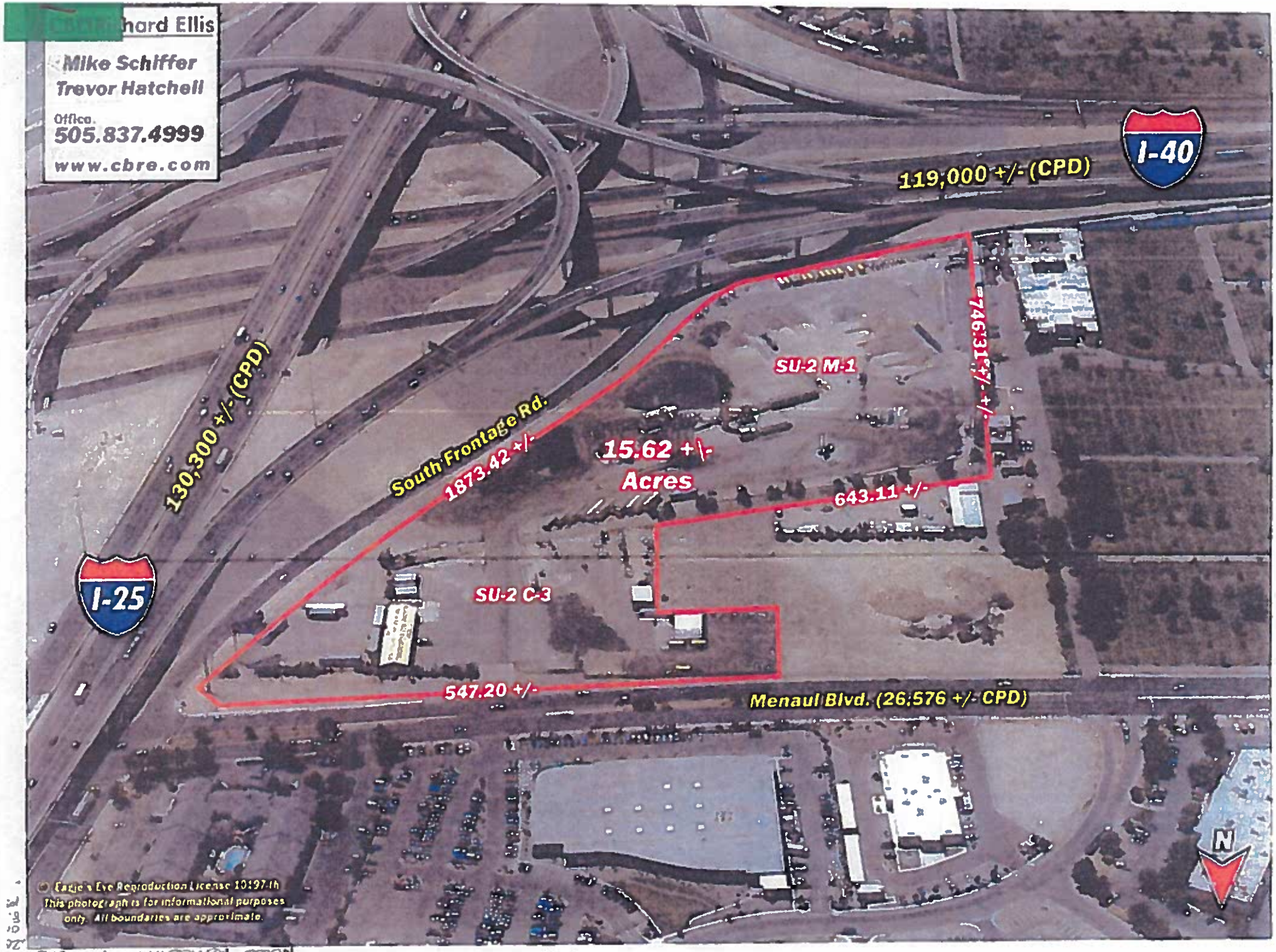
Possible locations for transfer station:

Location # 1- Property is located on Menaul and I-25. This property contains 15.62 acres and was listed for sale in 2005 by CB Richard Ellis for $5,950,000 or $8.75 per square foot. The City of Albuquerque had an appraisal done for this property in July of 2005. The estimated market value of the subject was $5,100,00 at that time which is a blended value of $7.50 per square foot. This appraisal assumed the site was clean and development of the site would not require significant remediation. HDR Engineering, Inc. completed a Phase I Environmental Assessment in August 2002. This property is ideally located next to I-25. This property is irregular shaped but has a large rectangular area in the rear that has a configuration that is 643 feet by 746 feet.

Location # 2- 4600 Edith Blvd. NE: This property is the existing Solid Waste Management Department Facility. This property is Zoned M-1 and contains approximately 20.13 acres. This property has excellent access to Interstate 25 at the Comanche Road interchange to the east. This site will require the purchase of residential dwellings bordering the west and south sides of the property. This could involve condemnation and possible relocation of any tenants.

Location # 3- Property is located at 1600 Desert Surf Circle NE. This is the old Beach Water Park property. The site has 17.2689 acres. The site is irregular shaped and is approximately 590 feet by 1260 feet. This property has good access to I-25.

Location # 4- Property is located at 1500 Desert Surf Circle NE. This property is located next to the old Beach Water Park site. This property contains 6.5968 acres. The site configuration is approximately 560 feet by 480 feet. This property has good access to I-25.


hard Ellis
Mike Schiffer
Trevor Hatchell
Office:
505.837.4999
www.cbre.com
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I-25
130,300 +/- (CPD)
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SU-2 M-1
15.62 +/-
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SU-2 C-3
547.20 +/-
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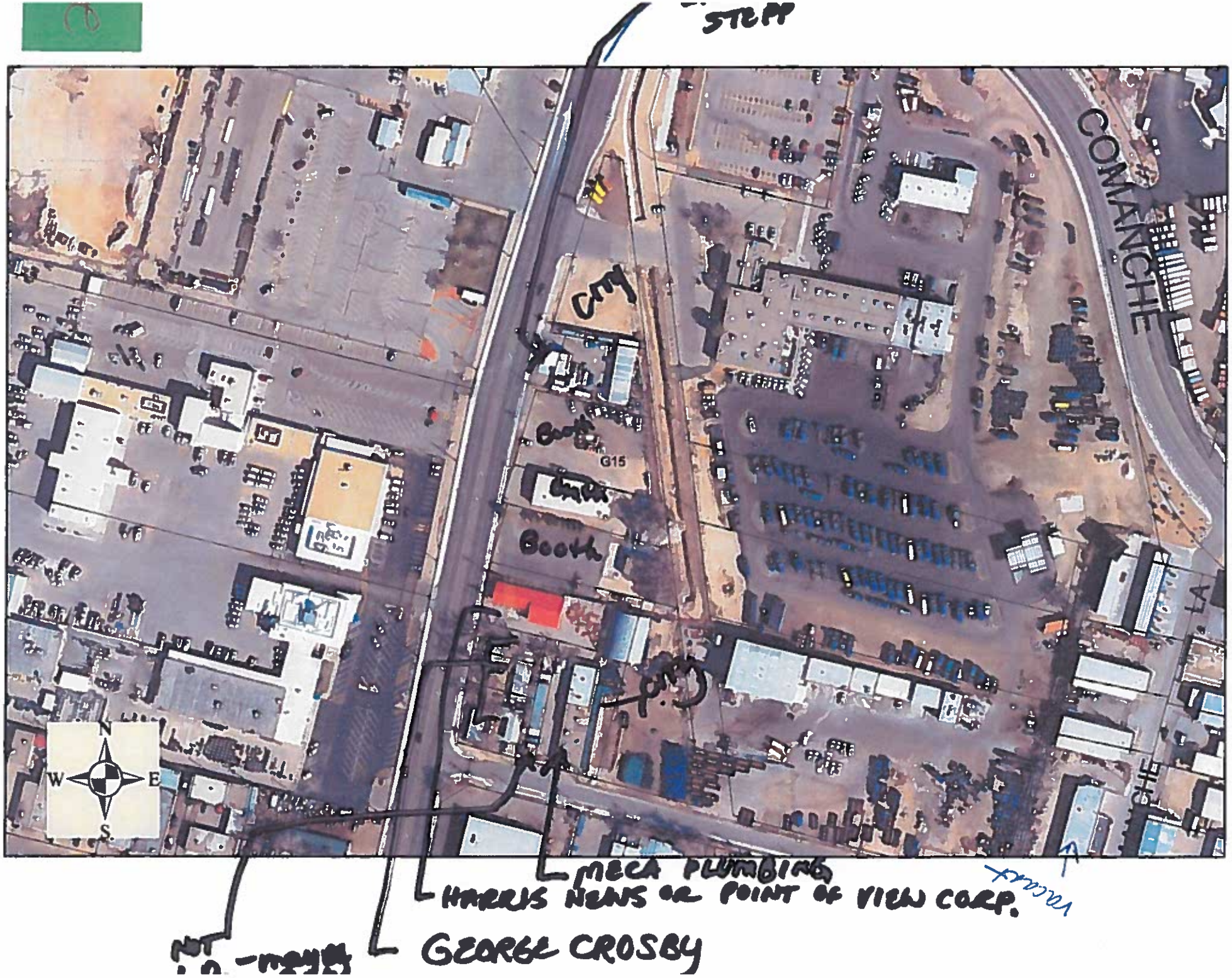
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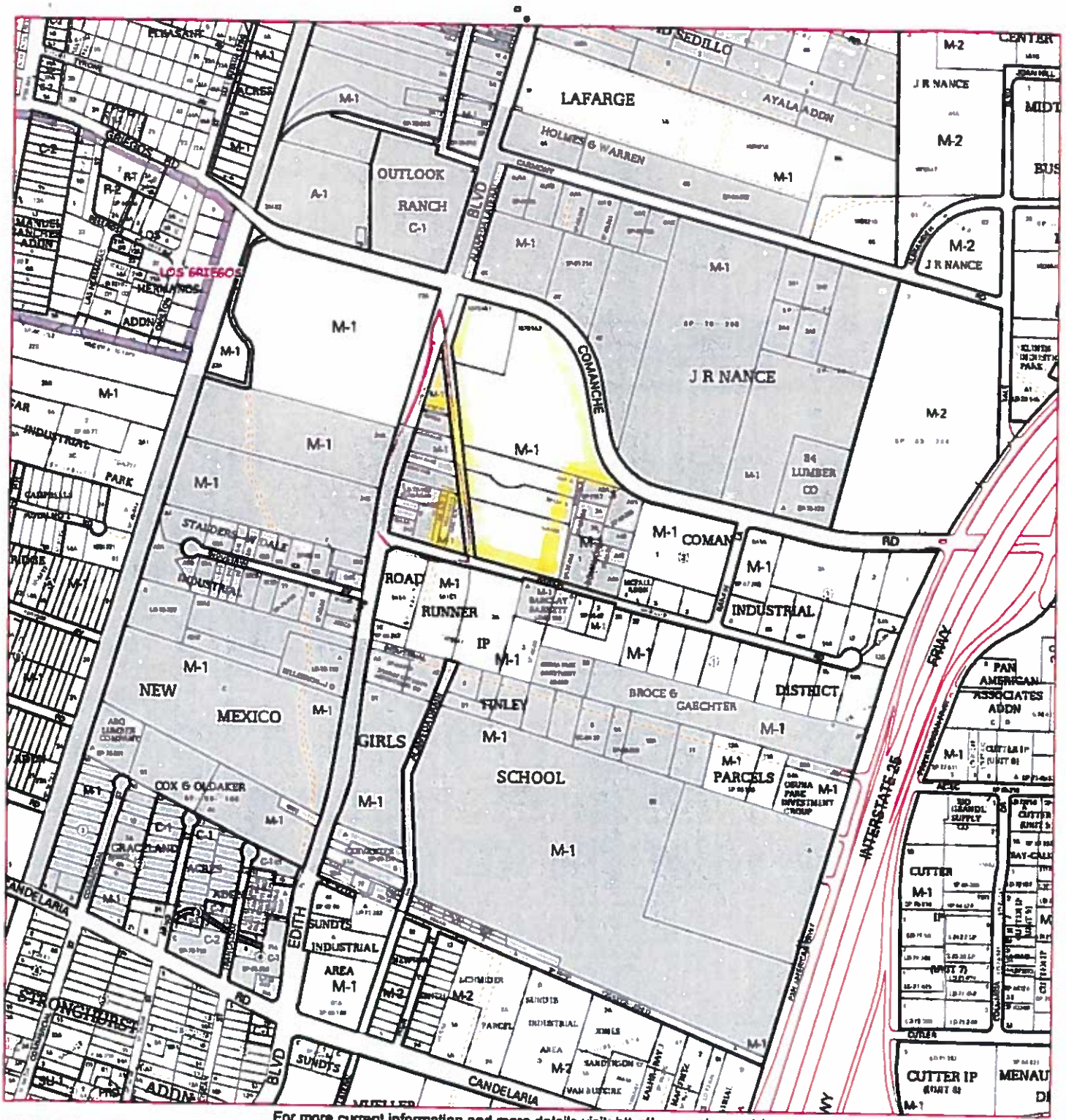
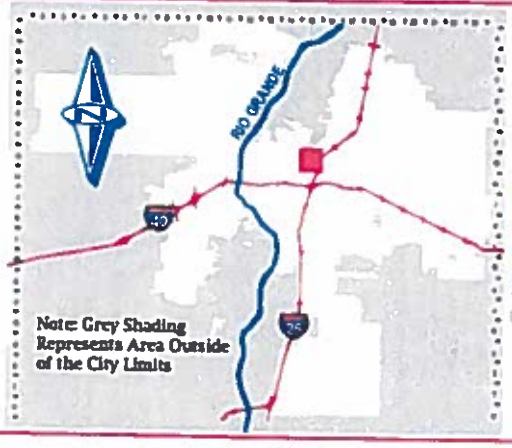


For more current information and more details visit: http://www.cabq.gov/gis

ALBUQUERQUE AGIS
Albuquerque Geographic Information System

Map amended through: 3/10/2009



Zone Atlas Page:

G-15-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet

Notice of Values

JURISDICT 02 PARCEL ID 1 016 061 241 074 30118 TAX YEAR 2010

ROLL TYPE RP

TAX DISTRICT A1 MRG AFC A CLASS NR PROTEST DEADLINE 20-MAY-10

MONTANO I-25 PROPERTY LLC
PO BOX 21027
ALBUQUERQUE NM 87154

LOCATION 1600 DESERT SURF CIR NE
DOCUMENT # 2006002719 010506 S

FULL LAND VALUE	2,451,559
AGRIC. LAND	0
FULL IMPV. VALUE	0
TOTAL FULL VALUE	2,451,559
TAXABLE (1/3 FULL)	817,105
EXEMPTIONS	
HEAD OF FAMILY	0
VETERAN	0
OTHER	0
NET TAXABLE VALUE	817,105

PROPERTY DESCRIPTION LEGAL

PARCEL C-1 PLAT OF PARCELS C-1, C-2, C-3, C-4 & B-1
RENAISSANCE CENTER III CONT 17.2689 AC

COMMENTS

New Site Search | New Parcel Search | Search Results | Portfolio | Bernalillo Main Page

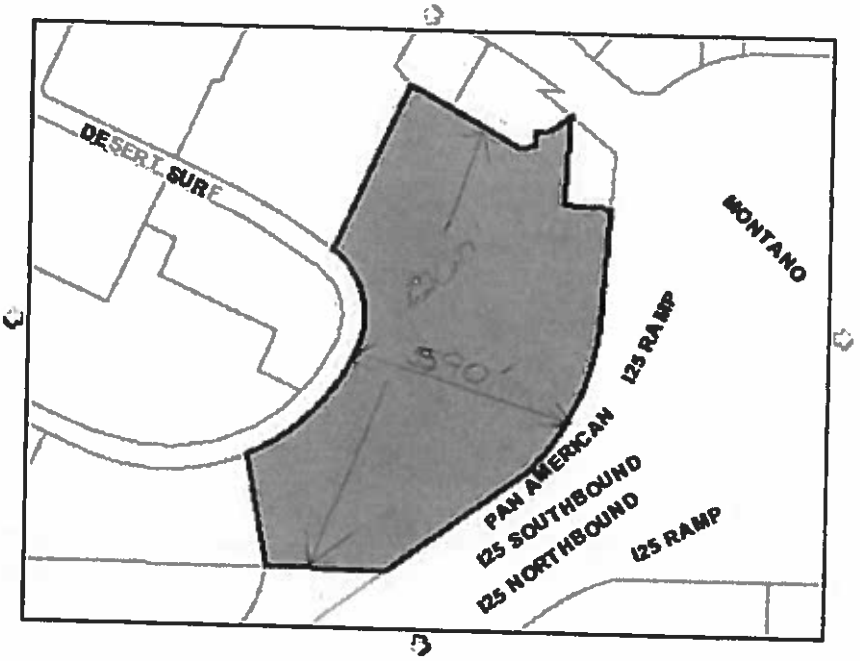
Beach Waterpark Property

Site Configuration - See Attached

Map

Current UPC: 101606124107430118

- Zoom out (-)
- Time to generate this map: 1.42 second(s)



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Notice of Values

JURISDICT 02 PARCEL ID 1 016 061 214 127 30119 TAX YEAR 2010

ROLL TYPE RP

TAX DISTRICT A1 MRG AFC A CLASS NR PROTEST DEADLINE 20-MAY-10

MONTANO I 25 BEACH ACQUISITION
PROPERTY LLC
PO BOX 21027
ALBUQUERQUE NM 87154

LOCATION 1500 DESERT SURF CIR NE
DOCUMENT # 2006002721 010506 S

FULL LAND VALUE	793,200
AGRIC. LAND	0
FULL IMPV. VALUE	0
TOTAL FULL VALUE	793,200
TAXABLE (1/3 FULL)	264,374
EXEMPTIONS	
HEAD OF FAMILY	0
VETERAN	0
OTHER	0
NET TAXABLE VALUE	264,374

PROPERTY DESCRIPTION LEGAL

PARCEL B-1 PLAT OF PARCELS C-1, C-2, C-3, C-4 & B-1
RENAISSANCE CENTER III CONT 6.5968 AC

COMMENTS

New Site Search | New Parcel Search | Search Results | Portfolio | Bernalillo Main Page

Suzie,

This is the Property Located
By The McDonalds on Montano & I-25

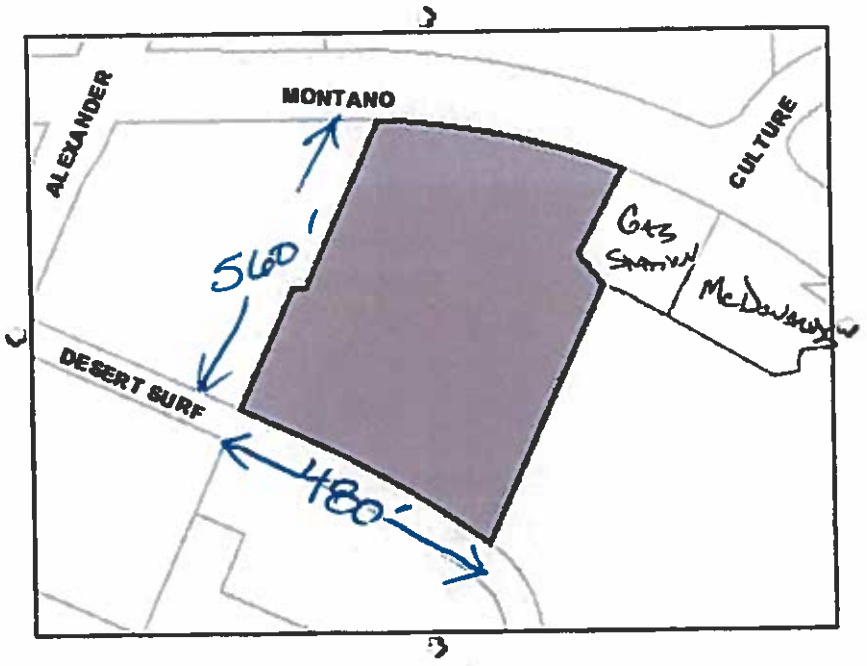
Site Configuration -
See Attached

James

Map

Current UPC: 101606121412730119

- Zoom out (-)
- Time to generate this map: 1.11 second(s)



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Introduction

There have been three sites identified by the City to be considered for development of a new central transfer station facility. The site will house support operations for handling source separated recyclables dropped off by the general public. The City is also considering building a Household Hazardous Waste drop off facility.

This report represents a first review or preliminary screening of each site. A preliminary site plan has been prepared to demonstrate how the facilities can be located on the site. These layouts are to be used to gain some perspective on how the site may be developed and does represent the preferred layout for any of the sites since there are several options. This report is draft and was prepared for internal use by the Department.

Evaluation of Site #1 – Menaul Boulevard Site

Sites are rated on scale of between 1 and 5 with 5 being highest / most favorable score.

Site Description:

Site #1 is 15.6 acres and includes two parcels within the Martineztown/Santa Barbara redevelopment area. The site is located in the northwest corner of the Big I Interchange (I-25 and I-40). Thus, it is bounded on the north, east sides by highways, frontage roads and public right of way. On the west side it is bounded by Sunset Memorial Park Cemetery. The site is currently used for a batch plant operation to make asphalt and/or concrete products that was established to support the construction of the Big I Interchange.

The primary access to the site is off the Menaul Blvd which is an arterial road with four lanes, two in each direction. There is a left turn lane from the west bound lanes for access to the site.

Site Evaluation:

1. Size and Shape of Parcel – Rating: 5

The 15.6 acre site provides sufficient space to meet the minimum criteria for locating a new transfer station and support activities. The back portion of the site, which is a generally rectangular shaped piece of land bounded on the south and east by the freeway interchange and by the cemetery on the west and north. The property contains areas that have a length and width dimension of between 600 feet by 680 ft. This provides a large central area that would allow the main transfer station to be constructed. The site has segments that are not as wide but can be used for access/service roads to provide for on-site queue space for customers using the facilities. Because the site is larger than 12 acres it appears to provide sufficient space for adequate buffers and space for expansion. A preliminary site plan was prepared for the purposes of illustrating how facilities might be placed on the site. This is simply for the purposes of verifying the adequacy of the site to meet the criteria. (See attached site plan)

2. Zoning and Adjacent Land Uses – Rating: 5 of 5

Site #1 is zoned as type "SU-2 : Special Neighborhood Zone, Redeveloping Area." Designated as SU-2 suggest the property can be developed for any of the uses as approved in the Sector Development Plan for the area. The Martineztown/Santa Barbara area dated March 5, 1990, designates the majority of the site as M-1: Light Manufacturing, while part of the site directly adjacent to Menaul Blvd is designated as type C-3: Heavy Commercial. The M-1 zone of the majority of the site corresponds to the M-1 in the Comprehensive City Planning Code, which allows the land to be used for "Public utility use or structure." Most of the transfer station and support facilities could be built within this zone. The heavy commercial portion of the site representing 3.76 acres can be used for other purposes, including vehicle queuing, vehicle parking or administrative offices.

The immediate adjacent land uses are highways and a cemetery and represents limited activity. To the north of the site are a hotel and a shopping complex.

3. Centrality of Location – Rating: 5

Located in the northwest quadrant of the Big I interchange the site is centrally located with convenient access. This location is considered the centroid for the City of Albuquerque because of its proximity to the services area where a majority of customers that will use the transfer station. It is within 5 miles of an estimated 70% of residences and businesses. The site is a short distance from the City Solid Waste Department complex on Edith Blvd where collection trucks are maintained and parked each day after they complete their routes. The central location will translate into lower transportation cost and better service to larger number of customers.

4. Transportation / Access – Rating: 13 of 15

There are several factors to examine when considering the access to the new transfer station. The facility will be designed to accept waste from city collection trucks, the general public that might haul their own waste and those customers using the recycling drop off center and/or the HHW facility. Access for each of these activities and customers is considered.

a. City Collection Vehicles - 5

The City provides collection of both residences and commercial businesses throughout the entire city. The central location allows vehicles to unload and return to complete their afternoon routes conveniently and in less time. After completing collection routes the vehicles only need to travel one and a half miles to return to the Departments hauling yard on Edith Blvd. Collection vehicles traveling from each direction will need to use highway off ramps onto frontage/ service roadway system to access this site. Collection vehicles traveling south on I-25 would use the Comanche Road exit and must use Frontage Road for approximately 1.6 miles. If traveling north I-25 they will travel 1.6 miles on the frontage road to Menaul Blvd. Vehicles travelling along the I-40 west can use the 4th street exit and will travel approximately 1.3 miles on the surface streets. Vehicles travelling along the I-40 east can use the University Boulevard Exit and will only travel approximately 0.5 miles on surface streets. Drivers along the I-25 north bound will use the Las Lomas Blvd exit and will travel approximately 1.8 miles on the

surface streets. In some cases collection vehicles will use local arterials. For collection trucks this site has excellent access from different parts of the City.

b. General Public Customers – 3

Similar to the access conditions for city collection vehicles the site is fairly accessible for most customers. For instance, customers located more than 3 miles might use the freeway and frontage road network to access the site as described above. Customers nearer the site will need to use local arterials. However, its location may provide some confusion for customers who may not use the facilities on a regular basis. The location requires familiarity with the local network of frontage roads that are encumbered by the Big I Interchange. For a customer that may not use this roadway system often they could have difficulty locating the facility. More signage throughout the network of access roads can help alleviate this condition.

c. Transfer Trailers – 5

The larger transfer trucks will travel 20 miles west to the Cerro Colorado Landfill. Access to west bound I-40 on ramp from the site is very convenient for transfer trucks. The site may also provide a second access point on the southwest corner that is dedicated to the transfer trucks. This is beneficial for a few reasons. First, it allows total separation of the large trucks from customer traffic. Second, it helps distribute traffic using the facility onto different roads to reduce impacts on any one roadway.

5. Site Development and Topographic Features – Rating: 3

The southwestern portion of the site sloped in a general direction from northeast to southwest. The slope of the site in this area is 1%, and the total grade change is 8-10 feet. This grade variance across the site will allow a load-out tunnel for transfer trucks to be built at a lower cost than would be required on a flat site. However, the changes in the grades occurs in a small area therefore long access ramps and site grading although favorable are less than ideal. Also, the site is very long across the northeast-southwest axis. This results in purchasing a larger parcel than might be needed, with some of the property being used for longer service roads. This may impact the cost to develop this site.

6. Availability of Utilities – Rating: 5

The utility requirements for operating a transfer station are similar to any light industrial/ commercial use. Access to City sewer and water are sufficient. Fire flow for a typical urban industrial complex is necessary. These amenities appear to be located in the Menaul Blvd. The amount of land available for the transfer station will accommodate proper stormwater management.

TOTAL SCORE: 36 of 40

Evaluation of Site #2 – Edith Boulevard Site

Sites are rated on scale of between 1 and 5 with 5 being highest / most favorable score.

Site Description:

Site #2 is approximately 20 acres and is currently owned by the City of Albuquerque and is the main

offices for the Solid Waste Department. It includes the dispatch center, collection vehicle parking and maintenance, fueling, bin repair and other support functions to the Department. The site is located east of the I-25 freeway, at the intersection of Comanche Rd and Edith Blvd. It is bounded on the north by Comanche Road NE, on the east by Comanche Lane and businesses, on the south by Ranking Rd, and on the west by Edith Boulevard and businesses. Of the 20 acres, approximately 9 acres would be necessary for the construction of the transfer station and its supporting features.

The area to be considered for use as a transfer station has several older and mostly obsolete structures. The Department does use certain buildings to house ancillary operations such as Graffiti Removal operations. Also, the area provides for supplemental parking for vehicles and container storage. Any operations in this area would need to be re-located and buildings would need to be removed.

The property is located adjacent to several properties, including the following:

On the west side:

- American Marine, a machinery and equipment repair shop
- Engine and Performance Warehouse, an automotive engine part supplier
- A former adult entertainment establishment that is currently unoccupied
- Royal Plumbing and Heating, a plumbing and heating contractor
- A residential complex located on county land that is currently zoned M-1 for manufacturing use

On the east side:

- Artistic Tile and Granite
- Conway Electric, an electrical contractor
- Power Equipment Company
- A car wash

Primary access to the site is off Edith Blvd or Comanche Rd. Both are considered major arterial streets with four lanes, two in each direction. Comanche Rd has direct access to the I25 freeway and has 4 lanes, two in each direction.

Site Evaluation:

1. Size and Shape of Parcel – Rating: 5

This area to be considered for the transfer station is approximately 9 acres and is generally rectangular in shape. Its dimensions are approximately 1,300 feet by 650 feet and these dimensions will allow a transfer station to be designed without significant impacts or limits due to space. The shape of the site could allow existing services and functions to remain on-site while still allowing the new facilities to be added. A preliminary site plan was prepared for the purposes of illustrating how facilities might be placed on the site with respect to the existing facilities on-site being relocated or kept in place. This site plan was prepared for the purposes of verifying the adequacy of the site to meet the criteria. (See attached site plan)

2. Zoning and Land Use – Rating: 3

This site is located on land that is entirely zoned as type M-1: Light Manufacturing. The entire property is located in the City of Albuquerque; however, the adjacent properties on the southwest corner are in Bernalillo County. These adjacent properties are occupied by mixed uses for commercial business. The parcel on the corner of Edith Blvd. and Rankin is currently used as residences i.e. multi-family units. The zoning for all of these parcels including the residences is listed as M-1 INDUSTRIAL/WHOLESALE/ MANUFACTURING." According to Title 20, Chapter 9.4.12 of the New Mexico Environmental Regulations state that no transfer station shall be located " *within 250 feet of a permanent residence, institution, school, place of worship, or hospital, that existed at the time the transfer station permit application was submitted, unless the applicant demonstrates that a shorter distance of no less than 50 feet has been affirmatively approved by the local government.*"

The current residences are located on property currently zoned as M-1 thus the residential uses are a presumed to be non conforming use. The parcel is more than 100 feet of the City's property line. These conditions suggest the site could possibly be allowed with approval from the County. The other adjacent properties include manufacturing, vehicle repair, and contractor operations.

3. Centrality of Location – Rating: 5

The Edith Boulevard site is located approximately 1.4 miles from the I-25 and I-40 interchange. Access to the site is by the Comanche Rd Exit for the I-25 freeway. The site is approximately 0.6 miles from the Comanche Rd exit. It is within 5 miles of an estimated 70% of residences and businesses. The central location will translate into lower transportation cost and better service to larger number of customers.

4. Location and Access – Rating: 13 of 15

There are several factors to examine when considering the access to the new transfer station. The facility will be designed to accept waste from city collection trucks, the general public that might haul their own waste and those customers using the recycling drop off center and/or the HHW facility. Access for each of these activities and customers is considered.

a. City Collection Vehicles – Rating: 5

The City provides collection services for both residences and commercial businesses throughout the city. The Edith Blvd site is already used for collection vehicle parking, so commercial collection vehicles regularly use Edith Blvd and Comanche Rd to access the site. After completing the final drop-off, the collection vehicles will remain on-site for parking. Collection vehicles travelling from the east or south of the site will use the Comanche Road exit on the I-25. Vehicles travelling from the north or west may either use the Comanche Road exit on the I-25 or may use Edith Blvd or Comanche Rd to access the site. For collection trucks, this site has very good access.

b. General Public Customers – Rating: 4

The site is readily accessible to the public, as it is located near a freeway exit and is at the intersection of two major arterial streets. For new customers to the site, the site should be easy to find. The site should not require a significant amount of new signage for customers to access the site.

c. Transfer Trailers – Rating: 4

Transfer trailers have relatively easy access to the site, as it is located near the Comanche Rd exit. Transfer trailers also have the option of using the 4th St exit from the I-40 and following local streets to the site. The site would require transfer trucks to travel only a mile and a half from the Big I interchange, so the site does has good transportation access for transfer trailers.

5. Site Development and Topographic Features – Rating: 3

The site slopes in a general direction from east to west, at an approximate slope of 2-3%. The northern end of the site is sloped less steeply than the southern end of the site. The approximate elevation drop across the site is 12 to 16 ft, which will provide adequate grade separation for top load of transfer trucks. This amount of grade separation is preferable because it will not significant amounts of excavation or grading to construct a load-out tunnel for the transfer trucks. Based on a preliminary site plan (see attached), the transfer station can be constructed on a 9 acre area to the south side of the site. Some ancillary operations may need to be relocated and some buildings would need to be removed for this layout.

The site is bordered by the Alameda drainage corridor that consists of a __ ft easement across the property. This may have some impact on the final site layout.

6. Availability of Utilities – Rating: 5

The site is already used by the Solid Waste Department as its primary operations and maintenance facilities. All of the needed utilities appear available. Currently, the site is largely impervious pavement, so a limited about of stormwater detention or treatment should be required on-site before the water is discharged into the public storm drain. The site is also located between buildings that have electrical, sewer, natural gas, and water, so other utilities should be readily available.

TOTAL SCORE: 34 of 40

Evaluation of Site #3 – Desert Surf Circle

Sites are rated on scale of between 1 and 5 with 5 being highest / most favorable score.

Site Description:

Site #3 is 17.3 acres and is located on Desert Surf Circle. It is bounded on the east by the I-25 freeway and on the west by Desert Surf Circle. A majority of the parcel is located some 30 feet lower than the adjacent on I-25 on ramp and highway easement. The surrounding uses are mixed industrial, commercial and some retail. The Albuquerque Tortilla Company factory is located southwest of the site. To the North of and located above the site is mixed retail uses that includes a Keva Juice, a McDonalds, and a gas station. The site is currently undeveloped, and has a substantial grade break across part of the site.

DRAFT

Site Evaluation:

1. Size and Shape of Parcel – Rating: 4

This plot is approximately 17.3 acres, and is roughly rectangular. Approximately 10.4 acres of the site is generally level with Desert Surf Circle. Approximately 7 acres of the site is encumbered in a large sloped area that rises to intersect the highway easement. This portion of the site has limited use and would require significant grading to be used for the transfer station facilities. This should be reflected in the cost of the land. The larger portion of the site has dimensions that are less than 400 ft in the east-west direction. However, because of the length and arching shape of the property it can accommodate the transfer station and supporting facilities. A preliminary site plan was prepared for the purposes of illustrating how facilities might be placed on the site. This is simply for the purposes of verifying the adequacy of the site to meet the criteria. (See attached site plan)

2. Zoning and Land Use – Rating: 3

This site is currently zoned as "SU-1: Special Use," and is intended to be used for an "IP & amusement facility of a permanent character (not adult establishment)." As the current zoning designation allows the site to be used as an industrial park, it appears the zoning will allow a transfer station to be built on this site without requiring a major change. The adjacent properties as stated previously are represented by mixed uses. Immediate neighbors include the I-25 freeway, a tortilla factory, two restaurants, a gas station, and a parking lot. There are no residential properties but because there are several retail establishments the mixed uses established adjacent to the site make it less favorable than if the site were totally surrounded by commercial and industrial uses.

3. Centrality of Location – Rating: 3

The Desert Surf Circle site is located approximately 2.6 miles from the Big I interchange. Access to the site is by the Montgomery Boulevard exit off of the I-25 freeway. To access the site using the current streets, the distance to the site is approximately 0.7 miles from the freeway exit. The site is also a short distance to the Solid Waste Department complex on Edith Blvd where collection vehicles park and are maintained.

4. Transportation/Access – Rating: 12 0f 15

There are several factors to examine when considering the access to the new transfer station. The facility will be designed to accept waste from city collection trucks, the general public that might haul their own waste and those customers using the recycling drop off center and/or the HHW facility. Access for each of these activities and customers is considered.

a. City Collection Vehicles - 4

The City provides collection services to both residences and commercial business throughout the City. The central location allows vehicles to unload and return to complete their afternoon routes conveniently and in less time. After completing collection routes the vehicles only need to travel one and a half miles to return to the Departments hauling yard on Edith Blvd. To access, most vehicles will use the Montgomery Blvd exit on the I-25 freeway.

b. General Public Customers – 4

Similar to the collection vehicles, the general public customers will mostly access the site by taking the I-25 freeway to the Montgomery Blvd exit. The site is located on Desert Surf Circle, a local street but with limited destinations thus making fairly convenient and easy to find by customers. Signage may be used from the Freeway exits to provide a path of travel for public vehicles to follow to access the site.

c. Transfer Trailers – 4

Transfer trailers will have fairly easy access to I-25 south. However, the facility is not located on a major arterial street and is located a few miles north of the Big I interchange. Additionally, the transfer trucks will have to make turns on local streets and will travel through mixed use development. For these reasons, the site is acceptable for use by the transfer trucks but is slightly less favorable than other sites.

5. Site Development and Topographic Features – Rating: 4

The lower portion of the site is largely relatively flat. There appears to be some soil stockpile or possible grade differential of about 4% resulting from the previous use as a water park. This grade difference is about 12 to 14 feet, which would allow the facility to be built to accommodate top-loading of a transfer truck. The eastern portion of the site adjacent the I-25 on ramp has limited use without potentially building retaining structures. The shape of the site provides some limitations on the site layout and the main facility would need to be located just below the retail food establishments.

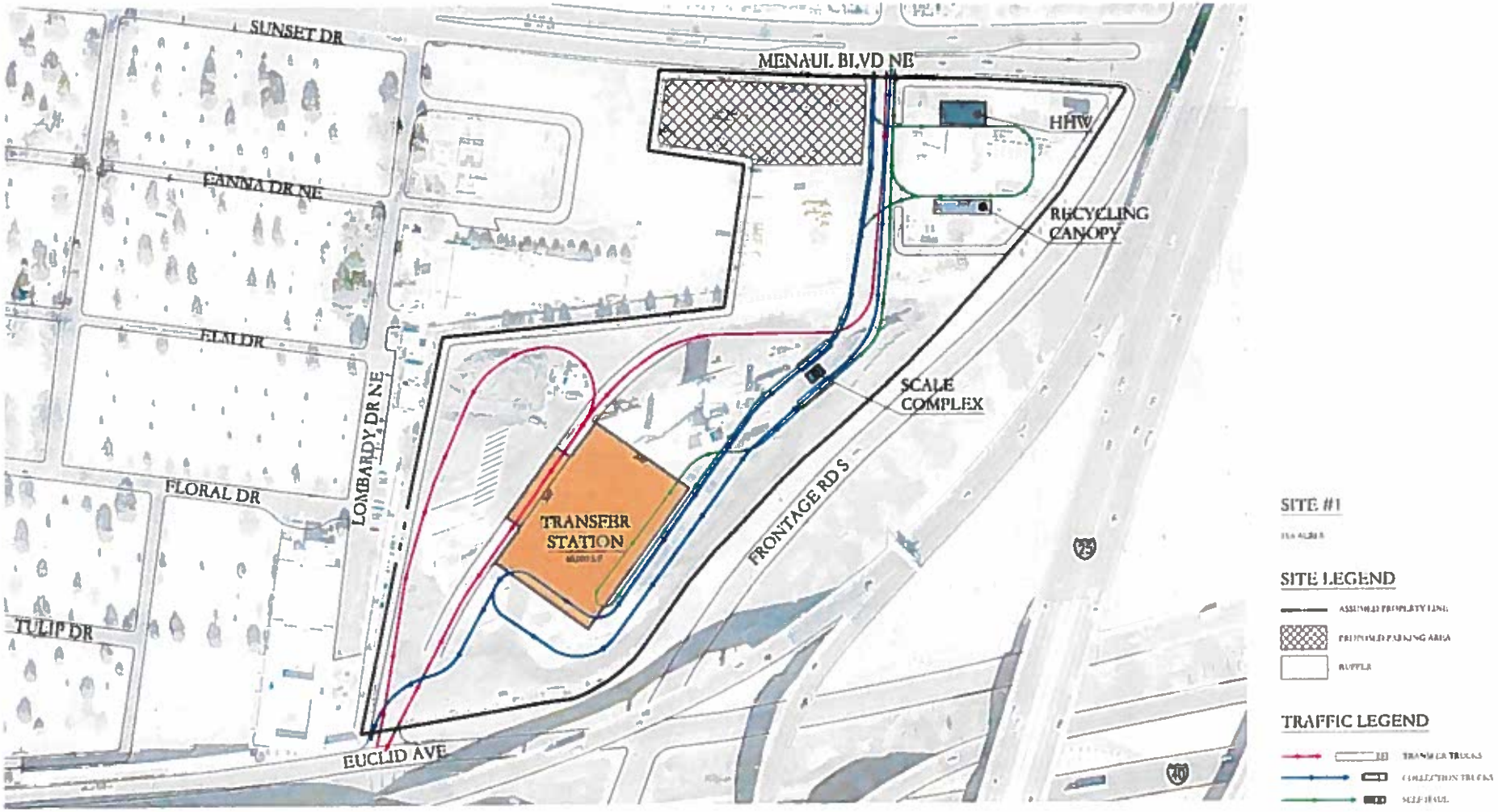
6. Availability of Utilities – Rating: 5

The site was previously used for a water park and therefore there appears to be adequate access to all necessary utilities.

TOTAL SCORE: 31 of 40

Results

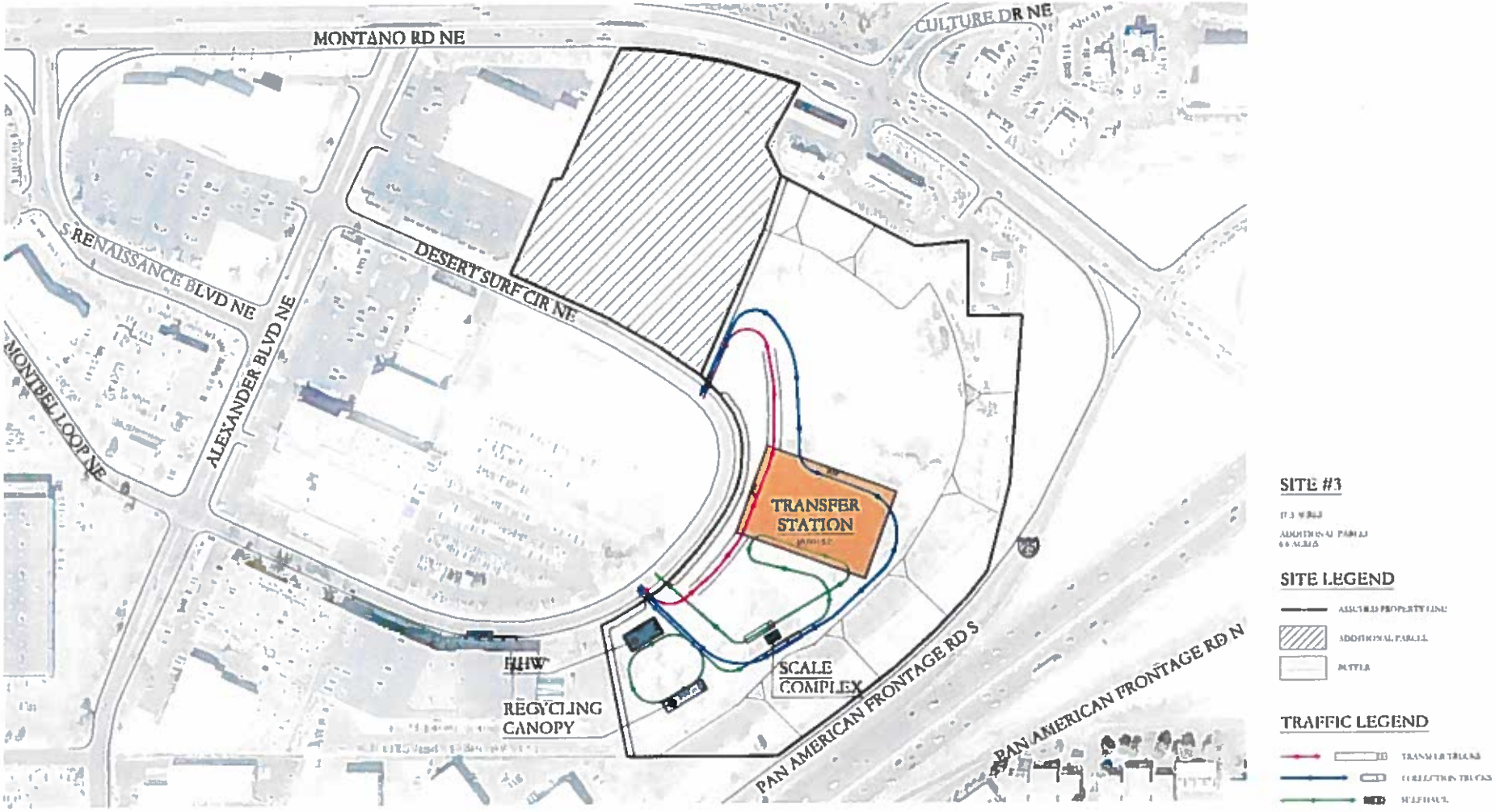
Based on the preliminary site evaluation Site #1 Manaul Blvd with 36 points out of 40 is rated the highest and the Edith Blvd site is second (34 of 40). The third site is Desert Surf has 31 out of 40 points. It is important to note that at this preliminary state all three sites are excellent candidates. The other factors that need to be considered are the cost of the land and ability to obtain land use permits. Each site is considered to have certain drawbacks related to these items. Further analysis of these factors will occur once the City has reviewed the preliminary results.



TRANSFER STATION - SITE #1

SITE PLAN

ARCHITECTS ENGINEERS PLANNERS



TRANSFER STATION - SITE #3

SITE PLAN

Section 3
Center Operations

3.1 Waste Control

3.1.1 Eligible and Ineligible Users of the Center

HHWCC will accept hazardous waste in household quantities (typically one gallon containers or less) from the public of the City of Albuquerque, Bernalillo County, and surrounding communities. Businesses and conditionally exempt small quantity generators (CESQG) are ineligible for services offered at HHWCC and materials from these generators will not be accepted at the center. Ineligible users will be identified during the interview and inspection process performed prior to material unloading and receiving.

For ineligible users, center personnel will record any provided and/or observational information related to the generator, vehicle, and waste in a rejected waste log (refer to **Appendix B** for an example log).

3.1.2 Acceptable Materials

Types of materials including but not limited to those that may be accepted at HHWCC, listed by category of how they will be segregated, are provided in **Table 3-1.**

Table 3-1 Acceptable Materials

Category	Materials	
Flammables and Combustibles	▪ Acetone ▪ Adhesives/glues ▪ Air Freshener ▪ Alcohols ▪ Asphalt topping ▪ Automotive body filler ▪ Automotive oils and lubricants ▪ Charcoal lighter fluid ▪ Benzene ▪ Brake fluid ▪ Creosote ▪ Cutting oil/fluid ▪ Diesel fuel ▪ Denatured alcohol ▪ Enamel/oil-based paint ▪ Epoxy paint ▪ Ethanol ▪ Ether ▪ Fiberglass resins (unsolidified) ▪ Fingernail polish remover ▪ Floor and furniture polish ▪ Formalin/formaldehyde solution ▪ Gasoline	▪ Latex paint (unsolidified) ▪ Latex/water-based paint ▪ Lighter fluid ▪ Linseed oil ▪ Methanol ▪ Naphtha ▪ Oils ▪ Organic Solvents ▪ Strippers (paint, shellac, etc.) ▪ Thinners (paint, shellac, etc.) ▪ Perfume ▪ Petroleum distillates ▪ Polyurethane cement (unsolidified) ▪ Roofing cement ▪ Primers ▪ Rug/upholstery/fabric cleaners ▪ Sealers ▪ Tile cement/adhesive ▪ Toluene ▪ Turpentine ▪ Varnish

Table 3-1 Acceptable Materials

Category	Materials	
	▪ Grease ▪ Isopropyl alcohol ▪ Kerosene/white gas ▪ Lacquer paint	▪ Wallpaper cement/adhesive ▪ WD-40 ▪ Wood/tile putty ▪ Wood stain ▪ Xylol/xylene
Oxidizers	▪ Ammonium nitrate ▪ Bleach ▪ Calcium hypochlorite ▪ Chlorates ▪ Fertilizers ▪ Fluorine ▪ Hair coloring/dye	▪ Household cleaners with bleach ▪ Hydrogen peroxide ▪ Iodine ▪ Nitric acid ▪ Peroxides ▪ Potassium permanganate ▪ Sodium hypochlorite
Poisons	▪ Antifreeze ▪ Bacterial pipe cleaner ▪ Chrome-silver polishes ▪ Fungicides/herbicides/insecticides/pesticides ▪ Deicing salt ▪ Disinfectants ▪ Ethylene glycol ▪ Flea spray/powder ▪ Lindane	▪ Malathion ▪ Methylene chloride ▪ Insect repellant ▪ Pentachlorophenol ▪ Nonprescription pharmaceuticals ▪ Pyrethrins ▪ Strychnine ▪ Weed and grass killers ▪ Windshield wiper fluid
Metals	▪ Arsenic ▪ Bordeaux mix ▪ Chromium ▪ Copper sulfate	▪ Lead arsenate ▪ Lead compounds ▪ Mercury
Corrosives - Acids	▪ Boric acid ▪ Battery acid ▪ Copper/metal cleaners ▪ Disinfectants ▪ Ferric chloride ▪ Hydrochloric acid	▪ Muriatic acid ▪ Phosphoric acid ▪ Swimming pool acid ▪ Sheep dip ▪ Sodium bisulfate ▪ Toilet bowl cleansers
Corrosives - Bases	▪ Ammonia and ammonia-based cleaners ▪ Battery terminal cleaner ▪ Caustic soda ▪ Cesspool cleaner	▪ Drain cleaner ▪ Lye ▪ Oven cleaner

3.1.3 Unacceptable Materials

Types of materials that will not be accepted at HHWCC, as well as actions that will be taken if they are encountered, are provided in **Table 3-2**. HHWCC personnel will record the name (if provided), vehicle license plate number, and any other available and pertinent information for any generator attempting to drop-off unacceptable materials at HHWCC. In addition, the type of waste and action taken (e.g. waste rejected) will be recorded. An example Rejected Waste Log is included in **Appendix B**. Unacceptable materials will be identified during the interview and inspection process performed prior to material unloading and receiving.

Table 3-2 Unacceptable Materials

Waste	Actions to be taken should the material be encountered
Municipal Solid Waste (MSW)	Direct generator to Scale House for weigh in and to Transfer Station for subsequent offloading. Do not perform or allow offloading of unacceptable material at HHWCC.
Special Waste (per *20.9.2.7.S(13) NMAC*)	Refer generator to contact Solid Waste Bureau of visit their website for a list of facilities permitted to accept such waste. Do not perform or allow offloading of unacceptable material at HHWCC.
Ammunition and Explosives	Refer generators to the New Mexico State Police, Bernalillo County Sherriff's Office, or the City of Albuquerque Police Department. Do not perform or allow offloading of unacceptable material at HHWCC.
Unstable Chemicals	Under no condition should HHWCC personnel unload or handle unstable chemicals, which are capable of rapid changes in chemistry and decomposition, including explosions. Items of concern include, but are not limited to diethyl ether, ethyl ether, tetrahydrofuran (THF), and organic nitrates. Should this type of material be encountered, HHWCC personnel will contact a disposal contractor for assistance. The generator will be required to remain on premises and cooperate with the disposal contractor to remove the material from the site. Do not perform or allow the generator to offload the unacceptable material at HHWCC.
Radioactive Materials	Refer generators to contact the New Mexico Environment Department, Radiation Control Bureau to obtain instructions for disposal. Do not perform or allow offloading of unacceptable material at HHWCC.
Compressed Gas Vessels	Refer generators to a local distributor or vendor for container reuse or disposal options. Do not perform or allow offloading of the unacceptable material at HHWCC.
Pharmaceuticals (prescribed)	Refer generators to one of the City Police Department Area Command Substations where pharmaceutical waste is accepted. Do not perform or allow offloading of unacceptable materials at HHWCC.

3.2 Waste Handling

3.2.1 Receiving

After entering the site, signage will direct vehicles to HHWCC. An HHW attendant will direct vehicles to proceed into a drive-through, covered unloading area and perform an interview and inspection to confirm that the generator is an eligible user of the center and that the material is acceptable. The interview will consist of a questionnaire required to be completed by the generator and any additional questions posed by the HHW attendant; a sample questionnaire is provided in **Appendix C**. Materials will be inspected prior to unloading to ensure that materials received are acceptable. In addition, HHW attendants will visually inspect loads for leaking or damaged containers and for unlabeled/mislabeled containers. Any leaking or damaged containers will be immediately placed in a leak-proof container or sealed in a plastic bag. Unlabeled or mislabeled materials will be labeled by the HHW attendant based on information supplied by the generator.

Generators will be asked to remain in their vehicles and the HHW attendants (donned with appropriate PPE) will unload acceptable material from eligible user vehicles onto a waste receiving cart manufactured from plastics or resins. Acceptable HHW will be relocated to a processing area located inside HHWCC (see **Sheet A-101D** of **Appendix A**).

3.2.2 Handling

Received HHW will be sorted and segregated by category (refer to **Table 3.1**) in the processing area of HHWCC, based upon information present on container labeling, by an HHW attendant

Edith Transfer Station Design
2014 - 2015 Summary of Stakeholder Input / Public Meetings

The City of Albuquerque conducted an extensive and well-publicized public involvement program during the Edith Transfer Station planning and design process, including three (3) public meetings led by professional facilitator, Bill Moye, Star Group. The site plan that has been submitted to the EPC for approval was presented and reviewed by the public at the two (2) facilitated public meetings held in April and July 2015.

Highlights

- **Three (3) City-sponsored, professionally facilitated, meetings throughout project planning and design (9 hours of meetings).**
- **Extensive advertisement with an average of more 100+ attendees at each meeting**
- **Attended additional North Valley Coalition Meeting (2 hours)**
- **Design Advisory Task Force meetings (Neighborhood Representatives – 5 hours)**
- **Area Business Owner meetings (5 hours)**
- **Project website www.abqets.com provides information on the projects, accepts submitted comments and responds to comments and questions (4,062 unique visitors)**
- **130 questions and comments have been responded to by the project team**

Project Website

The project website (www.abqets.com) was online as of January 20, 2015. As of September 14, 2015 the website had 4,062 unique visitors and 794 returning visitors. The website was a resource to the community providing past studies, presentation slides, responses to questions and comments, and project design updates.

Public Meeting No 1

Project Introduction **January 20, 2015** **5:30-8:30 pm**
North Valley Senior Center, 3825 Fourth Street NW
127 stakeholders in attendance

Public Notice;

- Advertised project meeting in ABQ Journal (1/4 page sized ad) - January 5th through January 20, 2015
- Electronic invitations sent to 55 businesses in the area as well as two public schools, the North Valley Coalition and members of the Design Advisory Task Force (DATF) (see below).

Open House 5:30 to 6:30 PM – opportunity for public to have one-on-on dialogue with the project team members.

Presentation & Discussion 6:30 to 8:30 PM

Discussion period started at approximately 7:00 PM and was facilitated by Bill Moye, Star Group. Project team answered questions and heard concerns about the project.

Comment period:

January 20th through February 3rd

Comment period extended to March 10th at request of the public/councilor

Comments/Questions:

- More than 45 comments/questions during discussion
- Received 9 written comments at the meeting
- Received 44 comments via website and via email (through March 10th)
- Responses to all comments/questions were posted on www.abqets.com

Health Impact Assessment Team – City provided a table and opportunity for representatives at the meeting to discuss their project and recruit volunteers for the HIA.

Public Meeting No 2

Review Site Concepts/Alternatives April 21, 2015 5:30-8:30 pm

North Valley Senior Center, 3825 Fourth Street NW

118 stakeholders in attendance

Public Notice:

- Advertised project meeting in ABQ Journal (1/4 page sized ad) – April 7th and April 14th, 2015
- El Semanario -- Spanish language weekly publication (¼ page ad) – April 9th and April 16th
- Electronic invitations sent to 60 area businesses, two elementary schools, anyone who had made a comment to the project website, anyone who had signed in and provided an email address at the first public meeting, the North Valley Coalition and members of the DATF (approximately 250 total).

Open House 5:30 to 6:30 PM – opportunity for public to have one-on-on dialogue with the project team members.

Presentation & Discussion 6:30 to 8:30 PM

Discussion period started at approximately 7:00 PM and was facilitated by Bill Moye, Star Group. Project team answered questions and heard concerns about the project.

Comment period:

April 21st through May 6th (two weeks)

Comments/Questions:

- More than 40 comments/questions during discussion
- Received 9 written comments at the meeting

- Received 13 comments via website and via email (through May 6th)
- Responses to all comments/questions were posted on www.abqets.com

Health Impact Assessment Team – City provided a table and opportunity for representatives at the meeting to discuss their project and recruit volunteers for the HIA.

Spanish translator provided by the City of Albuquerque

Public Meeting No 3
Present Final 2 Site Concepts/Alternatives **July 15, 2015** **5:30-8:30 pm**
North Valley Senior Center, 3825 Fourth Street NW
89 stakeholders in attendance

Public Notice:

- Advertised project meeting in ABQ Journal (1/4 page sized ad) – July 5, July 12, and July 14
- El Semanario -- Spanish language weekly publication (1/4 page sized ad) – July 9, 2015
- Electronic invitations sent to 60 area businesses, two elementary schools, anyone who had made a comment to the project website, anyone who had signed in and provided an email address at the first public meeting, the North Valley Coalition and members of the DATF (approximately 350 total).

Open House 5:30 to 6:30 PM – opportunity for public to have one-on-on dialogue with the project team members.

Presentation & Discussion 6:30 to 8:30 PM

Discussion period started at approximately 7:00 PM and was facilitated by Bill Moye, Star Group. Project team answered questions and heard concerns about the project.

Comment period:

July 15th through July 30th (two weeks, original date)
Comment period extended to August 2nd at request of the public/councilor

Comments/Questions:

- More than 40 comments/questions during discussion
- Received 3 written comments at the meeting
- Received 34 comments the website and via email (through August 2nd)
- Responses to all comments/questions were posted on www.abqets.com

Health Impact Assessment Team – City provided a table and opportunity for representatives at the meeting to discuss their project and recruit volunteers for the HIA.

Spanish translator provided by the City of Albuquerque

North Valley Coalition Meeting **February 19, 2015** **6:30-8:20 pm**

The project team was invited by the North Valley Coalition to participate in a forum on the Edith Transfer Station. The meeting was moderated by Kyle Silfer, President, North Valley Coalition. President. Project team members answered questions and discussed the project with stakeholders from 6:30 PM to 8:20 PM.

Comment period:
This meeting occurred during the extended comment period from Public Meeting No. 1. We received a list of questions prior to the NVC meeting, and those that were not presented during the meeting to the team were answered and posted to the project website.

Design Advisory Task Force (DATF)

Meeting Dates/Times:

December 12, 2014 (4:00-5:30 pm)
February 17, 2015 (5:00-6:00 pm)
March 17, 2015 (5:00-6:00 pm)
April 14, 2015 (5:00-6:00 pm)
May 19, 2015 (5:00-6:00 pm)
June 16, 2015 (5:00-6:00 pm)

A design task force made up of representations from area neighborhood associations was established to hear neighborhood concerns and provide input on the project design. The task force provided valuable input and several suggestions from the group were considered and incorporated into the design.

Members of the DATF included:

Mark Lines, Stronghurst Improvement Association, Inc.
David Wood, Greater Gardner N.A. / North Valley Coalition
Jonathan Siegel, North Valley Coalition
Susan Lester, Near North Valley N.A.
Will Hoffman, North Valley Coalition
Project Team members from City of Albuquerque, JR Miller & Associates, Wilson & Company, CWA Strategic Communications attended the meetings.

Area Business Owners **January – July 2015**

The project team met with several business owners, individually and in groups, January 2015 to July 2015 to discuss the project and site alternatives that were presented at the public meetings. Businesses included:

Conway Electric	Royal Plumbing & Heating	U-Joints, Inc.
Fleet Maintenance	Aerco Balloon Port	Toyota Engines
Bogan Bros.	Secor	Roto-Rooter
RWC Building Products	Formulab	Automatic Entrances of NM
Rombin & Wright	Sysco	Maloy Storage

South West Alliance of Neighbors (SWAN) **August 5, 2015**

The project team was invited to the South West Alliance of Neighbors (SWAN) August meeting to provide a summary and update on the Edith Transfer Station. A short presentation was given by project team members to approximately 40 meeting attendees.

New Mexico in Focus - KUNM **May 8, 2015**

Michael Riordan and David Wood, Greater Gardner Neighborhood/North Valley Coalition discussed the project on the May 8th episode of New Mexico in Focus.

Community Talk **June, 2015**

The project team discussed the project and provided information to the public on a Community Talk segment with I Heart Media.

Neighborhood News – City of Albuquerque **May/June 2015**

Article - "Design Options to Repurpose Existing Solid Waste Site Moving Forward"

Media Coverage

Albuquerque Journal

August 19, 2015	"North Valley trash station decision splits community."
July 17, 2015	"Residents, business owners clash over transfer station."
July 10, 2015	Journal Editorial, "Transfer station debate isn't simply trash talk"
April 24, 2015	"Trash transfer station traffic plans revealed"
April 21, 2015	"City to unveil design for transfer station"
March 15, 2015	"Solid waste station still has hurdles to clear"
January 24, 2015	"Concerns over proposed transfer station include traffic, pollution"
January 19, 2015	"City to discuss proposed trash transfer station"

Television

July 12th, 2014 KOAT 10pm "Transfer Station"
July 10th, 2014 KRQE 5:30pm "Trash in Neighborhood raises concerns for neighbors"
April 21st, 2015 KRQE 10pm "Designs of controversial solid waste facility released"
January 12th, 2015 KOAT 6pm "New Waste Facility proposal met with opposition"

Meetings before start of Design Project

North Valley Coalition **June 26, 2014,** **6:30 to 8:30 pm**

Jill Holbert, Assistant Director, Solid Waste Department attended the North Valley Coalition Annual Meeting to give a 15 minute presentation and answer questions regarding the Edith Transfer Center Project to approximately 40 meeting attendees.

CITY of ALBUQUERQUE - ZONING

Created: 2/13/2015

SOLID WASTE MANAGEMENT DEPARTMENT
CITY OF ALBUQUERQUE

LEGEND

- PROPOSED TRANSFER STATION
- CITY OF ABQ BOUNDARY

ZONING CATEGORIES

- RESIDENTIAL
- RESIDENTIAL / AGRICULTURAL
- INDUSTRIAL / WHOLESALE / MANUFACTURING
- COMMERCIAL
- OFFICE
- INSTITUTIONAL / GOVERNMENT
- UTILITIES / TRANSPORTATION
- OPEN SPACE / RECREATION / AGRICULTURAL
- NOT CLASSIFIED

Zoning data from http://www.cabq.gov/gis/geographic-information-systems-data

0 2 4 Miles

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Albuquerque Transfer Station Feasibility Analysis

Prepared For

Solid Waste Department

Prepared By

J.R. Miller & Associates, Inc.

JRM &A

ARCHITECTS
ENGINEERS
PLANNERS

December 2011

Albuquerque Transfer Station
Feasibility Analysis

The approach for completing the analysis will entail several steps.

1. Evaluate the current transportation expenses for collection trucks to haul directly to the landfill. The analysis will consider labor cost as well as the operations and maintenance expenses associated with collection trucks traveling to the landfill. This information was provided by the SWD.
2. Using a hypothetical location for the new transfer station, evaluate the transportation cost if collection trucks can unload and return to their routes rather than direct haul to the landfill. The location used is a somewhat optimal location with easy access to the major freeways to allow transfer trucks to make the trip to the landfill efficiently. For the City of Albuquerque this would ideally be somewhere within 3 miles of the Big I interchange. With this location the cost to transport waste in larger trucks to the landfill can be established.
3. Once the transportation cost comparison was completed the capital investment needed to build a new transfer station was prepared. JRMA prepared criteria for building a new transfer station to handle the waste collected by SWD. The criteria were used to establish the size of buildings and other features for the facilities to be considered in the evaluation. The result was a basis for design for a new transfer station that established minimum requirements for the size of parcel needed.
4. Determine the equipment needs to operate the new transfer station. SWD currently operates the three convenience centers and has several tractor/ trucks and live bottom trailers to haul waste to the landfill. The new transfer station will require the purchase of additional rolling stock to handle the transport of about 1,600 tons of waste each day. The feasibility analysis considers the option to close convenience centers and assign existing rolling stock to the new facility.
5. A transfer station operation requires the SWD to take on additional operational expenses. This includes gatehouse personnel and staff to operate the facility and drivers to transport waste. It is assumed that the reduction of drivers resulting from the savings in time from using the transfer station versus hauling direct will be available to operate transfer trucks, thus eliminating the need to hire new drivers.

Once the cost of constructing and operating a new transfer station was determined, a comparison was made to the cost of continuing to operate the current system of collection trucks hauling directly to the landfill. A financial model was prepared to compare the 20 year life cycle of the alternatives. The financial analysis allows the City to evaluate the alternatives on a life cycle cost basis. The model also provides a tool to consider other options such as whether to close one or more of the existing convenience centers and determine the impacts.

2. Feasibility Analysis

The feasibility analysis entails developing financial information for the various aspects of building a new transfer station. This includes the cost of transporting waste, building a new transfer station and integrating the operational expenses into the SWD budgets. The first step in the feasibility study is to consider the transportation costs associated with the options. For this analysis it is

The cost of directly hauling to the landfill has been established using actual operating and maintenance expenses in conjunction with actual labor costs. The cost per load was based on the roundtrip time to the landfill plus the unloading time multiplied by the hourly cost to operate each type of vehicle. The hourly operating expense for each type of collection truck does vary because actual fuel expenses and maintenance costs differ for each type of truck although the labor expenses are essentially the same. More information regarding the cost per hour for each type of vehicle is provided in Appendix A.

The loads-per-day for each vehicle type are based on the current number of vehicles SWD operates in each category multiplied by the average number of loads per day that vehicle category picks up. The cost per load for each vehicle type, as well as the total cost for transportation is presented in the following chart:

Transportation Cost for Direct Haul to Landfill

Vehicle Type	Per Hour Vehicle Cost	Roundtrip & Unloading Time	Transportation Cost per Load	Total Loads per Day	Transportation Cost per Day
Automated	$68	100 min	$113	85	$9,600
Front Loader	$68	100 min	$113	50	$5,700
FL w/ Assistant	$95	100 min	$158	13	$2,100
Rear Loader Comml & W/L	$78	100 min	$130	3	$400
Roll-off - Box	$55	100 min	$92	95	$8,700
Transfer Trucks	$52		N/A		$0.00
Total Estimated Cost Direct Haul / Day					**$26,500**

The chart above shows that the City currently spends approximately $26,500 per day for collection vehicles to transport waste directly to the landfill. Based on 5 days per week and 52 weeks per year of operations, the City spends approximately $6.9 million per year for transporting waste directly to the landfill. The transportation time to direct haul requires approximately 410 man-hours per day in addition to the time spent on the collection routes.

2.3 Transportation Cost with New Transfer Station

If SWD were to construct a new centrally located transfer station, collection vehicles would be able to avoid the time to travel directly to the landfill. The trucks would not be subject to the wear and tear associated with climbing Nine Mile hill or need to travel on unpaved landfill roads. For this analysis it is assumed the new transfer station would be located within 10 minutes of the centroid or in this case the Big I intersection. Therefore, collection trucks would travel only 10 minutes rather than the 80 minutes currently required to travel to the landfill. This 10 minute travel time also accounts for the fact that some collection vehicles do not travel through the interchange but might use surface streets to access the transfer station.

for a total of 196 man-hours per day to transport waste to the landfill. This is a reduction of 231 man-hours per day of labor, which is equivalent to approximately 29 full time equivalents (FTE's).

2.4 Findings of Transportation Analysis

The transportation cost associated with operating a new transfer station presents a potential savings of about $15,200 per day, which is approximately $4.0 million per year. Of this $4.0 million per year, approximately $2.3 million represents the operations (i.e. fuel cost) and maintenance cost savings from reduced miles traveled. The remaining $1.6 million in savings is a result of reduced labor cost by avoiding the time to travel to the landfill. To fully realize these savings, the City could assign some to the operation of the new transfer station, reduce the work force through attrition/retirement, and/or use the resources to add or expand services.

As mentioned, if the City were to construct a new central transfer station it will be necessary to purchase both trucks and trailers for the operation. One option to committing the capital outlay for rolling stock may be to contract the long haul to the landfill operator. The reason is there may be several trucking companies with idle or standby equipment that could be used to perform this work. Both private and public transfer station operators have used this approach with success. Depending on availability of local trucking companies this option may have merit.

2.5 Other Factors

If the collection trucks do not need to travel to the landfill certainly the most direct cost savings to SWD is reduced fuel and labor. The analysis performed also accounts for potential savings on standard maintenance and equipment replacement schedules. However, there are other factors that could have direct impact on operations that will be recognized. The first is the avoidance of having 165 collection trucks travel up and back down the Nine Mile hill. This condition causes excessive wear on both the transmissions and braking systems on collection trucks. For this reason, it can be expected the SWD will experience a reduction in maintenance costs based on having to travel fewer miles each day.

2.6 Convenience Centers Operations

The SWD operates three convenience centers, and if a new transfer station were built they may wish to consolidate some or all of these convenience center operations into the new transfer station. Assuming the new transfer station is relatively centrally located with good access; all three stations may be located within 5 miles. Also, consolidating operations of three small stations to one large facility would result in less operating costs. For example, each of the smaller stations has a scale house and at least two operators / landfill attendants; and, each site has either a large front loader/dozer to handle waste and load trailers. These would be integrated into one facility requiring less labor and equipment.

has been loaded to the maximum capacity before it leaves the loading area. The City has the potential to decrease the cost of transporting the waste to the landfill by requiring the customers to bring it to a facility that is located closer to the landfill or by increasing the amount of material loaded into each truck. The SWD claims that roundtrips to the landfill from Eagle Rock take 105 minutes, and 10 minutes has been included for the loading of the truck. The following chart shows the potential transportation savings for the SWD if they were to close the Eagle Rock convenience center and require all the traffic to visit the proposed transfer station instead:

	Tons	Vehicle Type	Vehicle Capacity (tons)	Vehicle Trips	Round Trip Time	Vehicle Operations	Transfer Cost per Trip	Transfer Cost per Year
Eagle Rock	32,318	Transfer Truck	19.5	1,658	115 min	$52/hour	$99.67	$165,247
Transfer Station	32,318	Transfer Truck	24.0	1,347	105 min	$52/hour	$91.00	$122,577
							Annual Savings:	**$42,670**

SWD could save $43,000 per year on transportation by hauling waste from a new central transfer station instead of the Eagle Rock convenience center. This is less per ton than the other stations because the Eagle Rock station does have a larger tip floor and payloads are typically higher than the other stations.

Roundtrip travel from the Montessa convenience center to the landfill will require about 120 minutes, including loading. The following chart estimates the transportation savings that the SWD could experience by closing this convenience center and accept waste at the proposed transfer station instead.

	Tons	Vehicle Type	Vehicle Capacity	Vehicle Trips	Round Trip Time	Vehicle Operations	Transfer Cost per Trip	Transfer Cost per Year
Montessa	14,746	Transfer Truck	20.1	735	120 min	$52/hour	$104.00	$76,440
Transfer Station	47,064	Transfer Truck	24.0	615	105 min	$52/hour	$91.00	$55,965
							Annual Savings:	**$20,475**

By closing the Montessa convenience center, the City could save approximately $20,000 per year.

2.7 Findings of Transportation Analysis

If the SWD were to close all three convenience centers and only receive solid waste at the proposed transfer station, they could save an estimated $220,000 per year in transportation expenses. This transportation saving does not include the saving that could result from

3.2 Construction Costs Estimate

Using the transfer station facility criteria described above JRMA prepared a planning level approximate construction cost estimate. This estimate is being developed to provide information for evaluating the feasibility of building a central transfer station for the purposes of reducing overall system cost (i.e. is it less than continuing to have collection vehicles haul directly to the landfill). The facility criteria are preliminary and if it is decided to move forward additional effort to define the basis for design for a permanent transfer station can be developed. After that step is completed a more defined construction cost can be prepared.

In addition to the site features described above there are several key assumptions used to prepare the cost estimate. First, it is assumed a new transfer station site would 1) be built on commercial/ industrial land within 3 miles from the Big I. 2) The site is within the urbanized area of the City and would have access to arterial streets and utilities would be readily available. 3) The terrain would be such that the soil cut and fill would be relatively balanced and 4) that the site is not a "brownfield" requiring remediation.

The other key assumptions used to develop construction cost are as follows.

- The transfer station will be built on 9 acre site
- Facilities to be included include:
  - A 70,000 sq ft Pre- Engineered metal building transfer station building
  - Recycling drop center
  - Household Hazardous waste building (HHW)
  - A gatehouse and scale complex to weigh vehicle and handle transactions
  - State Gross Receipts tax of 7%

The estimated design and construction cost is $24,700,000 plus the estimated cost for the land and site permitting is $5,300,000. The cost of land assumes the City needs to purchase a larger parcel based on preliminary review of available parcels and ensuring there is sufficient buffer space. Total cost to purchase land and to build a new transfer station on a "Generic Site" is estimated to be $29,000,000. The site is based on comparable land within 3 mile radius of the Big I interchange.

Appendix B provides a more detailed breakdown of the construction cost of the assumptions used. It is important to note the construction cost estimate is for a generic site and the actual construction cost will be based on information developed from a detailed programming effort conducted to define the project considering a specific site.

3.3 Cost to Operate a New Transfer Station

3.3.1 Existing Conditions

The SWD currently operates three convenience centers or small transfer stations. The total annual cost to operate these facilities is $5.9 million as reported in the 2011 Cost of Service study. These

In addition to the direct labor to operate the transfer station it is assumed that two current administrative positions would be part of the operating expenses. One is the Accountant Manager to be the administrator for the gatehouse/ scale complex and the second is the Accountant Assistant.

It is expected there will be between 18 and 20 drivers for transfer trucks. For the feasibility analysis we used 20 drivers. However, between the labor savings in the reduced collection vehicle time and potentially drivers from the existing convenience centers being re-assigned if they are closed, there will be no new employees needed to operate the transfer station. The labor expense for the transport drivers is accounted for in the transportation costs.

Operating expenses for the new transfer station were developed based on current operations and information from similar type facilities.

Estimated Operating Expenses	
Labor Expense	$1,100,000
Equipment Expenses	360,000
Equipment Maintenance	150,000
Equipment Replacement	300,000
Facility Replacement	300,000
Subtotal	$ 2,210,000
Operating Contingency (15%)	340,000
Transfer Station Operating Expenses	$ 2,550,000
Other Services	
Recycle Drop Off Center	$ 100,000
HHW Drop Off (5 days/wk)	$ 150,000
Subtotal Other Services	$ 200,000
Total Operating Expenses	$ 3,000,000

The new transfer station provides an opportunity to offer other new services. The site plan has included the area needed to operate a drop off facility for source separated materials and a new Household Hazardous Waste facility (HHW). It is assumed the recycling center would be open every day while the HHW facility would be available for five days per week. Some HHW facilities are operated by appointment only or just a few days per week.

The operating expenses were included in the feasibility model.

4.0 Evaluation of Edith Blvd site

The Solid Waste Departments (SWD) primary center of operations is located at 4600 Edith Blvd. On this 19 acre parcel SWD has its central offices and dispatch center and the main hauling yard where the collection fleet is parked and maintained. Drivers enter the site from Comanche Road

A new office structure would also be built as part of the project. The building would be approximately 9,000 sq ft and would house SWD management, administrative staff and dispatch operations.

A key advantage of considering redevelopment of the entire property is that it would open up options to consider the most efficient layout for the transfer station and customer services the City desires to provide. Thus instead of using the south portion for the transfer station a more practical approach would be to use the central portion of the site for the transfer station and move the collection fleet parking and maintenance operations to the south portion. This option supports a clear division of the professional drivers from the self haul traffic that would use the new transfer station.

In preparing this analysis a re-development plan for the entire site was prepared and is presented in Appendix D. It demonstrates some of the advantages discussed above. It should be noted this plan is conceptual and the scope of work did not include preparing a detailed site plan. The conceptual plan does however provide a basis for preparing a planning level construction cost estimate.

4.2 Construction cost for New Offices and Maintenance Center

A conceptual site plan that shows how a new transfer station would be placed on the 19 acre site was prepared to develop the Edith Blvd construction cost estimate. This estimate assumed that 9 acres of the site would be used for the constructing a new transfer station while the existing office complex and maintenance center remains in operation. In preparing a re-development plan for the entire site, operations were relocated to provide efficient overall traffic flow. The layout also preserves certain operational parameters important to SWD. For instance, the collection fleet operations are independent of customer traffic at the transfer station and were co-located with easy access to support facilities. The truck fueling station will remain in place. The main office is prominently located with easy access for visitors and customer traffic. The recycling drop off and HHW center is in front so that customers using this service do not have to drive through the site to have access.

A construction cost estimate was developed for the added cost to re-develop the entire site. This includes the cost to improve 8 additional acres, build a new office complex and maintenance center and new parking lots for the collection fleet and drivers. The construction cost is estimated to be $12,400,000. This is addition to the $22.3 million for the new transfer station. There may be some cost savings realized if the project is built under one contract. However, the City will need to maintain operations as the project is built. The site plan prepared shows how the project can be built in phases to keep the collection fleet and maintenance function operational during construction.

Albuquerque Transfer Station
Feasibility Analysis

The model shows that if the City would continue to transport to the landfill and operate the three convenience centers the total expenses over 24 years is projected to be about $471 million. If the new central transfer station is built and the three convenience centers are closed the estimated projected expense is $352 million over the same period. Therefore, the projected cost savings off constructing the transfer station is estimated to be potentially $118 million. The 24 year period considers that it will take four years to complete the project and 20 years for financing the capital improvements.

Two alternative scenarios were modeled to show the impacts if all the labor cost saving is not realized and also what happens when the existing transfer station / convenience centers remain open. In both cases there is cost savings over 24 years but is greatly reduced.

The alternative to purchasing a new site to build the new transfer station is to redevelop SWD's operating center on Edith Blvd. The estimated cost to build on a 9 acre site within the total 19 acres is $22.3 million. The construction cost is expected to be slightly less since the site has good access requiring minimal road improvements and utilities are readily available on site including a fire loop. These are assumed to be adequate for the new transfer station and therefore can be extended or relocated as needed. Also, there is no cost to purchase land.

When this alternative is modeled over the 24 year period the total savings is estimated to be potentially $129 million. The two scenarios were also modeled similar to the previous to the generic site option and result show a significant reduction in the cost savings. However, even under these circumstances it appears feasible to consider building a new transfer station.

If SWD were to redevelop the entire property and build a new office and maintenance center complex the additional capital expense is estimated to be $12.4 million. When this is added to the cost of the transfer station and amortized over the same period the potential cost savings is estimated to be $109 million, if all three convenience centers are closed. This scenario does not reflect directly on the feasibility of building or not building the new transfer station but is does show the impact of building the new facilities if constructed and financed over the same period. The models used for this analysis are presented in Appendix C.

Albuquerque Transfer Station
Feasibility Analysis

Appendix A :
Transportation Operating Expenses/ Hourly Costs

The hourly costs presented in the table above were taken from actual operating and costs data provided by the Solid Waste Department. The per hour cost to operate the vehicle classifications were determined by combining the labor, maintenance and repair, vehicle replacement, and overhead expenses such as insurance, licenses, etc.

The cost of labor for vehicle operations is based on the current average hourly rate for drivers and assistants as provided by the City.

LABOR Cost

Vehicle Type	Driver	Assistant	Labor per Hour
Automated	$26.89		**$26.89**
Front Loader	$26.89		**$26.89**
FL w/ Assistant	$26.89	$26.89	**$53.77**
Rear Loader	$26.89	$26.89	**$53.77**
Roll-off	$26.89		**$26.89**
Transfer	$26.89		**$26.89**

The hourly maintenance and repair cost for vehicles was determined by taking the average annual maintenance and repair cost for each vehicle type and converting it to a per hour rate. The costs were then divided by the fraction of time that the vehicles are used, so that the final hourly rate accounts for the downtime of each vehicle. Transfer vehicle maintenance was assumed at $30,000 per vehicle per year.

MAINTENANCE & REPAIR

Vehicle Type	Maintenance & Repair per Year				M&R Per Active Hour	Vehicle Activity	M&R Per Hour
	Labor	Parts	Commercial	Total			
Automated	$21,675	$19,666	$3,638	$44,979	**$21.62**	86%	$25.23
Front Loader	$21,293	$17,646	$8,961	$47,901	**$23.03**	86%	$26.87
Rear Loader	$9,756	$8,589	$1,386	$19,731	**$9.49**	86%	$11.07
Roll-off	$13,846	$10,547	$4,107	$28,500	**$13.70**	86%	$15.99
Transfer				$17,583	**$8.45**	86%	$9.86

A cost to replace the vehicle was also reflected in the hourly rate for vehicle operations. The actual allowance the City has per year for replacing each type of vehicle was divided by the number of vehicles of that type in operation and calculated to a per hour rate. Transfer Vehicle replacement funds were estimated at $500,000 per year.

Albuquerque Transfer Station
Feasibility Analysis

Note: The total vehicle operating cost per hour was rounded to the nearest $ in the analysis.

Albuquerque Transfer Station
Feasibility Analysis

Albuquerque Transfer Station
Generic Site Centrally Located
Preliminary Construction Costs (December 2011 $)

Generic Site							
BUILDING/ SITE AREA		DESCRIPTION OF WORK	QUANTITY	SF / LF	UNIT COST	EXTENDED VALUE	Assumption Notes
Site Work							
	Demolition	Remove Debris / demo structures	1	LS	$100,000.00	$100,000	
	Site Preparation	Clear and Grade	350,000	SF	$1.00	$350,000	
	Soil Removal /Fill		40,000	CY	$8.00	$320,000	Varies depending on existing topography
	Utilities		4,000	LF	$25.00	$100,000	Utility costs expected to be more extensive than Edith site
		Water /Fire					- -
		Sewer	1,000	LF	$20.00	$20,000	- -
		Power	1	LS	$100,000.00	$100,000	- -
		Stormwater	1	LS	$300,000.00	$300,000	- -
	Paving	Parking areas	15,000	SF	$4.00	$60,000	
		Driveways and truck manuevering	150,000	SF	$6.00	$900,000	
	Landscaping	10% of Site Development	35,000		$5.00	$175,000	
SUBTOTAL SITE WORK						$2,425,000	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE WORK						$2,425,000	
ENTRANCE ROADS / SCALE COMPLEX							
	Access Roads	Includes entrance; access; and site parking	30,000	SF	$6.00	$180,000	
	Scale Approaches	Concrete	6,000	SF	$12.00	$72,000	
	Scale house	Scalehouse and bathrooms	500	SF	$400.00	$200,000	
	Scales	Two entrance plus 1 exit and transfer trucks	4	EA	$60,000.00	$240,000	
SUBTOTAL ONSITE ROADS AND SCALE COMPLEX						$692,000	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE IMPROVEMENTS AND SCALE COMPLEX						$692,000	
MAIN TRANSFER STATION							
	New Transfer Station	PEMB - with standard concrete base / skylighting	70,000	SF	$140.00	$9,800,000	
	Foundations/ Tunnel	Standard slab on grade	70,000	SF	$6	$420,000	
	New Push Wall	Standard concrete push walls	100	LF	$200.00	$20,000	
	Retaining Walls	Tunnel walls	6,000	SF	$40.00	$240,000	Assume site requires full tunnel
	Employee / Maintenance Area	Office space for foreman/ conference / break and lunch room / lockers	3,000	SF	$225.00	$675,000	Remote location requires larger office space than Edith site
SUBTOTAL NEW TRANSFER STATION W/EMPLOYEE SPACE						$11,155,000	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL NEW TRANSFER STATION						$11,155,000	
Buy Back Center and HHW Drop Off							
	Paving	Drives and manuevering areas for drop offs	20,000	SF	$4	$80,000	
	Recycle Drop Off	Area for public to drop off recyclables	6,000	SF	$100.00	$600,000	
	HHW building	Assume 4,000 sq ft	4,000	SF	$225	$900,000	
	Misc	Walls, dividers, boxes etc	1	LS	$100,000	$100,000	
						$0	
SUBTOTAL CONSTRUCTION COST - BUY BACK CENTER / HHW						$1,680,000	

SUMMARY OF ESTIMATED CONSTRUCTION COST						
Scalehouse and Entrance Improvements						$2,425,000
Site Improvements and Scalehouse						$692,000
Buybsck & Recycle Drop Off Center						$1,680,000
Transfer Station Expansion w/ Entrance / Employee and Maintenance bays						$11,155,000
Subtotal Construction Cost						$15,952,000
Cost of Land		Based on information from City for 18 acres plus $300,000 for permitting				$5,300,000
		General Condition			12%	$1,914,240
		Engineering /Construction Adm			12%	$1,914,240
		Contingency			15%	$2,392,800
		Gross Receipts Tax			7%	$1,552,130
SUMMARY - TOTAL ESTIMATED CONSTRUCTION COST						$29,025,410 USE $ 29,000,000

Notes JRMA 12/30/2011

The generic site and facility layout assume 9 acres of devlopment property
Estimates are preliminary and carry a confidence range of +20 /-15%.
Site Plans are conceptual but based on projects of similar size and complexity
Incomplete base maps with limited topographic data were used
Unit prices are based on projects in other areas in absence of unit prices for New Mexico region
Property purshase assumes the City may have to purchase larger site to obtain full 9 acres.
No environmental clean up/remediation is included

Albuquerque Transfer Station
Feasibility Analysis

Albuquerque Transfer Station
Edith St SWD Offices/Hauling Yard & Maintenance Center Facilities (Approx 8 Acres)
Preliminary Construction Costs (December 2011 $)

BUILDING/ SITE AREA		DESCRIPTION OF WORK	QUANTITY	SF / LF	UNIT COST	EXTENDED VALUE	Assumptions Notes 12/30/11
Generic Site							
Site Work							
	Demolition	Remove Debris / demo structures	1	LS	$200,000.00	$200,000	
	Site Preparation	Clear and Grade	250,000	SF	$0.50	$125,000	
	Soil Removal /Fill		20,000	CY	$8.00	$160,000	Import - can be reduced with precise grading plan
	Utilities	Water/Fire extension	1,000	LF	$20.00	$20,000	
		Sewer	1,000	LF	$20.00	$20,000	
		Power	1	LS	$100,000.00	$100,000	
	Paving	Employee parking	55,000	SF	$4.00	$220,000	
		Truck parking 8 in paving	125,000	SF	$6.00	$750,000	Employee parking 4 inch plus base
		Access roads - maneuver areas etc	20,000	SF	$6.00	$120,000	All truck access areas 8 inch plus base
		Storm water	1	LS	$200,000.00	$200,000	
	Landscaping	Based on screening	10,000	SF	$5.00	$50,000	
SUBTOTAL SITE WORK						**$1,965,000**	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE WORK						**$1,965,000**	
ENTRANCE ROADS / SCALE COMPLEX							
	Access Roads	Includes entrance; access; and site parking		SF	$6.00	$0	
	Scale Approaches	Concrete		SF	$12.00	$0	
	Scale house	Scale house and bathrooms		SF	$400.00	$0	
	Scales	Two entrance plus 1 exit and transfer trucks		EA	$60,000.00	$0	
SUBTOTAL ONSITE ROADS AND SCALE COMPLEX						**$0**	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE IMPROVEMENTS AND SCALE COMPLEX						**$0**	
MAIN TRANSFER STATION							
	New Transfer Station	PEMB - with standard concrete base / skylights		SF	$140.00	$0	
	Foundations/ Tunnel	Standard slab on grade		SF	$6.00	$0	
	New Push Wall	Standard concrete push walls		LF	$200.00	$0	
				LF		$0	
						$0	
	Employee / Maintenance Area	SWD Office	8,400	SF	$225.00	$1,890,000	New SWD Offices with no driver center
	Mech	Break room / showers etc.	1,600	SF	$150.00	$240,000	
	Driver Center	Employee Center w/ showers etc	3,000	SF	$150.00	$450,000	
	Truck Bays	Truck maintenance facility	22,000	SF	$175.00	$3,850,000	
SUBTOTAL NEW TRANSFER STATION W/EMPLOYEE SPACE						**$6,430,000**	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL NEW TRANSFER STATION						**$6,430,000**	
Buy Back Center and HHW Drop Off							
	Paving	Drives and maneuvering areas for drop offs		SF	$6.00	$0	
				SF		$0	
	HHW building	Assume 4,000 sq ft		SF	$225.00	$0	
	Misc.	Walls, dividers, boxes etc		LS	$100,000.00	$0	
	Recycle Drop-Off	Area for public to drop-off recyclables		SF	$100.00	$0	
SUBTOTAL CONSTRUCTION COST - RECYCLING CENTER / HHW						**$0**	
SUMMARY OF ESTIMATED CONSTRUCTION COST							
Site Work - Grading, Drainage and Paving						**$1,965,000**	
Entrance Road and Scale complex						**$0**	
Buyback & Recycle Drop Off Center						**$0**	
Transfer Station Expansion w/ Entrance / Employee and Maintenance bays						**$6,430,000**	
Subtotal Construction Cost						**$8,395,000**	
Cost of Land							
		General Condition			12%	$1,007,400	
		Engineering /Construction Adm			12%	$1,007,400	
		Contingency			15%	$1,259,250	
		Gross Receipts Tax			7%	$746,316	
SUMMARY - TOTAL ESTIMATED CONSTRUCTION COST						**$12,415,366**	**USE $ 12,400,000**

Notes **JRMA** **12/30/2011**

Estimates are preliminary and carry a confidence range of +20 /-15%.
Site Plans are conceptual but based on projects of similar size and complexity
Incomplete base maps with limited topographic data were used
Unit cost are based on projects in other areas in absence of unit prices for New Mexico region
No environmental clean up/remediation is included

Albuquerque Transfer Station

Feasibility Evaluation for Generic Site

SCENARIO # 1 - BASE CASE NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE 2014

	Current Waste Volumes		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservar	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.11/ton	$165,247	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,810	$245,313	$255,199	$265,484	$276,183	$287,319	$298,891	$310,917	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,998	$6,483,227
Montessa Park	14,746	$5.11/ton	$75,399	$78,417	$81,598	$84,887	$88,308	$91,867	$95,568	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,862	$179,826	$187,073	$2,958,156
Montessa Park	7,623	$24.48/ton	$186,633	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,329	$277,061	$288,226	$299,842	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,060	$7,322,275
Collection Direct haul	405,000	$21.19/ton	$8,580,000	$8,925,774	$9,285,481	$9,659,688	$10,048,973	$10,453,947	$10,875,241	$11,313,511	$11,769,447	$12,243,756	$12,737,180	$13,250,488	$13,784,483	$14,339,997	$14,917,899	$15,519,090	$16,144,510	$16,795,134	$17,471,977	$18,176,098	$18,908,595	$19,670,611	$20,463,137	$21,288,009	$336,623,230
Subtotal Transportation			$9,007,279	$9,370,273	$9,747,895	$10,140,736	$10,549,407	$10,974,548	$11,416,822	$11,876,898	$12,355,560	$12,853,489	$13,371,484	$13,910,353	$14,470,943	$15,054,121	$15,660,809	$16,291,933	$16,948,478	$17,631,522	$18,342,073	$19,081,258	$19,850,212	$20,650,137	$21,482,088	$22,348,142	$353,386,887
Total Existing			$12,417,279	$12,882,573	$13,365,564	$13,866,934	$14,387,392	$14,927,672	$15,488,540	$16,070,768	$16,675,246	$17,302,765	$17,954,239	$18,630,593	$19,332,787	$20,061,821	$20,818,734	$21,604,682	$22,420,547	$23,267,731	$24,147,369	$25,060,714	$26,009,052	$26,993,882	$28,016,313	$29,078,071	$470,781,151
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	$9,000,000				$3,278,181	$3,376,526	$3,477,822	$3,582,157	$3,689,622	$3,800,310	$3,914,320	$4,031,749	$4,152,702	$4,277,283	$4,405,601	$4,537,769	$4,673,902	$4,814,119	$4,958,543	$5,107,299	$5,260,518	$5,418,334	$5,580,884	$5,748,310	$5,920,760	$94,006,713
Convenience Centers			$3,410,000	$3,512,300	$3,617,669																						
Eagle Rock	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservar	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,410,000	$3,512,300	$3,617,669	$3,278,181	$3,376,526	$3,477,822	$3,582,157	$3,689,622	$3,800,310	$3,914,320	$4,031,749	$4,152,702	$4,277,283	$4,405,601	$4,537,769	$4,673,902	$4,814,119	$4,958,543	$5,107,299	$5,260,518	$5,418,334	$5,580,884	$5,748,310	$5,920,760	$94,006,713
Transportation Costs																											0
Transport to Cerro Landfill	459,687	$10.27/ton				$5,315,894	$5,530,125	$5,752,909	$5,984,834	$6,226,023	$6,476,912	$6,737,952	$7,009,492	$7,291,974	$7,585,841	$7,891,550	$8,209,579	$8,540,425	$8,884,605	$9,242,654	$9,615,133	$10,002,623	$10,405,729	$10,825,080	$11,261,330	$11,715,163	$170,505,925
Transport form Convenience Centers																											0
Eagle Rock	0	$5.11/ton	$165,247	$171,907	$178,835	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$513,989
Montessa Park	0	$5.11/ton	$75,399	$78,417	$81,598	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$235,414
Don Reservar	0	$24.48/ton	$186,633	$194,155	$201,979	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$582,767
Collection Direct haul			$8,580,000	$8,925,774	$9,285,481																						
Subtotal Transportation			$9,007,279	$9,370,273	$9,747,895	$5,315,894	$5,530,125	$5,752,909	$5,984,834	$6,226,023	$6,476,912	$6,737,952	$7,009,492	$7,291,974	$7,585,841	$7,891,550	$8,209,579	$8,540,425	$8,884,605	$9,242,654	$9,615,133	$10,002,623	$10,405,729	$10,825,080	$11,261,330	$11,715,163	$171,840,115
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$5,000,000																									
Site Permitting		$300,000																									
Construction cost		$23,900,000																									
Annualized Debt Service	0.08021	$2,326,960				$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$46,539,200
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100,000 ea	$1,000,000																									
Transfer trailers	10 55,000 Ea	$550,000																									
Rolling Stock	750,000	$150,000																									
Annualized Equipment Cost	0.09634	$183,050				$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050						$2,745,751.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$0	$49,284,951
Total annual Cost for New Transfer Station			$12,417,279	$12,882,573	$13,365,564	$11,104,085	$11,418,661	$11,740,821	$12,077,001	$12,425,655	$12,787,252	$13,162,282	$13,551,251	$13,954,686	$14,373,134	$14,807,161	$15,257,359	$15,724,338	$16,208,734	$16,711,207	$17,049,353	$17,590,101	$18,151,022	$18,732,923	$19,336,601	$17,635,921	$352,483,807
Total Savings:			$0	$0	$0	$2,762,849	$2,970,730	$3,186,851	$3,411,539	$3,645,113	$3,887,993	$4,140,483	$4,402,988	$4,675,907	$4,959,654	$5,254,660	$5,561,375	$5,880,344	$6,211,812	$6,556,525	$7,097,977	$7,470,613	$7,858,030	$8,260,959	$8,679,712	$11,442,149	$118,318,144

Annual Current Waste Rate Increase:	1%
Annual Hauling Cost Increase:	3%
Annual Operations Cost Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer truck
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations
3. The scenario includes an allocation of $5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

Albuquerque Transfer Station

Feasibility Evaluation for Generic Site

SCENARIO # 3 - NEW TRANSFER STATION & CONVENIENCE CENTERS OPEN

	Current Waste Volumes		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservor	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.11/ton	$165,247	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,810	$245,319	$255,199	$265,484	$276,183	$287,313	$298,891	$310,937	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,996	$6,481,227
Montessa Park	14,746	$5.11/ton	$75,399	$78,437	$81,598	$84,887	$88,308	$91,867	$95,569	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,860	$179,826	$187,073	$2,958,156
Don Reservor	7,623	$24.48/ton	$186,693	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,326	$277,061	$288,226	$299,843	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,060	$7,322,275
Collection Direct haul	405,000	$21.19/ton	$8,580,000	$8,925,774	$9,285,483	$9,659,688	$10,048,973	$10,453,947	$10,875,245	$11,313,513	$11,769,447	$12,243,756	$12,737,180	$13,250,488	$13,784,483	$14,339,997	$14,917,899	$15,519,090	$16,144,510	$16,795,134	$17,471,977	$18,176,098	$18,908,595	$19,670,611	$20,463,337	$21,288,009	$336,623,230
Subtotal Transportation			$8,807,279	$9,370,273	$9,747,895	$10,140,735	$10,549,407	$10,974,548	$11,416,822	$11,876,920	$12,355,560	$12,853,488	$13,371,484	$13,910,355	$14,470,942	$15,054,123	$15,660,803	$16,291,933	$16,948,498	$17,631,522	$18,342,073	$19,082,258	$19,850,259	$20,650,297	$21,482,489	$22,348,141	$353,384,887
Total Existing			$12,417,279	$12,882,573	$13,365,564	$13,866,934	$14,387,392	$14,927,672	$15,488,540	$16,070,790	$16,675,246	$17,302,765	$17,954,239	$18,630,593	$19,332,787	$20,061,823	$20,818,734	$21,604,602	$22,420,547	$23,267,733	$24,147,369	$25,062,714	$26,009,072	$26,993,902	$28,016,513	$29,078,071	$470,781,151
New Central Transfer Station																											
Operations																											
Central Station Operations	405,000	$1,000,000				$1,378,181	$1,376,526	$1,477,822	$1,582,157	$1,689,622	$1,800,310	$1,914,320	$2,031,749	$2,152,702	$2,277,283	$2,405,603	$2,537,769	$2,673,902	$2,814,119	$2,958,543	$3,107,299	$3,260,518	$3,418,334	$3,580,884	$3,748,310	$3,920,760	$54,008,711
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservor	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,410,000	$3,512,300	$3,617,669	$5,104,380	$5,214,511	$5,430,947	$5,653,875	$5,883,492	$6,119,996	$6,363,596	$6,614,504	$6,872,939	$7,139,127	$7,413,303	$7,695,700	$7,986,571	$8,286,168	$8,594,753	$8,912,596	$9,239,974	$9,577,173	$9,924,488	$10,282,223	$10,650,670	$171,402,974
Transportation Costs																											0
Transport to Cerro Landfill	405,000	$10.77/ton				$4,683,485	$4,872,229	$5,068,580	$5,272,844	$5,485,340	$5,706,399	$5,936,367	$6,175,602	$6,424,479	$6,683,386	$6,952,726	$7,232,921	$7,524,408	$7,827,641	$8,143,095	$8,471,262	$8,812,654	$9,167,804	$9,537,266	$9,921,610	$10,321,459	$150,221,563
Transport from Convenience Centers																											0
Eagle Rock	32,318	$5.11/ton	$165,247	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,810	$245,319	$255,199	$265,484	$276,183	$287,313	$298,891	$310,937	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,996	$6,481,227
Montessa Park	14,746	$5.11/ton	$75,399	$78,437	$81,598	$84,887	$88,308	$91,867	$95,569	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,860	$179,826	$187,073	$2,958,156
Don Reservor	7,623	$24.48/ton	$186,693	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,326	$277,061	$288,226	$299,843	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,060	$7,322,275
Collection Direct haul			$8,580,000	$8,925,774	$9,285,483																						
Subtotal Transportation			$8,807,279	$9,370,273	$9,747,895	$5,164,532	$5,372,663	$5,589,181	$5,814,425	$6,048,747	$6,292,511	$6,546,099	$6,809,907	$7,084,346	$7,368,845	$7,664,959	$7,975,834	$8,297,250	$8,631,829	$8,979,404	$9,341,957	$9,717,814	$10,108,442	$10,516,052	$10,940,681	$11,383,531	$186,985,220
New TS - Capital Investments																											
Real Estate																											
Land Purchase			$5,000,000																								
Site Permitting			$300,000																								
Construction cost			$28,700,000																								
Annualized Debt Service	0.08024		$2,326,960			$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960		$46,539,200
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10	$100,000 Ea	$1,000,000																								
Transfer trailers	10	$5,000 Ea	$550,000																								
Rolling Stock		350,000	$350,000																								
Annualized Equipment Cost	0.09634		$181,050			$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050						$2,745,754.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,510,010	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$2,326,960	$0	$49,284,954
Total annual Cost for New Transfer Station			$12,417,279	$12,882,573	$13,365,564	$14,678,923	$15,097,185	$15,530,138	$15,978,311	$16,442,248	$16,922,518	$17,419,706	$17,934,421	$18,467,296	$19,018,983	$19,590,162	$20,181,525	$20,793,833	$21,427,806	$22,084,247	$22,580,913	$23,284,747	$24,013,575	$24,768,300	$25,549,864	$26,052,200	$454,462,406
Total Savings:			$0	$0	$0	-$811,989	-$709,793	-$602,466	-$489,771	-$371,459	-$247,272	-$116,940	$19,818	$163,297	$313,804	$471,660	$637,209	$810,770	$992,739	$1,183,485	$1,566,456	$1,775,966	$1,995,498	$2,225,601	$2,466,449	$3,026,791	$16,318,745

Annual Generation Rate Increase:	1%
Annual Hauling Cost Increase:	3%
Annual Operations Cost Increase:	2%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer truck
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations
3. This scenario includes an allocation of $5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

abaca 12/30/2011

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd w/New SWD Facilities

SCENARIO # 2 - NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE - LABOR COST SAVING NOT REALIZED

	Current Waste Volumes		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mesorosa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		*$3,410,000*	*$3,410,000*	*$3,512,300*	*$3,617,669*	*$3,726,199*	*$3,837,985*	*$3,953,125*	*$4,071,718*	*$4,193,870*	*$4,319,686*	*$4,449,277*	*$4,582,755*	*$4,720,237*	*$4,861,845*	*$5,007,700*	*$5,157,931*	*$5,312,669*	*$5,472,049*	*$5,636,210*	*$5,805,297*	*$5,979,456*	*$6,158,839*	*$6,343,604*	*$6,533,913*	*$6,729,930*	*$117,394,263*
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.12/ton	$165,547	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,816	$245,331	$255,199	$265,484	$276,183	$287,333	$298,891	$310,937	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,998	$6,488,227
Mesorosa Park	14,746	$5.12/ton	$75,499	$78,437	$81,598	$84,887	$88,308	$91,867	$95,569	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,166	$172,860	$179,826	$187,071	$2,958,156
Don Reservoir	7,623	$24.48/ton	$186,633	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,328	$277,061	$288,226	$299,842	$311,926	$324,496	$337,573	$351,176	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,060	$7,322,275
Collection Direct haul	405,000	$21.19/ton	$8,580,000	$8,925,774	$9,285,483	$9,659,888	$10,048,973	$10,453,947	$10,875,241	$11,313,513	$11,769,443	$12,243,756	$12,737,180	$13,250,488	$13,784,481	$14,339,997	$14,917,899	$15,519,090	$16,144,510	$16,795,134	$17,471,977	$18,176,090	$18,908,595	$19,670,611	$20,463,337	$21,288,029	$336,623,230
Subtotal Transportation			*$9,007,279*	*$9,370,273*	*$9,747,895*	*$10,140,935*	*$10,549,407*	*$10,974,349*	*$11,416,823*	*$11,878,920*	*$12,353,589*	*$12,853,489*	*$13,371,484*	*$13,910,353*	*$14,470,942*	*$15,054,121*	*$15,660,823*	*$16,291,933*	*$16,948,498*	*$17,631,522*	*$18,342,073*	*$19,081,218*	*$19,850,732*	*$20,650,727*	*$21,482,469*	*$22,348,142*	*$353,392,887*
Total Existing			*$12,417,279*	*$12,882,573*	*$13,365,564*	*$13,866,934*	*$14,387,392*	*$14,927,472*	*$15,488,540*	*$16,072,790*	*$16,675,346*	*$17,302,765*	*$17,954,239*	*$18,630,589*	*$19,332,787*	*$20,061,821*	*$20,818,734*	*$21,604,602*	*$22,420,547*	*$23,267,731*	*$24,147,369*	*$25,060,674*	*$26,009,872*	*$26,993,882*	*$28,016,313*	*$29,078,071*	*$470,781,151*
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	$1,000,000				$3,278,181	$3,376,526	$3,477,821	$3,582,157	$3,689,622	$3,800,310	$3,914,320	$4,031,749	$4,152,702	$4,277,283	$4,405,601	$4,537,769	$4,673,902	$4,814,119	$4,958,543	$5,107,299	$5,260,518	$5,418,334	$5,580,884	$5,748,310	$5,920,759	$94,006,711
Convenience Centers			$3,410,000	$3,512,300	$3,617,669																						
Eagle Rock	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mesorosa Park	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			*$3,410,000*	*$3,512,300*	*$3,617,669*	*$3,278,181*	*$3,376,526*	*$3,477,821*	*$3,582,157*	*$3,689,622*	*$3,800,310*	*$3,914,320*	*$4,031,749*	*$4,152,702*	*$4,277,283*	*$4,405,601*	*$4,537,769*	*$4,673,902*	*$4,814,119*	*$4,958,543*	*$5,107,299*	*$5,260,518*	*$5,418,334*	*$5,580,884*	*$5,748,310*	*$5,920,759*	*$94,006,680*
Transportation Costs																											0
Transport to Cerro Landfill	459,687	$10.27/ton				$5,211,894	$5,530,125	$5,752,909	$5,984,634	$6,226,023	$6,476,912	$6,737,952	$7,009,492	$7,291,974	$7,585,841	$7,891,550	$8,209,579	$8,540,425	$8,884,605	$9,242,654	$9,615,153	$10,002,625	$10,405,729	$10,825,080	$11,261,330	$11,715,162	$170,503,925
Transport from Convenience Centers																											0
Eagle Rock	0	$5.12/ton	$165,547	$171,907	$178,835	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$515,989
Mesorosa Park	0	$5.12/ton	$75,299	$78,437	$81,598	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$235,434
Don Reservoir	0	$24.48/ton	$186,633	$194,155	$201,979	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$582,767
Collection Direct haul			$8,580,000	$8,925,774	$9,285,483																						
Subtotal Transportation			*$9,007,279*	*$9,370,273*	*$9,747,895*	*$5,211,894*	*$5,530,125*	*$5,752,909*	*$5,984,634*	*$6,226,023*	*$6,476,912*	*$6,737,952*	*$7,009,492*	*$7,291,974*	*$7,585,841*	*$7,891,550*	*$8,209,579*	*$8,540,425*	*$8,884,605*	*$9,242,654*	*$9,615,153*	*$10,002,625*	*$10,405,729*	*$10,825,080*	*$11,261,330*	*$11,715,162*	*$171,838,115*
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$14,900,000																									
Annualized Debt Service	0.09634	$2,792,352				$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$2,792,352	$55,847,040
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10	$100,000 Ea	$1,000,000																								
Transfer trailers	10	$5,000 Ea	$550,000																								
Rolling Stock		$50,000	$950,000																								
Annualized Equipment Cost	0.09634	$183,050				$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050						$2,745,750.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			*$0*	*$0*	*$0*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,975,402*	*$2,792,352*	*$2,792,352*	*$2,792,352*	*$2,792,352*	*$2,792,352*	*$0*	*$58,592,790*
Total annual Cost for New Transfer Station			*$12,417,279*	*$12,882,573*	*$13,365,564*	*$11,569,477*	*$11,882,053*	*$12,206,213*	*$12,542,393*	*$12,891,847*	*$13,252,644*	*$13,627,674*	*$14,016,643*	*$14,420,078*	*$14,838,526*	*$15,272,553*	*$15,722,751*	*$16,189,730*	*$16,674,126*	*$17,176,599*	*$17,514,784*	*$18,055,493*	*$18,618,414*	*$19,196,315*	*$19,801,993*	*$17,675,921*	*$361,770,847*
Total Savings:			*$0*	*$0*	*$0*	*$2,297,457*	*$2,505,338*	*$2,721,259*	*$2,946,147*	*$3,179,743*	*$3,422,701*	*$3,675,091*	*$3,937,596*	*$4,210,511*	*$4,494,262*	*$4,789,268*	*$5,095,983*	*$5,414,872*	*$5,746,420*	*$6,091,133*	*$6,632,585*	*$7,005,221*	*$7,392,658*	*$7,795,486*	*$8,214,320*	*$11,442,149*	*$109,810,304*
Labor		$2,614,843				$1,764,582	$1,817,520	$1,872,045	$1,928,207	$1,986,053	$2,045,634	$2,107,004	$2,170,214	$2,235,320	$2,302,380	$2,371,451	$2,442,595	$2,515,872	$2,591,349	$2,669,089	$2,749,162	$2,831,637	$2,916,586	$3,004,083	$3,094,206	$3,187,032	$52,622,018
Savings Less Labor:						$532,874	$687,818	$849,414	$1,017,940	$1,193,690	$1,376,967	$1,568,086	$1,767,383	$1,975,195	$2,191,882	$2,417,817	$2,653,388	$2,898,999	$3,155,072	$3,422,044	$3,883,423	$4,173,584	$4,476,872	$4,791,403	$5,120,115	$8,255,118	$58,008,286

Annual Generation Rate Increase:	1%
Annual Hauling Cost Increase:	3%
Annual Operations Cost Increase:	3%
Annual Labor Rate Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $5,000,000 to purchase new property
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd

SCENARIO # 1 - BASE CASE NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE 2014

	Current Waste Volumes		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	2,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mamessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservar	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Transportation Cost																											
Convenience Centers																											
Eagle Rock	2,318	$5.11/ton	$165,747	$171,907	$178,835	$186,041	$191,539	$201,339	$209,419	$217,994	$226,675	$235,810	$245,319	$255,199	$265,484	$276,183	$287,313	$298,891	$310,937	$323,467	$336,505	$350,064	$364,172	$378,848	$394,116	$409,996	$6,681,227
Mamessa Park	14,746	$5.11/ton	$75,399	$78,437	$81,598	$84,887	$88,308	$91,867	$95,569	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,866	$179,836	$187,073	$2,958,156
Don Reservar	7,623	$24.48/ton	$186,633	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,328	$277,061	$288,226	$299,842	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,060	$7,322,275
Collection Direct haul	403,000	$21.19/ton	$8,580,000	$8,925,774	$9,285,483	$9,659,868	$10,048,973	$10,453,947	$10,875,241	$11,313,313	$11,769,447	$12,243,756	$12,737,180	$13,250,488	$13,784,483	$14,339,997	$14,917,899	$15,519,090	$16,144,510	$16,795,154	$17,471,977	$18,176,098	$18,908,595	$19,670,611	$20,463,337	$21,288,029	$336,623,280
Subtotal Transportation			$9,007,779	$9,370,273	$9,747,895	$10,140,915	$10,549,407	$10,974,548	$11,416,822	$11,878,920	$12,355,560	$12,853,489	$13,371,490	$13,910,353	$14,470,942	$15,054,121	$15,660,803	$16,291,933	$16,948,498	$17,631,522	$18,342,073	$19,081,258	$19,850,233	$20,650,197	$21,482,080	$22,348,103	$353,386,887
Total Existing			$12,417,779	$12,882,573	$13,365,564	$13,866,914	$14,387,392	$14,927,672	$15,488,540	$16,070,790	$16,675,246	$17,302,765	$17,954,245	$18,630,590	$19,332,787	$20,061,821	$20,818,734	$21,604,602	$22,420,547	$23,267,733	$24,147,369	$25,060,714	$26,009,072	$26,993,802	$28,015,913	$29,078,073	$470,781,151
New Central Transfer Station																											
Operations																											
Central Station Operations	459,587	$3,000,000				$3,278,191	$3,376,536	$3,477,832	$3,582,167	$3,689,632	$3,800,321	$3,914,330	$4,031,749	$4,152,702	$4,277,283	$4,405,601	$4,537,769	$4,673,902	$4,814,119	$4,958,543	$5,107,299	$5,260,518	$5,418,334	$5,580,884	$5,748,310	$5,920,760	$94,006,731
Convenience Centers			$3,410,000	$3,512,300	$3,617,669																						
Eagle Rock	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mamessa Park	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservar	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,410,000	$3,512,300	$3,617,669	$3,278,191	$3,376,536	$3,477,832	$3,582,167	$3,689,632	$3,800,321	$3,914,330	$4,031,749	$4,152,702	$4,277,283	$4,405,601	$4,537,769	$4,673,902	$4,814,119	$4,958,543	$5,107,299	$5,260,518	$5,418,334	$5,580,884	$5,748,310	$5,920,760	$94,006,731
Transportation Costs																											0
Transport to Cerro Landfill	459,587	$10.27/ton				$3,315,894	$5,530,125	$5,752,909	$5,984,834	$6,226,023	$6,476,932	$6,737,952	$7,009,492	$7,291,970	$7,585,841	$7,891,550	$8,209,579	$8,540,425	$8,884,605	$9,242,654	$9,615,131	$10,002,623	$10,405,729	$10,825,080	$11,261,330	$11,715,163	$170,505,925
Transport form Convenience Centers																											0
Eagle Rock	0	$5.11/ton	$165,747	$171,907	$178,835	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$515,989
Mamessa Park	0	$5.11/ton	$75,399	$78,437	$81,598	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$235,434
Don Reservar	0	$24.48/ton	$186,633	$194,155	$201,979	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$582,767
Collection Direct haul			$8,580,000	$8,925,774	$9,285,483																						
Subtotal Transportation			$9,007,779	$9,370,273	$9,747,895	$3,315,894	$5,530,125	$5,752,909	$5,984,834	$6,226,023	$6,476,932	$6,737,952	$7,009,492	$7,291,970	$7,585,841	$7,891,550	$8,209,579	$8,540,425	$8,884,605	$9,242,654	$9,615,131	$10,002,623	$10,405,729	$10,825,080	$11,261,330	$11,715,163	$171,840,115
New FS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$22,300,000																									
Annualized Debt Service	0.0802	$1,797,376				$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$35,947,520
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 $100,000 ea	$1,000,000																									
Transfer trailers	10 $5,000 ea	$550,000																									
Rolling Stock	$50,000	$350,000																									
Annualized Equipment Cost	0.09654	$181,050				$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050	$181,050							$2,715,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,980,426	$2,797,376	$2,797,376	$2,797,376	$2,797,376	$2,797,376	$0	$38,663,275
Total annual Cost for New Transfer Station			$12,417,779	$12,882,573	$13,365,564	$10,574,501	$10,887,077	$11,211,237	$11,547,417	$11,896,871	$12,257,668	$12,632,696	$13,021,667	$13,425,182	$13,843,550	$14,277,577	$14,727,775	$15,194,754	$15,679,150	$16,181,623	$16,510,808	$17,060,517	$17,672,438	$18,285,339	$18,907,817	$17,635,921	$343,876,327
Total Savings:			$0	$0	$0	$3,292,413	$3,500,314	$3,716,435	$3,941,123	$4,174,719	$4,417,577	$4,670,067	$4,932,578	$5,205,491	$5,489,238	$5,784,244	$6,090,959	$6,409,848	$6,741,396	$7,086,109	$7,637,561	$8,000,197	$8,397,634	$8,790,462	$9,209,296	$11,442,149	$126,905,824

Annual Generation Rate Increase	1%
Annual Housing Cost Increase	3%
Annual Operations Cost Increase	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $5,000,000 to purchase new property
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 25% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

jmm4 11/30/2011

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd

SCENARIO # 3 - NEW TRANSFER STATION & CONVENIENCE CENTERS OPEN

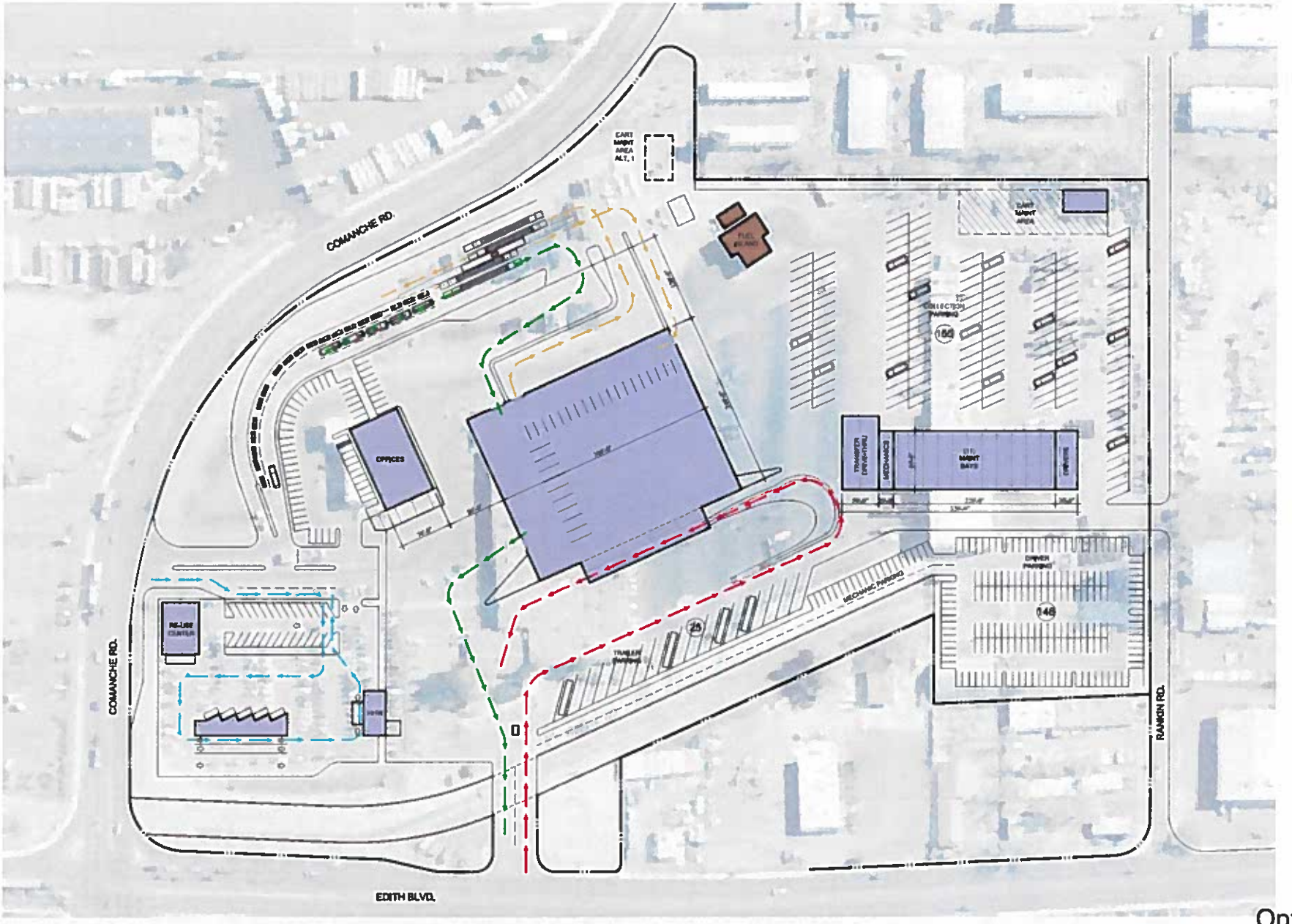
	Current Waste Volumes		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Dan Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.11/ton	$165,347	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,816	$245,319	$255,199	$265,484	$276,183	$287,319	$298,891	$310,937	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,998	$6,481,227
Montessa Park	14,746	$5.11/ton	$75,399	$78,437	$81,590	$84,847	$88,308	$91,867	$95,569	$99,430	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,860	$179,826	$187,073	$2,958,156
Dan Reservoir	7,623	$24.46/ton	$186,633	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,329	$277,061	$288,226	$299,842	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,056	$7,322,375
Collection Direct Haul	405,000	$11.19/ton	$4,580,000	$4,925,774	$5,295,483	$5,695,608	$10,048,973	$10,451,947	$10,875,241	$12,318,513	$11,769,447	$12,243,756	$12,737,180	$13,250,488	$13,784,481	$14,339,997	$14,917,899	$15,519,090	$16,144,510	$16,795,134	$17,471,977	$18,176,098	$18,908,595	$19,670,631	$20,463,137	$21,286,005	$336,621,280
Subtotal Transportation			$5,007,379	$5,370,273	$5,747,885	$10,168,736	$10,549,407	$10,974,548	$11,416,822	$12,876,930	$12,355,560	$12,852,489	$13,371,491	$13,910,353	$14,470,942	$15,054,121	$15,660,803	$16,291,933	$16,948,498	$17,631,522	$18,342,073	$19,081,958	$19,898,233	$20,658,197	$21,482,488	$22,340,161	$353,386,887
Total Existing			$12,417,379	$12,882,573	$13,365,564	$13,894,934	$14,387,392	$14,927,672	$15,488,540	$16,870,799	$16,675,246	$17,302,765	$17,954,245	$18,630,591	$19,332,787	$20,061,821	$20,818,734	$21,604,602	$22,420,547	$23,267,731	$24,147,369	$25,068,714	$26,009,072	$26,993,002	$28,016,318	$29,070,073	$470,781,151
New Central Transfer Station																											
Operations																											
Central Station Operations	405,000	$1,000,000				$1,278,181	$1,376,526	$1,477,822	$1,582,157	$1,689,632	$1,800,310	$1,914,326	$2,031,749	$2,152,782	$2,277,293	$2,405,602	$2,537,760	$2,673,902	$2,814,119	$2,958,543	$3,107,299	$3,260,518	$3,418,334	$3,580,884	$3,748,310	$3,920,766	$54,006,711
Convenience Centers		$3,410,000	$3,410,000	$3,512,300	$3,617,669	$3,726,199	$3,837,985	$3,953,125	$4,071,718	$4,193,870	$4,319,686	$4,449,277	$4,582,755	$4,720,237	$4,861,845	$5,007,700	$5,157,931	$5,312,669	$5,472,049	$5,636,210	$5,805,297	$5,979,456	$6,158,839	$6,343,604	$6,533,913	$6,729,930	$117,394,263
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Dan Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,410,000	$3,512,300	$3,617,669	$5,004,380	$5,214,511	$5,430,947	$5,653,875	$5,883,501	$6,119,996	$6,363,603	$6,614,504	$6,872,939	$7,139,137	$7,413,301	$7,695,700	$7,986,571	$8,286,168	$8,594,753	$8,912,596	$9,239,974	$9,577,173	$9,924,488	$10,282,224	$12,650,690	$171,400,974
Transportation Costs																											0
Transport to Cerro Landfill	405,000	$10.27/ton				$4,641,485	$4,822,229	$5,010,385	$5,206,245	$5,405,340	$5,706,399	$5,930,367	$6,165,602	$6,424,879	$6,681,386	$6,952,726	$7,232,521	$7,524,408	$7,827,641	$8,143,895	$8,471,762	$8,812,854	$9,167,804	$9,537,256	$9,921,618	$10,321,459	$150,231,563
Transport form Convenience Centers																											0
Eagle Rock	32,318	$5.11/ton	$165,347	$171,907	$178,835	$186,042	$193,539	$201,339	$209,453	$217,894	$226,675	$235,816	$245,319	$255,199	$265,484	$276,183	$287,313	$298,891	$310,937	$323,467	$336,503	$350,064	$364,172	$378,848	$394,116	$409,998	$6,481,227
Montessa Park	14,746	$5.11/ton	$75,399	$78,437	$81,590	$84,847	$88,308	$91,867	$95,569	$99,420	$103,427	$107,595	$111,931	$116,442	$121,134	$126,016	$131,095	$136,378	$141,874	$147,591	$153,539	$159,727	$166,164	$172,860	$179,826	$187,073	$2,958,156
Dan Reservoir	7,623	$24.46/ton	$186,633	$194,155	$201,979	$210,119	$218,587	$227,396	$236,560	$246,093	$256,011	$266,329	$277,061	$288,226	$299,842	$311,926	$324,496	$337,573	$351,178	$365,330	$380,053	$395,369	$411,302	$427,878	$445,121	$463,056	$7,322,375
Collection Direct Haul			$4,580,000	$4,925,774	$5,295,483																						
Subtotal Transportation			$5,007,379	$5,370,273	$5,747,885	$5,164,532	$5,322,663	$5,509,183	$5,814,625	$5,968,747	$6,292,518	$6,540,899	$6,809,907	$7,084,946	$7,368,045	$7,666,850	$7,975,624	$8,297,258	$8,631,629	$8,979,494	$9,341,857	$9,717,814	$10,108,442	$10,514,952	$10,940,601	$11,382,591	$166,995,220
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$12,900,000																									
Annualized Debt Service	0.0803	$1,797,376				$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376		$35,947,520
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10	$100,000 Ea	$1,000,000																								
Transfer trailers	10	$5,000 Ea	$550,000																								
Rolling Stock		$50,000	$350,000																								
Annualized Equipment Cost	0.09634		$183,056			$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056	$183,056							$2,745,756.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$38,693,275
Total annual Cost for New Transfer Station			$12,417,379	$12,882,573	$13,365,564	$14,149,339	$14,567,601	$15,020,154	$15,448,727	$15,912,664	$16,292,934	$16,898,122	$17,464,837	$17,957,312	$18,469,399	$19,068,578	$19,651,951	$20,264,247	$20,898,224	$21,554,663	$22,051,329	$22,715,163	$23,413,991	$24,230,716	$25,020,280	$24,832,288	$441,870,726
Total Savings:			$0	$0	$0	-$282,405	-$180,209	-$92,482	$39,813	$158,135	$382,312	$404,644	$489,408	$673,279	$863,388	$993,244	$1,166,783	$1,340,354	$1,522,323	$1,713,069	$2,096,040	$2,353,550	$2,595,082	$2,763,285	$2,996,833	$5,845,791	$29,910,425

Annual Compensation Rate Increase:	3%
Annual Housing Cost Increase:	3%
Annual Operations Cost Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $1,000,000 to purchase new property
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

mmm 12/30/2011



Option 4A

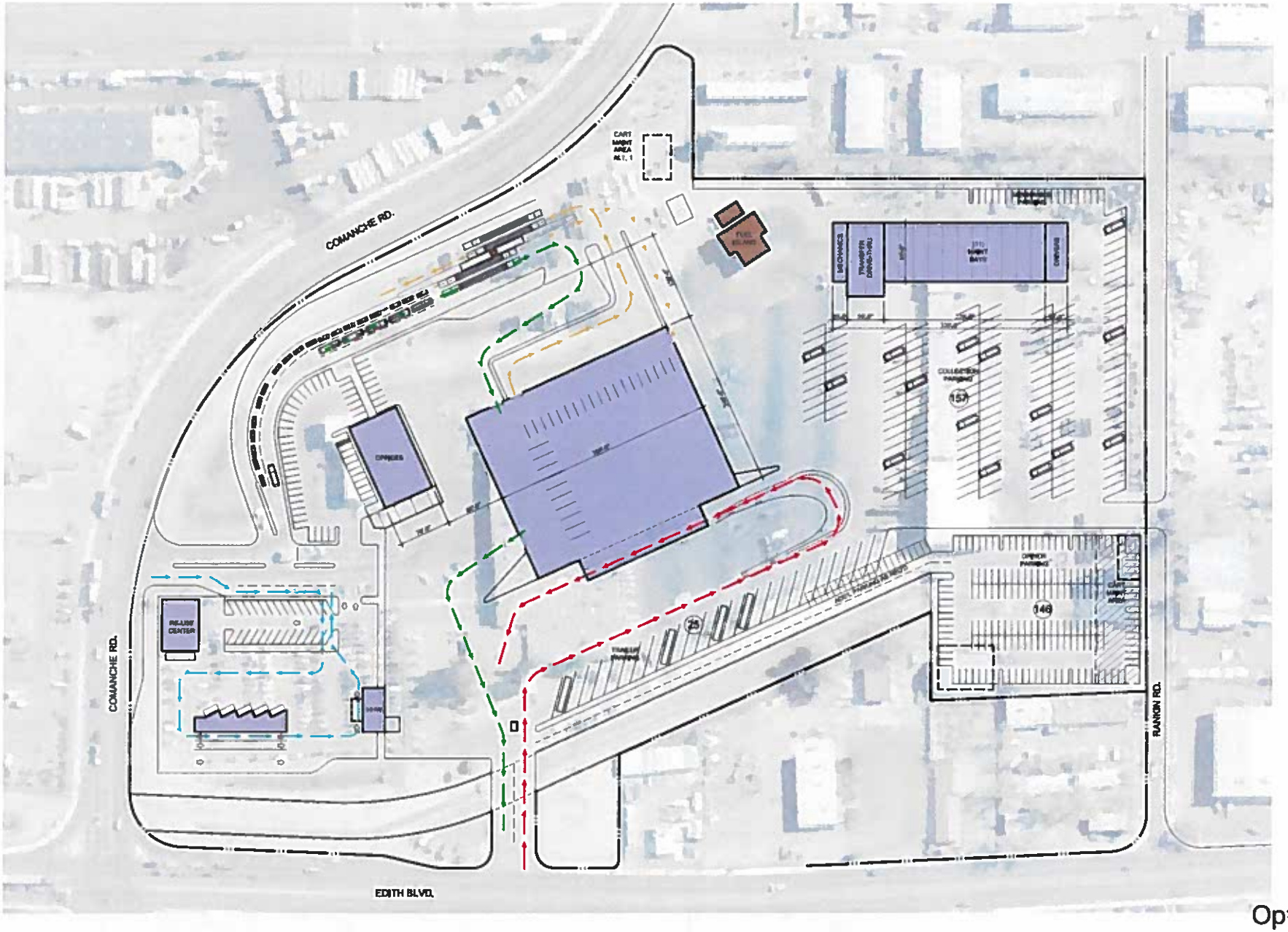
SCALE 1"=60'-0"

SOLID WASTE MANAGEMENT

SITE PLAN

ARCHITECTS ENGINEERS PLANNERS

JOB 04215 | 31 JULY 2019



Option 3A

SOLID WASTE MANAGEMENT

SITE PLAN

SCALE 1"=60'-0"

ARCHITECTS
ENGINEERS
PLANNERS

JOB 04315 21 JULY 2011

JRM &A

ARCHITECTS
ENGINEERS
PLANNERS

Addendum | Albuquerque Transfer Station
Feasibility Analysis

February 2014 Update

Prepared for |
The City of Albuquerque
Solid Waste Department

Prepared By |
Doug Drennen
Principal
J.R. Miller & Associates

referred to as "nine mile hill" with an average grade of 7%. Once off I-40 freeway, collection trucks must travel nine (9) miles along a local access road to the gatehouse and onto the landfill. The roundtrip to the landfill and back to the Big I intersection takes about eighty (80) minutes, not including the time spent at the landfill. Time spent at the landfill is about twenty (20) minutes which includes; travel to the working face, unloading, and back through the gatehouse. Total time per load for transport to the landfill and unloading is approximately one hundred (100) minutes.

The cost of directly hauling to the landfill was established using actual operating and maintenance expenses in conjunction with actual labor costs. The cost per load was based on the roundtrip time to the landfill plus the unloading time multiplied by the hourly cost to operate each type of vehicle. The hourly operating expense for each type of collection truck does vary because actual fuel expenses and maintenance costs vary for each type of truck although the labor expenses are essentially the same. The cost factors to arrive at the operating expenses have been updated based on actual 2014 dollars.

The loads-per-day for each vehicle type are based on the current number of vehicles SWD operates in each category multiplied by the average number of loads per day that vehicle category picks up. The trips made to the landfill were also updated.

The following is a list of the transportation related expenses that were updated.

	2011	2013-14	% Change
1. Labor (represents drivers/ maintenance Includes benefits /overhead) *	$26.89/hr	$29.70/hr	10.4%
2. Trips to Landfill (all City collection trucks)	246	248	0.8 %
3. Fuel Prices	$2.39/gal	$3.13/gal	31%

*The Department reported that the labor rate change includes a onetime catch-up to the benefits and IDOH rates over several years. Annual adjustments for labor rates are typically 1% to 2%.

Using the updated information the transportation cost tables were revised

Transportation Cost for Direct Haul to Landfill (2014)

Vehicle Type	Per Hour Vehicle Cost	Roundtrip & Unloading Time	Transportation Cost per Load	Total Loads per Day	Transportation Cost per Day
Automated	$ 72	100 min	$120	86	$10,320
Front Loader	$ 72	100 min	$120	51	$ 6,120
FL w/ Assistant	$101	100 min	$168	14	$ 2,350
Rear Loader Comml & W/L	$ 84	100 min	$140	6	$ 840
Roll-off - Box	$ 59	100 min	$ 98	91	$ 8,900
Transfer Trucks	$ 56	N/A			$ 0
Total Estimated Cost Direct Haul / Day					**$28,530**

The following chart shows the cost that would be required to transport wastes to the landfill with a transfer station. This chart does not include the cost to operate the transfer station or finance the transfer station construction. The roundtrip and unloading times are based on the assumptions above.

Transportation Cost for Transfer to the Landfill (2014)

Vehicle Type	Per Hour Vehicle Cost	Roundtrip & Unloading Time	Transportation Cost per Trip	Total Loads per Day	Transportation Cost per Day
Automated	$ 72	20 min	$24	86	$2,060
Front Loader	$ 72	20 min	$24	51	$1,220
FL w/ Assistant	$101	20 min	$33	14	$ 460
Rear Loader	$ 84	20 min	$28	6	$ 170
Roll-off - Box	$ 59	20 min	$20	91	$1,820
Transfer Trucks	$ 56	105 min	$98	65	$6,370
Total Estimated Cost / Day					**$12,100**

Based on this analysis the cost for collection trucks to deliver waste to the transfer stations and transport waste from the transfer station to the landfill is approximately $12,100 per day or $3.15 million per year. This represents an annual savings of $4.27 million per year over collection trucks hauling directly to the landfill.

However, if we use the actual waste quantities averaged over the past two years it would only make 15,625 trips per year or about sixty (60) per day. Under these conditions the cost for transportation with the transfer station would have been $11,610 per day. The actual annual cost would have been $3.02 million. This would have been a difference of $4.4 million or an additional savings of $130,000 annually.

2.2 Summary of Updated Transportation Costs

The transportation analysis using 2014 data shows there is a slight increase in the cost savings when comparing direct haul versus having the transfer station. The transportation cost difference in the 2011 study was a $15,200 per day or $4.0 million per year. The Updated 2014 model shows this difference to be $16,430 per day or annual cost of approximately $4.3 million per year or a 7.5% increase. This is mainly a result of the labor cost increase of 10.4% which is partially due to a "catch up" on benefits therefore it is not reasonable to expect a 5% increase in these cost each year.

Fuel prices also contribute to the transportation cost savings but not as much. For the purposes of this updated report we used a $3.00 per gallon versus the current price of $3.13 per gallon. Since these prices are volatile we wanted the analysis to recognize this fact by not using the higher price.

The time savings have not changed since our previous report so the financial analysis will reflect only these cost changes.

Using the information above and space assumptions from our experience, a generic site plan was developed. In order to allow for sufficient site area to build the facilities described and to allow for a safe and efficient traffic circulation plan, it is desirable to use between eight (8) acres and twelve (12) acres of land. The most efficient method to load a transfer trailer is to load from the top or by gravity. Therefore, it is desirable to locate the tipping floor at an elevated level which is typically about sixteen (16) feet above the load out tunnel floor. Thus, having a grade differential on the property can lead to a more efficient operation and can certainly reduce initial construction costs.

3.2 Construction Costs Estimate

The transfer station facility criteria described above was used by JRMA to prepare a planning level construction cost estimate for the 2011 feasibility report and also used for this updated report. The estimate was originally developed to provide information for evaluating the feasibility of building a central transfer station for the purposes of reducing overall system cost (i.e. this proposed new facility is more cost effective than continuing to have collection vehicles haul directly to the landfill). The facility criteria are consistent with our initial reviews. If it is decided to move the project forward, the design for a permanent transfer station should be defined and developed through additional efforts. After that step is completed a professional construction cost estimator should provide a more defined construction cost estimate. It is assumed the site will not require any remedial actions. The other key assumptions used to develop construction cost are as follows:

- The transfer station facility will be built on a 9 acre site
- A few line items in the estimate include:
  - A 70,000 s.f. PEMB transfer station building
  - Recycling drop center
  - Household Hazardous Waste building (HHW)
  - A gatehouse and scale complex to weigh vehicles and handle transactions
  - State Gross Receipts tax of 7%

The construction cost estimate prepared in 2011 listed four primary areas of work for completing the new transfer station. Each of these areas of construction were reviewed to determine if there have been changes to the unit cost used to complete the estimate. An update of each area of work is as follows:

3.2.1 Site Work - 2011 Estimate - $1,770,000

Description: This area of work includes demolition of existing infrastructure, site preparation, site grading and paving, utilities and landscaping. To compare construction costs for these items the City's Department of Municipal Development (DMD) provided data from recent public works projects for several of the items used in the cost estimate. Based on the information each of the main categories of work; clearing, demolition, grading and paving, used in the previous estimate were slightly higher than those provided by DMD. This represented 62% of the total cost for this area. The other items included in this work area were for storm water management, landscaping, and utilities, all of which appear reasonable for this planning level estimate. There was no information in the DMD to verify these items. The planning level cost estimate for this work is still reasonable.

million to $13.5 million or 9%. Assuming this additional cost is realized it would translate to about $55,000 annually over twenty (20) years.

The updated construction cost estimates are provided in the Updated Appendix B of this Addendum.

4. Update Cost of Operations

The operating expenses for the new transfer station were prepared in 2011 feasibility report. Of the operating costs, labor expenses represented 43% of the total cost. Given that labor expenses for the City have increased by 10.4% it is assumed the operating expenses will incur these increases. In addition to the labor increase we assumed a modest 2% increase in other operating expenses.

Estimated Operating Expenses	2011	2014 Update
Labor Expense	$1,100,000	$ 1,214,000
Equipment Expenses	370,000	377,000
Equipment Maintenance	120,000	122,000
Equipment Replacement	300,000	306,000
Facility Replacement	300,000	306,000
Subtotal	$ 2,190,000	$ 2,325,000
Operating Contingency (20%)	440,000	465,000
Transfer Station Operating Expenses	$ 2,630,000	$ 2,790,000
Other Services		
Recycle Drop Off Center	$ 100,000	$ 112,000
HHW Drop Off (5 days/wk)	$ 150,000	$ 168,000
Subtotal Other Services	$ 250,000	$ 280,000
Total Operating Expenses	$ 2,880,000	$ 3,070,000

The result of these adjustments demonstrates the operating expenses have increased by a total of 6.6%. In the 2011 model JRMA rounded the operating expenses to $3,000,000. Therefore, for planning purposes we used $3,100,000 in the financial analysis.

The SWD currently also operates three convenience centers or small transfer stations. The annual operating expenses presented in the 2011 Report were $3.1 million. This represents the net operating expenses and does not include transfers and transportation costs. Transportation of waste to the landfills from these facilities was reported to be $427,000 and the truck repair and maintenance allocation was $315,000.

To determine the cost impacts of building a new central transfer the operating expenses of the three convenience centers were updated. It is understood this information is used only for providing the financial analysis of the impacts of closing one or more of the convenience centers for consolidation purposes. The City has not made a decision to close any of these centers.

Summary Table - Cost Savings of Transfer versus Direct Haul

	2011		2014	
Scenarios w/Transfer Station	**1sr Yr $**	**Life Cycle**	**1sr Yr $**	**Life Cycle**
1. ***TS w/Convenience Centers Closed***	$3.0 M	$118 M	$3.4 M	$133 M
2. ***TS w/Convenience Centers Closed – no labor savings***	$1.2 M	$ 67 M	$1.7 M	$ 83 M
3. ***TS w/Convenience Centers Open***	($800,000)	$ 10 M	($600,000)	$ 18 M
Scenarios with Full Build Out of new Solid Waste Department Facilities				
4. ***TS &SWD w/Convenience Centers Closed***	$2.0 M	$98 M	$2.4.M	$112 M
5. ***TS &SWD w/Convenience Centers Closed – no labor savings***	$200,000	$47 M	$610,000	$61 M
6. ***T S $ SWD w/Convenience Centers Open***	($1.8 M)	($10.0 M)	($1.6 M)	($3.2 M)

Comparing the 2014 updated information to the 2011 Report the cost of each scenario has increased because of the various factors described in Addendum. However, the difference between the transfer and direct hauling has increased demonstrating the savings to the City of building the transfer station is more favorable than the cost represented in 2011.

Albuquerque Transfer Station

Edith St SWD Offices/Hauling Yard & Maintenance Center Facilities (Approx 8 Acres)

Preliminary Construction Costs (February 2014 $)

BUILDING/ SITE AREA		DESCRIPTION OF WORK	QUANTITY	SF/ LF	UNIT COST	EXTENDED VALUE	Assumptions Notes 01/30/14
Generic Site							
Site Work							
	Demolition	Remove Debris / demo structures	1	LS	$200,000.00	$200,000	
	Site Preparation	Clear and Grade	250,000	SF	$0.50	$125,000	
	Soil Removal /Fill		20,000	CY	$8.00	$160,000	Import - can be reduced with precise grading plan
	Utilities	Water/Fire extension	1,000	LF	$20.00	$20,000	
		Sewer	1,000	LF	$20.00	$20,000	
		Power	1	LS	$100,000.00	$100,000	
	Paving	Employee parking	55,000	SF	$4.00	$220,000	
		Truck parking 8 in paving	125,000	SF	$6.00	$750,000	Employee parking 4 inch plus base
		Access roads - maneuver areas etc	20,000	SF	$6.00	$120,000	All truck access areas 8 inch plus base
		Storm water	1	LS	$200,000.00	$200,000	
	Landscaping	Based on screening	10,000	SF	$5.00	$50,000	
SUBTOTAL SITE WORK						$1,965,000	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE WORK						$1,965,000	
ENTRANCE ROADS / SCALE COMPLEX							
	Access Roads	Includes entrance; access; and site parking		SF	$6.00	$0	
	Scale Approaches	Concrete		SF	$12.00	$0	
	Scale house	Scale house and bathrooms		SF	$400.00	$0	
	Scales	Two entrance plus 1 exit and transfer trucks		EA	$60,000.00	$0	
SUBTOTAL ONSITE ROADS AND SCALE COMPLEX						$0	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL SITE IMPROVEMENTS AND SCALE COMPLEX						$0	
MAIN TRANSFER STATION							
	New Transfer Station	PEMB - with standard concrete base / skylights		SF	$140.00	$0	
	Foundations/ Tunnel	Standard slab on grade		SF	$6.00	$0	
	New Push Wall	Standard concrete push walls		LF	$200.00	$0	
				LF		$0	
						$0	
	Employee / Maintenance Area	SWD Office	8,400	SF	$225.00	$1,890,000	New SWD Offices with no driver center
	Mech	Break room / showers etc.	1,600	SF	$300.00	$480,000	
	Driver Center	Employee Center w/ showers etc	3,000	SF	$300.00	$900,000	
	Truck Bays	Truck maintenance facility	22,000	SF	$175.00	$3,850,000	
SUBTOTAL NEW TRANSFER STATION W/EMPLOYEE SPACE						$7,120,000	
		General Condition				$0	
		Engineering				$0	
		Contingency				$0	
TOTAL NEW TRANSFER STATION						$7,120,000	
Buy Back Center and HHW Drop Off							
	Paving	Drives and maneuvering areas for drop offs		SF	$6.00	$0	
				SF		$0	
	HHW building	Assume 4,000 sq ft		SF	$225.00	$0	
	Misc	Walls, dividers, boxes etc		LS	$100,000.00	$0	
	Recycle Drop-Off	Area for public to drop-off recyclables		SF	$100.00	$0	
SUBTOTAL CONSTRUCTION COST - RECYCLING CENTER / HHW						$0	
SUMMARY OF ESTIMATED CONSTRUCTION COST							
Site Work - Grading, Drainage and Paving						$1,965,000	
Entrance Road and Scale complex						$0	
Buyback & Recycle Drop Off Center						$0	
Transfer Station Expansion w/ Entrance / Employee and Maintenance bays						$7,120,000	
Subtotal Construction Cost						$9,085,000	
Cost of Land							
		General Condition			12%	$1,090,200	
		Engineering /Construction Adm			12%	$1,090,200	
		Contingency			15%	$1,362,750	
		Gross Receipts Tax			7%	$807,657	
SUMMARY - TOTAL ESTIMATED CONSTRUCTION COST						$13,435,807	**USE $ 13,500,000**

Notes

JRMA **1/30/2014**

Estimates are preliminary and carry a confidence range of +20 /-15%.
Site Plans are conceptual but based on projects of similar size and complexity
Incomplete base maps with limited topographic data were used
Unit cost are based on projects in other areas in absence of unit prices for New Mexico region
No environmental clean up/remediation is included

Addendum to
Albuquerque Transfer Station
Feasibility Analysis

Appendix C
Updated Financial Models

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd w/New SWD Facilities

SCENARIO # 2 - NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE - LABOR COST SAVING NOT REALIZED

	Current Waste Volumes		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,852	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,752
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,852	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,752
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.50/ton	$177,749	$184,912	$192,364	$200,117	$208,181	$216,571	$225,299	$234,378	$243,824	$253,630	$263,872	$274,506	$285,569	$297,077	$309,049	$321,504	$334,460	$347,939	$361,961	$376,540	$391,723	$407,508	$423,932	$441,017	$6,873,731
Montessa Park	14,746	$5.50/ton	$81,103	$84,371	$87,772	$91,309	$94,989	$98,817	$102,799	$106,942	$111,251	$115,735	$120,399	$125,251	$130,299	$135,550	$141,012	$146,695	$152,607	$158,757	$165,155	$171,811	$178,735	$185,938	$193,431	$201,226	$3,181,959
Don Reservoir	7,623	$26.36/ton	$200,942	$209,040	$217,465	$226,228	$235,345	$244,830	$254,698	$264,961	$275,639	$286,747	$298,303	$310,324	$322,830	$335,841	$349,375	$363,453	$378,102	$393,339	$409,191	$425,681	$442,836	$460,683	$479,248	$498,562	$7,883,666
Collection Direct haul	409,000	$18.32/ton	$7,417,800	$7,716,737	$8,027,722	$8,351,179	$8,687,794	$9,037,912	$9,402,190	$9,781,046	$10,175,227	$10,585,284	$11,011,871	$11,455,649	$11,917,312	$12,397,579	$12,897,272	$13,416,959	$13,957,063	$14,517,156	$15,105,219	$15,713,063	$16,347,390	$17,008,139	$17,695,485	$18,409,452	$291,078,083
Subtotal Transportation			$7,877,594	$8,195,061	$8,525,322	$8,868,833	$9,226,309	$9,598,129	$9,984,954	$10,387,327	$10,805,930	$11,241,475	$11,694,666	$12,165,731	$12,656,809	$13,168,047	$13,696,636	$14,242,613	$14,822,852	$15,418,192	$16,041,626	$16,696,107	$17,380,624	$18,098,267	$18,848,856	$19,545,257	$309,095,431
Total Existing			$12,517,594	$11,944,261	$12,386,998	$12,846,419	$13,323,161	$13,817,887	$14,331,304	$14,864,068	$15,416,973	$15,990,798	$16,586,389	$17,204,342	$17,845,779	$18,513,509	$19,202,463	$19,914,614	$20,663,963	$21,436,557	$22,238,482	$23,078,869	$23,956,879	$24,871,740	$25,762,213	$26,729,113	$434,377,763
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	$3,100,000				$3,387,454	$3,489,077	$3,593,750	$3,701,562	$3,812,609	$3,926,987	$4,044,797	$4,166,141	$4,291,125	$4,419,859	$4,552,455	$4,689,028	$4,829,699	$4,974,590	$5,123,828	$5,277,542	$5,435,869	$5,598,945	$5,766,913	$5,939,921	$6,118,118	$97,140,268
Convenience Centers			$3,640,000	$3,749,200	$3,861,676																						
Eagle Rock	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,640,000	$3,749,200	$3,861,676	$3,387,454	$3,489,077	$3,593,750	$3,701,562	$3,812,609	$3,926,987	$4,044,797	$4,166,141	$4,291,125	$4,419,859	$4,552,455	$4,689,028	$4,829,699	$4,974,590	$5,123,828	$5,277,542	$5,435,869	$5,598,945	$5,766,913	$5,939,921	$6,118,118	$97,140,268
Transportation Costs																											0
Transport to Cerro Landfill	459,687	$7.77/ton				$4,030,145	$4,152,157	$4,250,698	$4,526,031	$4,708,430	$4,898,180	$5,095,576	$5,300,928	$5,514,555	$5,736,792	$5,967,985	$6,208,494	$6,458,687	$6,718,961	$6,989,757	$7,271,444	$7,564,404	$7,869,332	$8,186,466	$8,516,301	$8,859,591	$128,945,106
Transport form Convenience Centers																											0
Eagle Rock	0	$5.50/ton	$177,749	$184,912	$192,364	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$555,026
Montessa Park	0	$5.50/ton	$81,103	$84,371	$87,772	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$253,246
Don Reservoir	0	$26.36/ton	$200,942	$209,040	$217,465	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$627,447
Collection Direct haul			$7,417,800	$7,716,737	$8,027,722																						
Subtotal Transportation			$7,877,594	$8,195,061	$8,525,322	$4,030,145	$4,152,157	$4,250,698	$4,526,031	$4,708,430	$4,898,180	$5,095,576	$5,300,928	$5,514,555	$5,736,792	$5,967,985	$6,208,494	$6,458,687	$6,718,961	$6,989,757	$7,271,444	$7,564,404	$7,869,332	$8,186,466	$8,516,301	$8,859,591	$130,380,824
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$35,800,000																									
Annualized Debt Service	0.08024	$2,880,616				$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$57,612,320
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 $00000 Ea	$1,000,000																									
Transfer trailers	10 $5,000 Ea	$150,000																									
Rolling Stock	$50,000	$350,000																									
Annualized Equipment Cost	0.09634	$183,050				$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050						$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$3,063,666	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$2,880,616	$0	$60,358,075
Total annual Cost for New Transfer Station			$11,517,594	$11,944,261	$12,386,998	$10,471,265	$10,734,900	$11,008,114	$11,291,259	$11,584,705	$11,888,833	$12,204,039	$12,530,735	$12,869,347	$13,220,317	$13,584,106	$13,961,189	$14,352,052	$14,757,219	$15,177,251	$15,420,603	$15,908,968	$16,348,893	$16,833,996	$17,336,918	$14,977,709	$322,292,302
Total Savings:			$0	$0	$0	$2,375,154	$2,588,261	$2,809,773	$3,040,045	$3,279,363	$3,528,140	$3,786,759	$4,055,653	$4,334,995	$4,625,492	$4,927,404	$5,241,276	$5,567,552	$5,906,725	$6,259,306	$6,808,879	$7,189,897	$7,585,986	$7,997,744	$8,425,795	$11,751,402	$112,085,461
Labor		$1,614,843				$1,764,582	$1,817,520	$1,872,045	$1,928,207	$1,986,053	$2,045,634	$2,107,004	$2,170,214	$2,235,320	$2,302,380	$2,371,451	$2,442,595	$2,515,872	$2,591,349	$2,669,089	$2,749,162	$2,831,637	$2,916,586	$3,004,083	$3,094,206	$3,187,033	$50,602,018
Savings Less Labor:						$610,572	$770,741	$937,728	$1,111,838	$1,293,310	$1,482,512	$1,679,747	$1,885,351	$2,099,675	$2,323,092	$2,555,953	$2,798,681	$3,051,680	$3,315,376	$3,590,217	$4,059,718	$4,358,260	$4,669,400	$4,993,661	$5,331,589	$8,564,370	$61,483,442

Annual Generation Rate Increase:	1%
Annual Material Cost Increase:	3%
Annual Operations Cost Increase:	3%
Annual Labor Rate Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry -plus 15% and minus 10% range
6. All capital construction costs includes 7% gross receipts tax

jmaes 2/13/2014

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd

SCENARIO # 1 - BASE CASE NEW TRANSFER STATION & CONVENIENCE CENTERS CLOSE 2014

	Current Waste Volumes		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,853	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,352
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,706		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		*$3,640,000*	*$3,640,000*	*$3,749,200*	*$3,861,676*	*$3,977,526*	*$4,096,853*	*$4,219,758*	*$4,346,350*	*$4,476,741*	*$4,611,043*	*$4,749,374*	*$4,891,856*	*$5,038,611*	*$5,189,770*	*$5,345,463*	*$5,505,827*	*$5,671,001*	*$5,841,131*	*$6,016,365*	*$6,196,856*	*$6,382,762*	*$6,574,245*	*$6,771,472*	*$6,974,616*	*$7,183,855*	*$125,312,352*
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.50/ton	$177,749	$184,912	$192,364	$200,117	$208,181	$216,571	$225,299	$234,378	$243,824	$253,650	$263,872	$274,506	$285,569	$297,077	$309,049	$321,504	$334,460	$347,939	$361,961	$376,548	$391,723	$407,509	$423,932	$441,017	$6,973,721
Montessa Park	14,706	$5.50/ton	$81,103	$84,371	$87,772	$91,309	$94,989	$98,817	$102,798	$106,941	$111,251	$115,735	$120,399	$125,251	$130,299	$135,550	$141,012	$146,695	$152,607	$158,757	$165,155	$171,811	$178,735	$185,936	$193,431	$201,226	$3,181,953
Don Reservoir	7,623	$26.36/ton	$200,942	$209,040	$217,465	$226,228	$235,345	$244,830	$254,698	$264,961	$275,639	$286,747	$298,303	$310,324	$322,830	$335,841	$349,375	$363,455	$378,102	$393,339	$409,191	$425,681	$442,836	$460,685	$479,248	$498,562	$7,881,664
Collection Direct haul	405,000	$18.32/ton	$7,417,800	$7,714,737	$8,027,722	$8,351,249	$8,687,794	$9,037,912	$9,402,168	$9,781,046	$10,175,222	$10,585,294	$11,011,871	$11,455,849	$11,917,312	$12,397,579	$12,897,272	$13,416,959	$13,957,641	$14,520,356	$15,105,819	$15,714,052	$16,347,240	$17,006,118	$17,691,445	$18,404,451	$291,024,083
Subtotal Transportation			*$7,877,594*	*$8,193,061*	*$8,525,322*	*$8,868,892*	*$9,226,309*	*$9,596,129*	*$9,984,934*	*$10,387,327*	*$10,805,936*	*$11,241,415*	*$11,694,445*	*$12,165,731*	*$12,656,009*	*$13,166,047*	*$13,696,636*	*$14,248,617*	*$14,822,832*	*$15,420,192*	*$16,041,625*	*$16,688,109*	*$17,360,624*	*$18,059,267*	*$18,784,898*	*$19,547,957*	*$305,059,411*
Total Existing			*$11,517,594*	*$11,944,261*	*$12,386,998*	*$12,846,419*	*$13,323,161*	*$13,817,887*	*$14,331,284*	*$14,864,068*	*$15,416,979*	*$15,990,790*	*$16,586,300*	*$17,204,342*	*$17,845,779*	*$18,511,509*	*$19,202,463*	*$19,919,614*	*$20,663,963*	*$21,436,557*	*$22,238,482*	*$23,070,865*	*$23,934,879*	*$24,831,740*	*$25,762,713*	*$26,729,111*	*$430,377,763*
New Central Transfer Station																											
Operations																											
Central Station Operations	459,687	$3,100,000				$3,387,454	$3,489,077	$3,593,750	$3,701,562	$3,812,609	$3,926,987	$4,044,797	$4,166,141	$4,291,125	$4,419,859	$4,552,455	$4,689,028	$4,829,699	$4,974,590	$5,123,828	$5,277,542	$5,435,869	$5,598,945	$5,766,913	$5,939,921	$6,118,118	$97,140,268
Convenience Centers			$3,640,000	$3,749,200	$3,861,676																						
Eagle Rock	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	0		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			*$3,640,000*	*$3,749,200*	*$3,861,676*	*$3,387,454*	*$3,489,077*	*$3,593,750*	*$3,701,562*	*$3,812,609*	*$3,926,987*	*$4,044,797*	*$4,166,141*	*$4,291,125*	*$4,419,859*	*$4,552,455*	*$4,689,028*	*$4,829,699*	*$4,974,590*	*$5,123,828*	*$5,277,542*	*$5,435,869*	*$5,598,945*	*$5,766,913*	*$5,939,921*	*$6,118,118*	*$97,140,268*
Transportation Costs																											
Transport to Cerro Landfill	459,687	$7.77/ton				$4,020,145	$4,182,157	$4,350,698	$4,526,031	$4,708,430	$4,898,180	$5,095,576	$5,300,928	$5,514,555	$5,736,792	$5,967,985	$6,208,494	$6,458,697	$6,718,987	$6,989,757	$7,271,444	$7,564,484	$7,869,332	$8,186,466	$8,516,381	$8,859,591	$128,945,106
Transport form Convenience Centers																											
Eagle Rock	0	$5.50/ton	$177,749	$184,912	$192,364	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$555,026
Montessa Park	0	$5.50/ton	$81,103	$84,371	$87,772	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$253,246
Don Reservoir	0	$26.36/ton	$200,942	$209,040	$217,465	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$627,447
Collection Direct haul			$7,417,800	$7,714,737	$8,027,722																						
Subtotal Transportation			*$7,877,594*	*$8,193,061*	*$8,525,322*	*$4,020,145*	*$4,182,157*	*$4,350,698*	*$4,526,031*	*$4,708,430*	*$4,898,180*	*$5,095,576*	*$5,300,928*	*$5,514,555*	*$5,736,792*	*$5,967,985*	*$6,208,494*	*$6,458,697*	*$6,718,987*	*$6,989,757*	*$7,271,444*	*$7,564,484*	*$7,869,332*	*$8,186,466*	*$8,516,381*	*$8,859,591*	*$130,380,824*
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$22,300,000																									
Annualized Debt Service @ 08024		$1,797,376				$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$38,947,320
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 100,000 ea	$1,000,000																									
Transfer trailers	10 55,000 Ea	$550,000																									
Rolling Stock	350,000	$350,000																									
Annualized Equipment Cost	0.07934	$183,050				$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050						$2,745,755.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			*$0*	*$0*	*$0*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,980,426*	*$1,797,376*	*$1,797,376*	*$1,797,376*	*$1,797,376*	*$1,797,376*	*$0*	*$38,693,275*
Total annual Cost for New Transfer Station			*$11,517,594*	*$11,944,261*	*$12,386,998*	*$9,388,825*	*$9,651,660*	*$9,924,874*	*$10,208,819*	*$10,503,865*	*$10,809,393*	*$11,120,799*	*$11,447,495*	*$11,786,187*	*$12,137,877*	*$12,508,866*	*$12,877,949*	*$13,268,822*	*$13,673,999*	*$14,094,811*	*$14,346,363*	*$14,797,728*	*$15,255,653*	*$15,758,756*	*$16,253,678*	*$14,977,708*	*$303,627,582*
Total Savings:			*$0*	*$0*	*$0*	*$3,458,594*	*$3,671,501*	*$3,893,013*	*$4,123,263*	*$4,362,203*	*$4,611,586*	*$4,869,990*	*$5,138,805*	*$5,418,155*	*$5,708,702*	*$6,010,644*	*$6,324,514*	*$6,650,792*	*$6,989,965*	*$7,342,546*	*$7,892,119*	*$8,273,137*	*$8,669,226*	*$9,080,984*	*$9,509,035*	*$11,751,403*	*$138,750,181*
																										$0.00	*2/18/2014*

Annual Generation Rate Increase:	1%
Annual Hauling Cost Increase:	3%
Annual Operations Cost Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $5,000,000 to purchase new property
4. The City will purchase 10 new live bottom trailers and 10 new trucks - the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range.
6. All capital construction costs includes 7% gross receipts tax

Albuquerque Transfer Station

Feasibility Evaluation for Edith Blvd

SCENARIO # 3 - NEW TRANSFER STATION & CONVENIENCE CENTERS OPEN

	Current Waste Volumes		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total for 24 years
Existing System																											
Operations																											
Convenience Centers		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,852	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,352
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,852	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,352
Transportation Cost																											
Convenience Centers																											
Eagle Rock	32,318	$5.50/ton	$177,749	$184,912	$192,364	$200,117	$208,181	$216,571	$225,299	$234,378	$243,824	$253,650	$263,872	$274,506	$285,569	$297,077	$309,049	$321,504	$334,460	$347,939	$361,961	$376,548	$391,723	$407,509	$423,932	$441,017	$6,973,711
Montessa Park	14,746	$5.50/ton	$81,103	$84,371	$87,772	$91,309	$94,989	$98,817	$102,799	$106,942	$111,251	$115,735	$120,399	$125,251	$130,299	$135,550	$141,012	$146,695	$152,607	$158,757	$165,155	$171,811	$178,735	$185,938	$193,431	$201,226	$3,181,953
Don Reservoir	7,623	$26.36/ton	$200,942	$209,040	$217,465	$226,228	$235,345	$244,830	$254,696	$264,961	$275,639	$286,747	$298,303	$310,324	$322,830	$335,841	$349,375	$363,455	$378,102	$393,339	$409,191	$425,681	$442,836	$460,683	$479,248	$498,562	$7,883,664
Collection Direct Haul	405,000	$18.37/ton	$7,617,800	$7,716,737	$8,027,722	$8,351,239	$8,687,794	$9,037,912	$9,402,140	$9,781,048	$10,175,222	$10,585,284	$11,011,871	$11,455,649	$11,917,312	$12,397,579	$12,897,202	$13,416,959	$13,957,661	$14,520,156	$15,105,319	$15,714,063	$16,347,340	$17,006,138	$17,691,485	$18,404,451	$291,024,081
Subtotal Transportation			$7,877,594	$8,195,061	$8,525,322	$8,868,893	$9,226,309	$9,598,129	$9,984,934	$10,387,327	$10,805,936	$11,241,013	$11,694,644	$12,165,731	$12,658,859	$13,168,047	$13,696,639	$14,248,613	$14,827,832	$15,420,192	$16,081,626	$16,680,703	$17,308,634	$18,086,297	$18,788,056	$19,565,297	$309,063,411
Total Existing			$11,517,594	$11,944,261	$12,386,998	$12,846,419	$13,323,161	$13,817,887	$14,331,284	$14,864,068	$15,416,979	$15,990,790	$16,586,500	$17,204,942	$17,845,779	$18,511,509	$19,202,465	$19,919,614	$20,663,963	$21,436,557	$22,238,482	$23,070,865	$23,934,879	$24,857,769	$25,762,713	$26,729,111	$434,377,761
New Central Transfer Station																											
Operations																											
Cost of Station Operations	405,000	$2,100,000				$3,387,454	$3,489,077	$3,593,750	$3,701,562	$3,812,609	$3,926,987	$4,044,797	$4,166,141	$4,291,125	$4,419,859	$4,552,455	$4,689,028	$4,829,699	$4,974,590	$5,123,828	$5,277,542	$5,435,869	$5,598,945	$5,766,913	$5,939,921	$6,118,118	$97,340,268
Convenience Centers		$3,640,000	$3,640,000	$3,749,200	$3,861,676	$3,977,526	$4,096,852	$4,219,758	$4,346,350	$4,476,741	$4,611,043	$4,749,374	$4,891,856	$5,038,611	$5,189,770	$5,345,463	$5,505,827	$5,671,001	$5,841,131	$6,016,365	$6,196,856	$6,382,762	$6,574,245	$6,771,472	$6,974,616	$7,183,855	$125,312,352
Eagle Rock	32,318		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Montessa Park	14,746		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Don Reservoir	7,623		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal Operations			$3,640,000	$3,749,200	$3,861,676	$7,364,980	$7,585,929	$7,813,507	$8,047,912	$8,289,350	$8,538,030	$8,794,171	$9,057,996	$9,329,736	$9,609,628	$9,897,917	$10,194,855	$10,500,700	$10,815,721	$11,140,193	$11,474,399	$11,818,631	$12,173,190	$12,538,385	$12,914,537	$13,301,973	$222,652,619
Transportation Costs																											0
Transport to Cerro Landfill	405,000	$7.77/ton				$3,541,885	$3,644,623	$3,833,114	$3,947,580	$4,148,288	$4,315,464	$4,489,377	$4,670,299	$4,858,512	$5,054,310	$5,257,999	$5,469,896	$5,690,333	$5,919,654	$6,158,216	$6,406,392	$6,664,569	$6,933,351	$7,212,559	$7,503,224	$7,805,603	$115,605,057
Transport form Convenience Centers																											0
Eagle Rock	32,318	$5.50/ton	$177,749	$184,912	$192,364	$200,117	$208,181	$216,571	$225,299	$234,378	$243,824	$253,650	$263,872	$274,506	$285,569	$297,077	$309,049	$321,504	$334,460	$347,939	$361,961	$376,548	$391,723	$407,509	$423,932	$441,017	$6,973,711
Montessa Park	14,746	$5.50/ton	$81,103	$84,371	$87,772	$91,309	$94,989	$98,817	$102,799	$106,942	$111,251	$115,735	$120,399	$125,251	$130,299	$135,550	$141,012	$146,695	$152,607	$158,757	$165,155	$171,811	$178,735	$185,938	$193,431	$201,226	$3,181,953
Don Reservoir	7,623	$26.36/ton	$200,942	$209,040	$217,465	$226,228	$235,345	$244,830	$254,696	$264,961	$275,639	$286,747	$298,303	$310,324	$322,830	$335,841	$349,375	$363,455	$378,102	$393,339	$409,191	$425,681	$442,836	$460,683	$479,248	$498,562	$7,883,664
Collection Direct Haul			$7,617,800	$7,716,737	$8,027,722																						
Subtotal Transportation			$7,877,594	$8,195,061	$8,525,322	$4,058,539	$4,223,139	$4,393,331	$4,570,382	$4,754,569	$4,948,178	$5,149,509	$5,362,873	$5,568,594	$5,793,008	$6,026,466	$6,269,333	$6,521,987	$6,784,823	$7,058,251	$7,342,609	$7,636,630	$7,941,046	$8,266,687	$8,599,835	$8,946,008	$133,644,385
New TS - Capital Investments																											
Real Estate																											
Land Purchase		$0																									
Site Permitting		$100,000																									
Construction cost		$22,300,000																									
Annualized Debt Service	0.08024	$1,797,376				$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$35,947,520
5% @ 20 yrs																											
Transfer Station Equipment																											
Transfer trucks	10 $00,000Ea	$1,000,000																									
Transfer trailers	10 $5,000 Ea	$550,000																									
Rolling Stock	750,000	$350,000																									
Annualized Equipment Cost	0.09634	$183,050				$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050	$183,050							$2,745,753.20
5% @ 15 yrs																											
Subtotal Capital Cost for New Transfer Station			$0	$0	$0	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,980,426	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$1,797,376	$0	$38,693,273
Total annual Cost for New Transfer Station			$11,517,594	$11,944,261	$12,386,998	$13,404,946	$13,789,666	$14,187,763	$14,598,721	$15,024,345	$15,464,635	$15,920,106	$16,391,296	$16,878,756	$17,383,063	$17,904,810	$18,444,634	$19,003,114	$19,580,971	$20,178,871	$20,614,474	$21,254,616	$21,917,811	$22,602,449	$23,311,748	$22,748,381	$415,952,539
Total Savings:			$0	$0	$0	-$558,526	-$466,333	-$369,876	-$267,437	-$160,277	-$47,655	$70,683	$195,204	$325,986	$462,716	$606,700	$757,831	$916,501	$1,082,993	$1,257,687	$1,624,008	$1,816,249	$2,017,067	$2,229,291	$2,450,965	$4,480,730	$18,425,224

Annual Conversion Rate Increase:	1%
Annual Hauling Cost Increase:	3%
Annual Operations Cost Increase:	3%

Assumptions

1. All transportation labor and operating expenses related to direct haul are realized. Therefore the labor savings is realized by attrition and assigning transportation labor to jobs for new services. Some drivers can be assigned to transfer trucks.
2. Labor savings from closing existing convenience centers is realized by assigning drivers to transfer trucks and for operations of the new transfer stations.
3. This scenario includes an allocation of $5,000,000 to purchase new property.
4. The City will purchase 10 new live bottom trailers and 10 new trucks the remaining fleet of 10 trucks and 10 trailers will be provided from existing rolling stock.
5. All construction cost and projections are planning level estimates and carry a plus 15% and minus 10% range.
6. All capital construction costs includes 7% gross receipts tax

JMAA 2/11/2014

City of Albuquerque
SOLID WASTE MANAGEMENT DEPARTMENT (SWMD) TRANSFER STATION TRAFFIC IMPACT ANALYSIS REPORT

September 2015

Prepared for:

City of Albuquerque
New Mexico Department of Transportation
Bernalillo County

Prepared by
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Albuquerque, NM 87109
505-348-4000
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12-100-216-03 / 14-100-132-00

Appendices

1.0 INTRODUCTION AND SUMMARY

This report was prepared in conformance with the Traffic Impact Analysis (TIA) guidelines established by Bernalillo County Public Works Division (BCPWD) in cooperation with the New Mexico Department of Transportation (NMDOT) and City of Albuquerque. It presents information relating to potential traffic impacts associated with the redevelopment of the existing City of Albuquerque Solid Waste Management Department (SWMD) site located on the southeast corner of the intersection of Comanche Road and Edith Boulevard. Redevelopment will include the addition of a new Transfer Station and other site improvements.

a. PURPOSE AND OBJECTIVES

The purpose of this TIA is to evaluate potential impacts of the proposed reconfiguration of the existing SWMD facility and addition of the new Transfer Station. This report also presents a summary of findings related to the analysis of full build-out of the SWMD site with the new Transfer Station and other improvements anticipated to be completed by the Year 2018.

b. SITE LOCATION AND STUDY AREA

The SWMD site is located at 4600 Edith Boulevard in Albuquerque, New Mexico, on the southeast corner of the intersection of Comanche Road and Edith Boulevard. The study area and intersections relevant to this TIA were defined based on input from the City of Albuquerque, NMDOT, and Bernalillo County. The intersections selected for analysis include:

City of Albuquerque/Bernalillo County
Griegos Road & 4th Street
Griegos Road & 2nd Street
Griegos Road/Comanche Road & Edith Boulevard

NMDOT
Comanche Road & I-25 Pan American Frontage Road S
Comanche Road & I-25 Pan American Frontage Road N

The study area and location of key intersections are shown in **Figure 1**.

c. BRIEF DESCRIPTION OF THE DEVELOPMENT

The proposed development involves redevelopment of the existing City of Albuquerque SWMD site. The site currently has several buildings and appurtenances including an administration building, vehicle maintenance facilities, fuel island, storage structures and yard for bins and other equipment, parking lots for employees, and recycling drop-off bins; as well as parking for all solid waste and recycling collection vehicles and service vehicles.

The proposed site will include a Transfer Station/Convenience Center building, Administration building, Vehicle Maintenance building, Household Hazardous Waste building, parking structure, scalehouse, parking for employees and collection (solid waste and recycling) vehicles, parking for service vehicles, bin repair area, and Recycling Drop-Off area.

Access to the existing SWMD site currently is provided via two driveways. The collection truck and fleet storage and maintenance area is accessed via Comanche Road on the north side of the site, approximately 425 feet east of Edith Boulevard. The second access driveway serves the administrative offices. It is located on Edith Boulevard on the west side of the site, approximately 550 feet south of Comanche Road. The proposed reconfiguration will be accomplished in a single phase, and it is anticipated to be complete in 2018.

d. Approved Scope

The analysis presented herein was conducted in conformance with the Project Scoping Report approved by BCPWD, City of Albuquerque and NMDOT.

e. Conduct of the Study

This report was prepared in conformance with TIA guidelines established by BCPWD. These guidelines require preparation of a TIA, when proposed development actions will result in the generation of 250 additional daily or 25 additional peak-hour trips.

1) Principal Assumptions Used in the Study

- A copy of the TIA guidelines is provided in **Appendix A**.

2) Resources Used in the Study

- The *Highway Capacity Manual, Special Report 209, Updated 2010* (HCM 2010).

3) Traffic Monitoring or Other Field Data Collected for the Study

Peak-hour turning movement counts were collected December 4, 2013, at the following locations:

- Griegos Road & 4th Street
- Griegos Road & 2nd Street
- Griegos Road/Comanche Road & Edith Boulevard.

NMDOT
Comanche Road & I-25 Pan American Frontage Road S
Comanche Road & I-25 Pan American Frontage Road N

The study area and location of key intersections were depicted previously in **Figure 1**.

b. Land Use and Intensity

The proposed redevelopment of the SWMD site is anticipated to be complete in 2018. Currently, drivers of collection vehicles break from their routes, when the bins are full, and direct haul to the landfill. With the proposed project, drivers will travel directly to the new Transfer Station, where they unload the collection vehicles. Drivers then will return to their routes for a second load. They would return to unload the collection vehicles and park at the end of their shift. This new plan of operation represents new trips into and out of the study area. Based on preliminary data, there are currently 248 loads per day that are direct hauled to the landfill, which would represent approximately 500 daily directional trips.

The refuse deposited at the Transfer Station will then be transported to the landfill via a fleet of transfer trucks. It is estimated that 65 loads per day, or 130 truck trips, will occur in association with the operation of transfer trucks, moving refuse to the landfill.

c. Site Plan

The site plan developed for this reconfiguration project is depicted in **Figure 2**. Access to the SWMD (existing and proposed) is provided from two driveways: one via Comanche Road, approximately 425 feet east of Edith Boulevard and a second via Edith Boulevard, approximately 550 feet south of Comanche Road. Two access points off of Rankin Road will be generally used by employees.

3.0 AREA CONDITIONS

a. OFF-SITE STUDY AREA

The following provides a brief description of the study area transportation system.

1) Area of Influence

The following facilities lie within the study area:

- Comanche Road/Griegos Road: This roadway is an east-west arterial facility. Between 4th Street and 2nd Street, two travel lanes exist in each direction with a raised median and left-turn lanes at each intersecting roadway. Between 2nd Street and Carlton Street (just west of the railroad tracks), it narrows to one lane per direction with a center two-way left-turn lane. Two eastbound lanes and a single westbound lane exist east of Carlton Street. East of Edith Boulevard, it widens to two lanes in each direction with a center two-way left-turn lane and left-turn lanes at intersecting roadways, as it continues east to Interstate 25. In the study area, signalized intersections exist at 4th Street, 2nd Street, Edith Boulevard, and at the two Frontage Road intersections at I-25/Pan American Freeway. A school zone exists between 4th Street and 2nd Street in association with La Luz Elementary School, which is located on the north side of Griegos Road.

- Edith Boulevard: This facility is a north-south arterial with a signalized intersection at Griegos Road/Comanche Road. The intersection has a full four-lane arterial cross section with left-turn lanes for each approach. A right-turn lane is provided on the northbound approach to the intersection, and a right-turn/yield ramp (served by through/right turn lane) is provided on the westbound approach on Comanche Road.

- 2nd Street: This roadway is a four-lane, north-south arterial with a raised median in the study area. A signal is located at the intersection of Griegos Road. Left-turn lanes are provided on all approaches to the intersection. A right-turn lane is provided on the southbound approach.

- 4th Street: This facility is a four-lane, north-south arterial in the study area. A signal is located at the intersection of Griegos Road. Left-turn lanes are provided on all approaches to the intersection.

1 GRIEGOS ROAD AND 4TH STREET

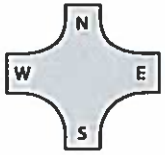
2 GRIEGOS ROAD AND 2ND STREET

3 COMANCHE ROAD/GRIEGOS ROAD AND EDITH BOULEVARD

4 COMANCHE ROAD AND I-25 PAN AMERICAN FREEWAY FRONTAGE ROAD (SOUTH)

5 COMANCHE ROAD AND I-25 PAN AMERICAN FREEWAY FRONTAGE ROAD (NORTH)

SIGNALIZED INTERSECTION



EXISTING INTERSECTION LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 3

No Scale

WILSON & COMPANY

SOLID WASTE MANAGEMENT DEPARTMENT (SWMD) TRAFFIC IMPACT STUDY
CITY OF ALBUQUERQUE

C. SITE ACCESS

1) Existing and Proposed Road System

Access to the existing SWMD is provided from two driveways: one via Comanche Road, approximately 425 feet east of Edith Boulevard and a second via Edith Boulevard, approximately 550 feet south of Comanche Road.

Several modifications are planned to the study area roadway system over the next twenty years. The Mid-Region Council of Governments (MRCOG) *2035 Metropolitan Transportation Plan* indicates the following key roadway network expansion projects in or adjacent to the study area:

- 2nd Street, between Interstate 40 and Montaño Road: widen from four to six lanes (Late-term: 2025-2035);
- Edith Boulevard, between Candelaria Road and Montaño Road: widen from two to five lanes (COMPLETED); and
- Comanche Road at Interstate 25: Interchange Modification (Mid-term: 2015-2025). It has not been programmed and is currently not in the Statewide Transportation Improvement Program (STIP); no funding is available for this project. The intersection geometry will be the same for existing and future years.

2) Existing and Proposed Alternative Mode Systems

Bicycle

Currently, there are Bicycle Lanes provided in the study area along Griegos Road/Comanche Road. Bicycle Routes are located along Edith Road and 2nd Street, where bikes and vehicles share the road.

Public Transit

ABQ Ride offers regular scheduled service (Route 13) at Griegos Road and 2nd Street in the vicinity of the project. The route operates twice during both the AM and PM peak periods, with stops at Comanche Road/2nd Street. Route 10/North 4th Street provides weekday and weekend service through the study area along 4th Street, with a stop at 4th Street/Griegos Road.

3) Improvements to Accommodate Site Traffic

Existing two-way site access drives off Edith Boulevard and Comanche Road will accommodate reconfiguration of site facilities, functions, and circulation. Two driveways at the south end of the site off Rankin Road will generally be used for employee access.

Transfer Truck Trip Activity

New trips associated with the project will be due to the estimated 65 loads per day, or 130 trips, expected to occur when transfer trucks deliver loads to the landfill. The proposed transfer truck trip activity will generally occur between the hours of 8:30 am to 4:00 pm. After the Convenience Center closes at 5:00 pm, a final transfer truck trip out to the landfill is expected to leave at approximately 5:30 pm. But to provide a conservative, worst case scenario, it is assumed that all 130 trips (65 outbound and 65 inbound); will occur during the Mid-Day or PM peak hour. For purposes of this analysis, it is assumed that half of these trips will occur during the Mid-Day peak hour and the other half during the PM peak hour. New trips will enter and exit the driveway located on Edith Boulevard, south of Comanche Road.

Convenience Center Trip Activity

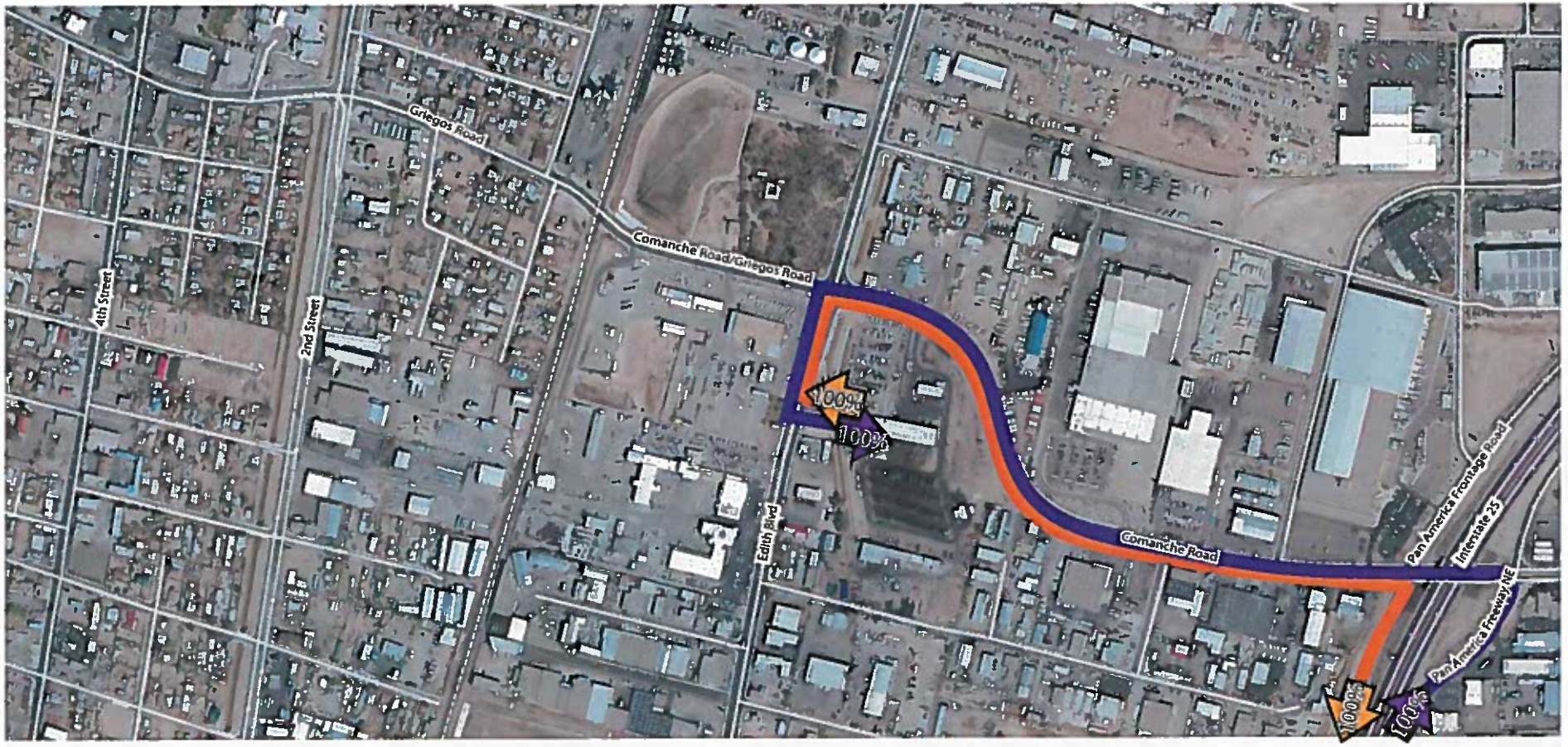
Data was obtained for the three existing, off-site Convenience Centers (Eagle Rock, Montessa, and Don Reservoir) in the vicinity of the study area. It was determined that data provided for Tuesday would be the most appropriate to use to represent potential diversion of these trips to the new recycling facility. The proposed diversion of trips from these facilities is assumed to be thirty (30) percent of the total customers using these facilities during the AM, Mid-Day, and PM peak hours. Diverted, new trips to the SWMD site were assumed to come to/from location proximate to the existing sites and were distributed to the new facility from those locations. These three existing Convenience Centers are located northeast, southeast, and southwest of the new Convenience Center. Total new trips expected to be diverted from the three existing Convenience Centers to the new Convenience Center are 225 in/225 out each weekday; and 12 in/12 out during the AM peak, 20 in/20 out during the Mid-Day peak, and 16 in/16 out during the PM peak.

Employees

Since no new employees are proposed to be hired for office operations, and their access to office and parking will remain the same, these trips are accounted for in the existing background traffic. Existing and proposed access for the employee parking is located off the driveway on Comanche Road, and Rankin Road at the south end of the site.

Trip Distribution

Transfer trucks will be traveling to/from the Cerro Colorado landfill located southwest of the study area. The most direct route is via Interstate 25 and



Note: All Transfer Truck Tips Enter/Exit Driveway Located on Edith Blvd. South of Comanche

XX% Directional Distribution%

Project Trip Distribution (Transfer Trucks Only)

5A FIGURE

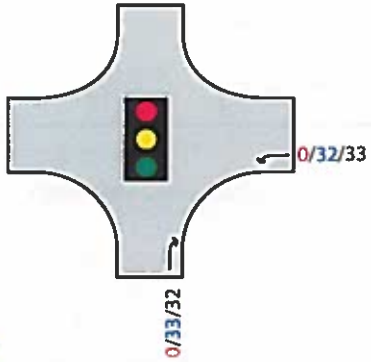
WILSON & COMPANY

1

GRIEGOS ROAD
AND 4TH STREET*

2

GRIEGOS ROAD
AND 2ND STREET*



3

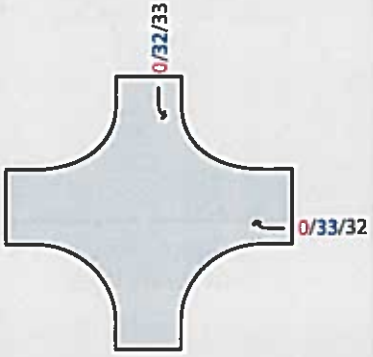
COMANCHE ROAD/GRIEGOS ROAD
AND EDITH BOULEVARD

4

COMANCHE ROAD AND
PAN AMERICAN FRONTAGE ROAD (SOUTH)

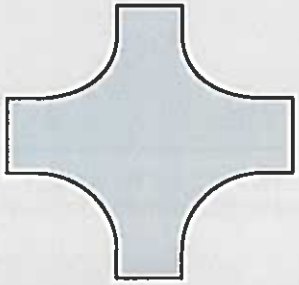
5

COMANCHE ROAD AND
PAN AMERICAN FRONTAGE ROAD (NORTH)



6

EDITH/DRIVEWAY



5

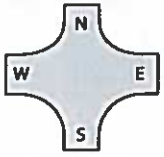
COMANCHE/DRIVEWAY

Note: Includes Truck and Recycling Facility Project Trips

XX = AM VOLUMES

XX = MID-DAY VOLUMES

XX = PM VOLUMES



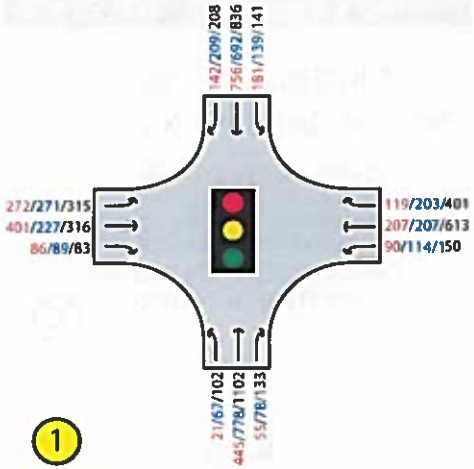
* NOTE: Project does not result in additional traffic at this intersection.

ADDITIONAL (TRANSFER TRUCKS ONLY)
PROJECT TRIPS (YEAR 2018)

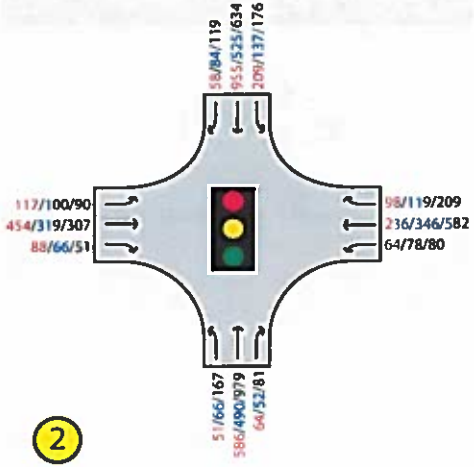
6A
FIGURE

WILSON & COMPANY

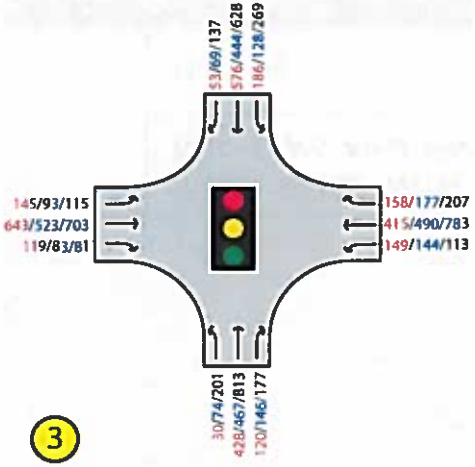
SOLID WASTE MANAGEMENT DEPARTMENT (SWMD) TRAFFIC IMPACT STUDY
CITY OF ALBUQUERQUE



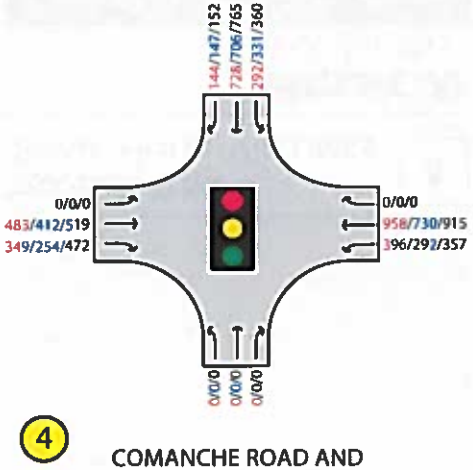
1 GRIEGOS ROAD AND 4TH STREET



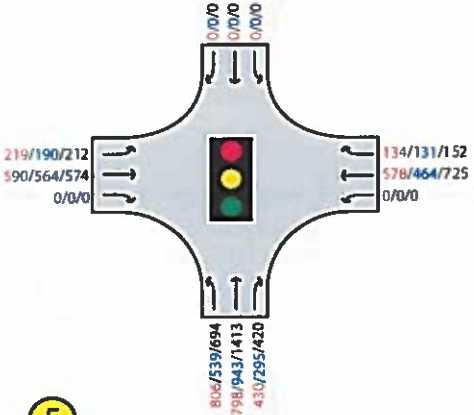
2 GRIEGOS ROAD AND 2ND STREET



3 COMANCHE ROAD/GRIEGOS ROAD AND EDITH BOULEVARD



4 COMANCHE ROAD AND I-25 PAN AMERICAN FREEWAY FRONTAGE ROAD (SOUTH)

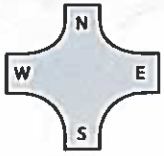


5 COMANCHE ROAD AND I-25 PAN AMERICAN FREEWAY FRONTAGE ROAD (NORTH)

XX = AM VOLUMES

XX = MID-DAY VOLUMES

XX = PM VOLUMES



YEAR 2018 NO-BUILD AM, MID-DAY, AND PM PEAK-HOUR VOLUMES

FIGURE 7

No Scale

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SOLID WASTE MANAGEMENT DEPARTMENT (SWMD) TRAFFIC IMPACT STUDY
CITY OF ALBUQUERQUE

5.0 TRAFFIC ANALYSIS

a. Capacity and Level of Service

The *Highway Capacity Manual* (HCM 2010) defines operational measures of effectiveness for all types of roadways and junctions in terms of qualitative levels of service (LOS). This study is concerned with levels of service for signalized intersections. LOS at intersections is measured in terms of average vehicle delay, in seconds, for each approaching vehicle. Control delay is the sum of the deceleration, queue, stop, and acceleration delays, computed for each approach movement. **Table 1** summarizes LOS definitions and criteria for signalized intersections.

Table 1 Intersection Level of Service Criteria

Level of Service	Signalized Intersection Control Delay (sec/veh)	Definition
A	≤ 10	Very Low Delay – Free Flow
B	> 10 - 20	Minimal Delays - Good Progression
C	> 20 - 35	Moderate Delay
D	> 35 – 55	Significant Delay
E	> 55 - 80	High Delay
F	> 80	Excessive Delay

Attainment of an overall LOS D or higher is generally the desirable base condition for intersection operations in urban areas. However, LOS E may be acceptable for certain low-volume approaches or minor movements, especially where a higher LOS may significantly degrade a major movement or where the LOS E is based upon the intersection cycle length or low approach volumes. Additionally, a poor LOS in conjunction with the addition of project traffic may be acceptable if the poor LOS existed prior to the addition of new project trips and the addition of project trips does not result in a notable increase in delay.

b. Off-Site Roadways and Intersections (Build and No-Build)

1) Existing Conditions

HCM 2010 methodologies were employed, using Synchro 8 software, to assess existing intersection LOS during peak hours. Traffic volumes at each intersection were analyzed under weekday AM, Mid-Day and PM peak hour conditions.

Table 2 Existing Year 2013 Peak Hour Intersection Level of Service

	Intersection	Eastbound			Westbound			Northbound			Southbound		
		LT	TH/R	P	L	TH/R	R	LT	TH/R	R	LT	TH/R	R
1	**FOURTH ST & GRIEGOS RD**												
	Volume to Capacity (v/c)	0.79 / 0.51 / 1.51	0.53 / 0.41 / 0.49	N/A	0.45 / 0.53 / 0.76	0.53 / 0.62 / 1.18	N/A	0.15 / 0.36 / 0.58	0.55 / 0.62 / 1.09	N/A	0.75 / 0.65 / 0.74	0.66 / 0.75 / 0.84	N/A
	Approach Delay (sec)	35.1 / 38.8 / 143.4			27.3 / 26.5 / 115.5			28.7 / 36.0 / 82.4			29.6 / 32.7 / 38.8		
	Approach LOS	D / D / F			C / C / F			C / C / F			C / C / D		
	Intersection Delay (sec)	30.7 / 33.8 / 89.3											
	Intersection HCM-LOS	C / C / F											
	Intersection	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
		LT	TH/R	P	L	TH/R	R	LT	TH/R	R	LT	TH	R
2	**SECOND ST & GRIEGOS RD**												
	Volume to Capacity (v/c)	0.60 / 0.53 / 0.57	0.66 / 0.55 / 0.36	N/A	0.40 / 0.45 / 0.52	0.49 / 0.68 / 0.79	N/A	0.34 / 0.39 / 0.71	0.61 / 0.43 / 0.96	N/A	0.74 / 0.59 / 0.81	0.67 / 0.35 / 0.58	0.09 / 0.12 / 0.21
	Approach Delay (sec)	36.5 / 37.8 / 36.3			32.2 / 36.2 / 41.3			31.6 / 27.2 / 56.4			30.7 / 24.4 / 39.7		
	Approach LOS	C / D / D			C / D / D			C / C / E			C / C / D		
	Intersection Delay (sec)	32.9 / 31.0 / 45.5											
	Intersection HCM-LOS	C / C / D											
	Intersection	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
		LT	TH/R	P	L	TH	R	LT	TH	R	LT	TH/R	R
3	**EDITH BLVD & COMANCHE RD**												
	Volume to Capacity (v/c)	0.64 / 0.45 / 0.63	0.76 / 0.68 / 0.36	N/A	0.67 / 0.59 / 0.63	0.41 / 0.44 / 0.65	0.28 / 0.29 / 0.37	0.21 / 0.36 / 0.61	0.62 / 0.64 / 0.69	0.29 / 0.29 / 0.33	0.72 / 0.54 / 0.92	0.56 / 0.56 / 0.77	N/A
	Approach Delay (sec)	36.1 / 32.6 / 47.1			27.1 / 24.4 / 38.8			29.5 / 28.7 / 45.7			33.6 / 31.5 / 47.8		
	Approach LOS	C / C / D			C / C / D			C / C / D			C / C / D		
	Intersection Delay (sec)	32.3 / 29.1 / 44.7											
	Intersection HCM-LOS	C / C / D											
	Intersection	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
		N/A	TH/R	N/A	L	TH	N/A	N/A	N/A	N/A	LT	TH	R
4	**I-25 SB FRONTAGE RD & COMANCHE RD**												
	Volume to Capacity (v/c)	N/A	0.75 / 0.56 / 0.91	N/A	0.77 / 0.64 / 0.73	0.52 / 0.39 / 0.50	N/A	N/A	N/A	N/A	0.55 / 0.62 / 0.65	0.73 / 0.7* / 0.74	0.26 / 0.26 / 0.27
	Approach Delay (sec)	31.2 / 24.0 / 42.3			24.4 / 24.5 / 22.3			N/A			28.6 / 28.3 / 29.2		
	Approach LOS	C / C / D			C / C / C			N/A			C / C / C		
	Intersection Delay (sec)	27.5 / 25.9 / 30.4											
	Intersection HCM-LOS	C / C / C											
	Intersection	**Eastbound**			**Westbound**			**Northbound**			**Southbound**		
		LT	TH/R	P	N/A	TH/R	R	LT	TH/R	R	LT	TH	R
5	**I-25 NB FRONTAGE RD & COMANCHE RD**												
	Volume to Capacity (v/c)	0.56 / 0.51 / 0.53	0.41 / 0.33 / 0.38	N/A	N/A	0.83 / 0.53 / 0.68	N/A	0.77 / 0.82 / 0.98	0.73 / 0.79 / 0.96	N/A	N/A	N/A	N/A
	Approach Delay (sec)	27.3 / 23.9 / 25.5			43.5 / 25.1 / 59.8			24.1 / 30.9 / 42.5			N/A		
	Approach LOS	C / C / C			D / C / E			C / C / D			N/A		
	Intersection Delay (sec)	28.7 / 26.0 / 42.9											
	Intersection HCM-LOS	C / C / D											

Note: N/A in this table refers to "not applicable" as the particular lane group does not exist at certain intersections.

AM/MID/PM

Table 4 Year 2018 With Project Peak Hour Intersection Level of Service

	Intersection	Eastbound			Westbound			Northbound			Southbound		
		LT	TH/R	P	L	TH/R	R	LT	TH/R	R	LT	TH/R	R
1	**FOURTH ST & GRIEGOS RD**												
	Volume to Capacity (v/c)	0.81 / 0.33 / 1.50	0.54 / 0.43 / 0.51	N/A	0.40 / 0.54 / 0.70	0.54 / 0.64 / 1.23	N/A	0.10 / 0.40 / 0.59	0.56 / 0.66 / 1.10	N/A	0.70 / 0.67 / 0.75	0.70 / 0.70 / 0.93	N/A
	Approach Delay (sec)	35.9 / 40.1 / 155.8			27.9 / 28.7 / 133.0			29.5 / 38.5 / 97.7			31.3 / 34.3 / 46.9		
	Approach LOS	D / D / F			C / C / F			C / D / F			C / C / D		
	Intersection Delay (sec)	31.7 / 35.4 / 102.8											
	Intersection HCM-LOS	C / D / F											
	Intersection	Eastbound			Westbound			Northbound			Southbound		
		LT	TH/R	P	L	TH/R	R	LT	TH/R	R	LT	TH	R
2	**SECOND ST & GRIEGOS RD**												
	Volume to Capacity (v/c)	0.82 / 0.58 / 0.60	0.68 / 0.51 / 0.34	N/A	0.41 / 0.47 / 0.55	0.50 / 0.71 / 0.62	N/A	0.35 / 0.42 / 0.74	0.64 / 0.47 / 1.04	N/A	0.77 / 0.63 / 0.86	0.70 / 0.38 / 0.64	0.00 / 0.13 / 0.23
	Approach Delay (sec)	39.0 / 37.4 / 36.3			32.3 / 39.8 / 43.3			33.0 / 28.7 / 75.4			32.2 / 25.5 / 43.2		
	Approach LOS	C / D / D			C / D / D			C / C / E			C / C / D		
	Intersection Delay (sec)	33.9 / 32.0 / 47.5											
	Intersection HCM-LOS	C / C / D											
	Intersection	Eastbound			Westbound			Northbound			Southbound		
		LT	TH/R	P	L	TH	R	LT	TH	R	LT	TH/R	R
3	**EDITH BLVD & COMANCHE RD**												
	Volume to Capacity (v/c)	0.67 / 0.49 / 0.65	0.80 / 0.74 / 0.90	N/A	0.70 / 0.71 / 0.81	0.42 / 0.44 / 0.66	0.29 / 0.30 / 0.37	0.22 / 0.41 / 0.85	0.63 / 0.66 / 0.93	0.24 / 0.30 / 0.39	0.76 / 0.57 / 0.97	0.30 / 0.58 / 0.81	N/A
	Approach Delay (sec)	37.7 / 35.2 / 50.4			27.9 / 29.9 / 42.1			29.5 / 30.9 / 48.2			34.9 / 39.2 / 52.8		
	Approach LOS	C / D / D			C / C / D			C / C / D			C / C / D		
	Intersection Delay (sec)	33.7 / 31.1 / 48.2											
	Intersection HCM-LOS	C / C / D											
	Intersection	Eastbound			Westbound			Northbound			Southbound		
		N/A	TH/R	N/A	L	TH	N/A	N/A	N/A	N/A	LT	TH	R
4	**I-25 SB FRONTAGE RD & COMANCHE RD**												
	Volume to Capacity (v/c)	N/A	0.81 / 0.65 / 1.31	N/A	0.81 / 0.66 / 0.75	0.55 / 0.44 / 0.55	N/A	N/A	N/A	N/A	0.56 / 0.62 / 0.67	0.74 / 0.71 / 0.76	0.27 / 0.27 / 0.29
	Approach Delay (sec)	34.0 / 27.1 / 61.8			25.3 / 25.5 / 22.2			N/A			28.6 / 27.6 / 29.6		
	Approach LOS	C / C / E			C / C / C			N/A			C / C / C		
	Intersection Delay (sec)	28.7 / 26.7 / 36.1											
	Intersection HCM-LOS	C / C / D											
	Intersection	Eastbound			Westbound			Northbound			Southbound		
		LT	TH/R	P	N/A	TH/R	R	LT	TH/R	R	LT	TH	R
5	**I-25 NB FRONTAGE RD & COMANCHE RD**												
	Volume to Capacity (v/c)	0.58 / 0.52 / 0.55	0.43 / 0.34 / 0.40	N/A	N/A	0.87 / 0.56 / 1.04	N/A	0.79 / 0.87 / 1.04	0.76 / 0.84 / 1.01	N/A	N/A	N/A	N/A
	Approach Delay (sec)	27.6 / 23.8 / 25.6			46.9 / 26.1 / 74.2			25.1 / 33.7 / 54.3			N/A		
	Approach LOS	C / C / C			D / C / E			C / C / D			N/A		
	Intersection Delay (sec)	30.0 / 29.9 / 53.1											
	Intersection HCM-LOS	C / C / D											

Appendix A
Reference Documents

WILSON &COMPANY

Division: Public Works
Department: Infrastructure Planning and Geo-Resources
Program: 30TP

TRAFFIC IMPACT ANALYSIS

1.0 Background

A Traffic Impact Analysis (TIA) assesses how a proposed development affects the transportation network and recommends how to mitigate the impacts of additional traffic. The solutions proposed address motorized and non-motorized transportation modes. While there are common TIA characteristics, the studies vary in complexity depending on the type, size, and location of the development.

The responsibility of Bernalillo County Public Works Division (BCPWD) is to protect the public interest by ensuring that development impacts on transportation system performance are understood and addressed. Bernalillo County Code states that a TIA may be required for residential, commercial and industrial developments within the County.[1] Under the Bernalillo County Code, a TIA may be required for subdivisions with 25 or more parcels, and apartments or mobile home parks with 25 or more dwelling units. The County Code states that non-residential design will be based on traffic generation.[2] A TIA is considered for all commercial and industrial developments independent of size of the proposed operation if the development abuts or accesses a county or state maintained road and existing or future trail within Bernalillo County. Public Works classifies public facilities such as schools, parks, government offices, police and fire stations, and community centers as non-residential facilities. Whether the proposed development is residential or non-residential, a TIA is reviewed and may be required to provide safe and efficient driveway access, and to ensure pedestrian, bicycle as well as vehicle safety.[3] It is the County Code that establishes the thresholds for conducting a study, the concern for safety, and multimodal traffic analyses.

When considering whether or not a proposed development requires a TIA, the minimum trip generation threshold reviewed is 250 trips on a weekday or 25 trips in the PM peak hour.[4] These thresholds support but do not determine whether or not a TIA is required. A TIA may be required either on the basis of vehicle characteristics such as axle loads and turning radii, or roadway characteristics such as safety and level of service of road segments and intersections. In review of TIA requirements, consistent with the intent of the County Code, the primary concern is public safety.

---

[1] Bernalillo County Code Chapter 74, Section 74-103 Transportation
[2] Bernalillo County Code Chapter 66, Section 66-222 Curb Cut Requirements
[3] Bernalillo County Code Chapter 66, Section 66-213 Intent and Purpose
[4] Consistent with the County Code notation of a TIA based on trips generated by number of residential units, the residential land use with the highest average trip generation rate (Single Family Dwelling Unit, land use 210) was the basis for the review threshold.

- Truck traffic;
- Consistency with area and regional plans for all modes of transportation.

If a TIA is anticipated:

- The information listed above plus the following
- Proposed development phasing;
- Proposed development completion date(s) and study horizon year(s);
- TIA study area;
- Previously conducted and relevant TIAs and recommendations;
- Financially guaranteed improvements from other approved developments;
- Data proposed for use in the analysis, including study period by proposed land use, age of previously collected data, and growth rates;
- Anticipated tools proposed for the conduct of the TIA[6];
- Anticipated traffic monitoring and/or field data collection;
- Traffic forecast method and traffic dataset;
- Safety analysis;
- Initial assessment of development impact on other modes of transportation, including pedestrian, bicycle and transit; and

The proposed land use will affect subsequent bullets. For example, one of the following bullets is anticipated traffic monitoring and/or field data collection. The traffic monitoring period of interest for most land uses, public and private, is directly related to the traffic on the adjacent roadway. However, some land uses have trip generation characteristics that are related to the generator rather than the adjacent street traffic. When this occurs, the traffic monitoring period may change. An alternative methodology to ITE's trip generation rates may be proposed in the Scoping Report such as in cases of small building footprints or land uses not listed in the ITE Handbook.

Each land use will be evaluated to determine the appropriate periods to be evaluated in the study. In this evaluation, the first concern is safety and the second concern is operational impact on the street network. The Scoping Report should begin with the proposed land use or uses and then use the land use to inform the following topics in the Scoping Report.

A scoping meeting is scheduled with the developer or developer's representative after the Scoping Report has been submitted to and reviewed by BCPWD. Staff will assign a Public Works Traffic Study Review (PWTR) number to the report so the case can be tracked in KIVA.

5.0 Scoping Meeting

[6] BCPWD recommends the most current versions of the *Highway Capacity Manual* (HCM), Transportation Research Board, with computer software conforming to the HCM; *Trip Generation* and *Trip Generation Handbook*, Institute of Transportation Engineers; *A Guide for Reducing Collisions Involving Bicycles*, National Cooperative Highway Research Program, Report 500; and, *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials. Exceptions to these resources must be proposed in the Scoping Report and approved by BCPWD prior to use in the analysis.

socioeconomic and regional travel demand forecasts for the Albuquerque Metropolitan Planning Area (AMPA). The authorized travel demand package is the current package identified by MRCOG. Approved MRCOG datasets from the current MTP should be the basis for all baseline network and socioeconomic assumptions and inputs. These MTP Scenario input datasets and model databanks are made available to the public and every member agency of the MRCOG.

Some large-scale developments have a regional traffic impact. The developer or developer's representative may propose to model regional traffic and present the results in the draft TIA. If the scope of the TIA is of a scale such that it requires significant Traffic Analysis Zone and/or network modification of the approved MTP datasets and necessitating additional use of the MRCOG's Regional Travel Demand Model, a special request from the County to the MRCOG must be coordinated in consideration of current tasks identified in the MRCOG's current Unified Planning Work Program. Regional traffic modeling results conducted without the direct involvement of the MRCOG and BCPWD are not acceptable either for inclusion in a scoping study or for submittal in a draft TIA. For modeling results to be acceptable, at a minimum MRCOG and BCPWD must be involved in defining the model assumptions as well as assessing and approving model results.

Using traffic procedures and tools approved in the scoping study, the draft TIA shall evaluate transportation levels of service (LOS) and other measures of effectiveness for the build scenario(s). Additional traffic analysis based on site study area characteristics include queuing analysis, speed-change lane requirements, vehicle mix (percent heavy vehicles [%HV], passenger car equivalents [PCE]), gap studies, traffic signal warrants, traffic signal progression, sight distance, and pedestrian/bicycle safety analysis. The draft TIA shall identify road segment and intersection deficiencies resulting from the proposed development and shall recommend an itemized program of specific improvements to correct the deficiencies caused by the proposed development. The draft TIA should identify locations where improvements may require additional right of way.

Pedestrian activity – signalized intersection(s) evaluations must show green time splits that include adequate pedestrian crossing times. When traffic signal timing is optimized for mainline traffic flow and side street volumes are low, this can become problematic. The study shall include adequate pedestrian crossing green time for all through movement split calculations.

Truck traffic – A description and analysis of internal traffic circulation including heavy vehicles should be included in the traffic report. For large commercial industrial developments, the TIA will include an analysis of internal traffic circulation and heavy vehicle route assignments to/from their origins. The origin destination modeling should adhere to established movement hierarchy lines of travel avoiding local roads that serve residential areas.

To reduce conflicts at access points, right-turn and left-turn speed change lanes may be required. Access point characteristics, site generated traffic, proximity to major/minor intersections and other driveways, and the posted speed limit of adjacent roadways will be used to determine when speed change lane warrant analyses are required. Bernalillo County utilizes the criteria for determining when speed change lanes are required contained in the current *New Mexico Department of Transportation, State Access Management Manual.*

traffic data, it is required that the most recent data used in a TIA be collected no more than three years prior to the submittal of the document. If required traffic data for the proposed development have not been collected within the past three years, a traffic count must be conducted by the developer, noted in the Scoping Report, incorporated into the Draft and Final TIA, and be submitted to Bernalillo County Public Works Division in electronic format.

BCPWD is developing a website that will consolidate traffic monitoring counts whether collected by the private or public sector. All traffic data collected for TIAs must follow the electronic data submittal requirements in these guidelines to ensure the data are comparable and the results accessible through the website. Public agencies and the private sector will have access to the accepted data.

Traffic data for a TIA must be collected on Tuesday through Thursday so the data represent typical weekday traffic. If the proposed development has trip generation characteristics that recommend traffic monitoring on other days of the week, monitoring on alternative days of the week should be proposed in the Scoping Report and approved by Bernalillo County prior to the data being collected and analyzed.

The technology of traffic monitoring devices is constantly advancing. In order to provide flexibility for the changing technology, traffic counts must be submitted in electronic format to Bernalillo County. The counts should be submitted as plain text (ASCII) comma delimited file generated directly from the Automatic Traffic Recorder (ATR) or ATR software. The file header should include the Latitude and Longitude of the count. The Latitude and Longitude should be in decimal degrees format. In addition to the Latitude and Longitude, the header information should include the route name and location on the route (e.g. Barcelona Rd, East of Coors Blvd). Documentation of the header format should be included with the submittal. Electronic traffic data should be accompanied by a map (road segment or intersection) showing the location of the count and the volumes.

6.3.1 Electronic Submittal of Traffic Data

6.3.1.1 Road Segment Traffic Data

All counts will have a data summarization period of 15 minutes. There will be a minimum of 48 consecutive hours of data collected by direction reported from each road segment data collection site. This standard will apply for volume, classification, speed and weight.

The file must have a header section (the first few records of the file) followed by the traffic volume data. The file header must include the location and facility description information indicated below.

1. The header record must include a flag to indicate if the count is one or two way.
2. The header record must include the latitude and longitude of the count in decimal degrees reported to the third decimal place.
3. The header record must include a machine identification number.
4. The header record must include the start/end dates and the start/end times.

Bernalillo County will use the first data collection period to help identify traffic during the AM Peak. Bernalillo County will use the second data collection period to help identify traffic congestion and access issues during mid-day, and to assess trips other than those between home and work. Data about other trips other than home and work are useful in the transition from traffic studies serving only personal vehicle and roadway needs to understand other motorized and non-motorized transportation options. Bernalillo County will use the third data collection period to help identify traffic during the PM Peak.

2) Flexible Intersection Count Period

Intersection turning movement counts may be conducted based on observed peak traffic conditions from a standard 48-hour road segment traffic volume count conducted on the high volume leg of the intersection. Traffic counts on the high volume approach on an intersection must have been conducted in the same seasonal adjustment period and within three years of the analysis. Typical morning, noon, and evening peak hours will each be defined using fifteen-minute intervals. At a minimum, one half hour before and one half hour after each anticipated peak hour will be defined. This will result in three traffic-monitoring periods within a weekday, each of a minimum of two hours duration, for a total of six hours of data collection.

3) Changes to the Data Collection Period

The proposed development may have trip generation characteristics that are not included in the two stated count periods. In this circumstance, the traffic data collection period may be extended.

In the Scoping Report, the developer may recommend a change in or reduction to the data collection period. The reduction should be based on the specific land use and proposed site. It should be anticipated, however, that intersection turning movement traffic counts will be a minimum of six hours and in all circumstances the data must be collected and reported consistent with standard practice.

6.3.2 Truth In Data

Traffic data collection, editing, summarization and reporting practice will be consistent with the Principle of Truth in Data. Divergence from standard practice must be disclosed. Data may not be estimated, interpolated or by any means manipulated and reported as traffic measurements.

Additional traffic data or data format requirements may be identified by BCPWD during the scoping meeting. Traffic data collection should follow scoping study approval. Traffic summary statistics together with base data must be submitted for evaluation.

6.3.3 Data Use

If accepted, the traffic data will be entered into the Bernalillo County traffic database and used in the traffic analysis and for other purposes. Standard data are used for purposes such as the

d. On-site study area
   (1) Area of influence
   (2) Current phase of development
e. Site access
   (1) Existing and proposed road system
   (2) Existing and proposed trail system
   (3) Existing and proposed sidewalks
   (4) Existing and proposed bike lanes and bike routes
   (5) Bus stops
   (6) Improvements to accommodate site traffic
   (7) Improvement alternatives

4. Projected Traffic
   a. Growth rate
   b. Site motorized vehicle traffic (by horizon year, phase and land use)
      (1) Trip generation
         (a) Rate or equation
         (b) Independent variables
         (c) Time period
         (d) Daily and seasonal variables
         (e) Internal capture, diverted and pass-by trips
   c. Site non-motorized vehicle and pedestrian traffic (by horizon year, phase and land use)[8]
   d. Off-site traffic (by horizon year)
      (1) Trip distribution and assignment consistent with the regional transportation model[9]
      (2) Off-site traffic for planned development
   e. Total estimate off-site traffic (each horizon year)
5. Traffic analysis
   a. Site access
      (1) Capacity and Level of Service
      (2) Traffic control
      (3) Sight distance
      (4) Signal warrant analysis
      (5) Turn lane warrants
   b. Off-site roadways and intersections (build and no-build)
   c. Site circulation
      (1) County road standards
      (2) Parking
      (3) Large vehicle uses
      (4) Pedestrian, equestrian, and/or bicycle uses

[8] The presence of bicycle traffic, as a primary example of non-motorized vehicle traffic, is not the sole way in which a proposed development should address need for bicycle service as part of a traffic analysis. The Final TIA must address the ways in which the proposed development can support current regional plans for non-motorized transportation. This assessment should be based on need and opportunity as well as presence identified during traffic monitoring.

[9] Alternative approaches may be used if consistent with the recommended practice identified in the most current edition of *Transportation Impact Analyses for Site Development*, Institute of Transportation Engineers; Washington, D.C.

the developer or the developer's representative may request a meeting to discuss the comments. Discussions and ultimate approval are dependent on the level of initial comments, additional analysis requested, and scope of improvements to be considered to mitigate any negative impacts to the local transportation network. Bernalillo County will work with the developer and developer's representative to complete these discussions within one month of submittal of the draft TIA.

7.0 Final Traffic Impact Analysis

When notified by BCPWD, a developer or developer's representative may submit three copies of the final TIA with the changes directed along with the electronic versions of the report described in Sections 6.3.1.1 and 6.3.1.2. BCPWD can provide support in scanning documents. The developer may be requested to deliver a presentation of findings to County staff. The final document is not considered approved until stated in writing by BCPWD. Final TIA approval will be provided by BCPWD in writing to the developer.

8.0 Changes to the Final Traffic Impact Analysis

8.1 Traffic Impact Analysis Re-submittal

Some developments change the site plan, site access, and land uses after the Final TIA has been approved. In this case, the Final TIA approval for the proposed development is withdrawn and the Final TIA must be resubmitted. Re-submittal of the Final TIA must include all changes to the site plan and calculation of their impact on traffic safety and operations. The resubmitted document is subject to the same review and approval process as the previously submitted Final TIA.

8.2 Traffic Impact Analysis Update

Some developments are completed long after a Final TIA is approved. A Final TIA is in effect for three years from the approval date. After three years, an update of the TIA must be filed and approved. The update is subject to the same review process as a new TIA. The developer or developer's representative will prepare a scoping report, and upon approval will prepare a draft and then final document.

Contact information: Infrastructure Planning and Geo-Resources Department
Bernalillo County Public Works Division
2400 Broadway Boulevard, S.E. (Building N)
Albuquerque, NM 87102
(505) 848-1500

Appendix B
Count Data

WILSON &COMPANY

WILSON
&COMPANY
4900 Lang Ave. NE
Albuquerque, NM 87109
505-348-4000

File Name : 4th
Site Code : 0000000
Start Date : 12/4/201
Page No : 1

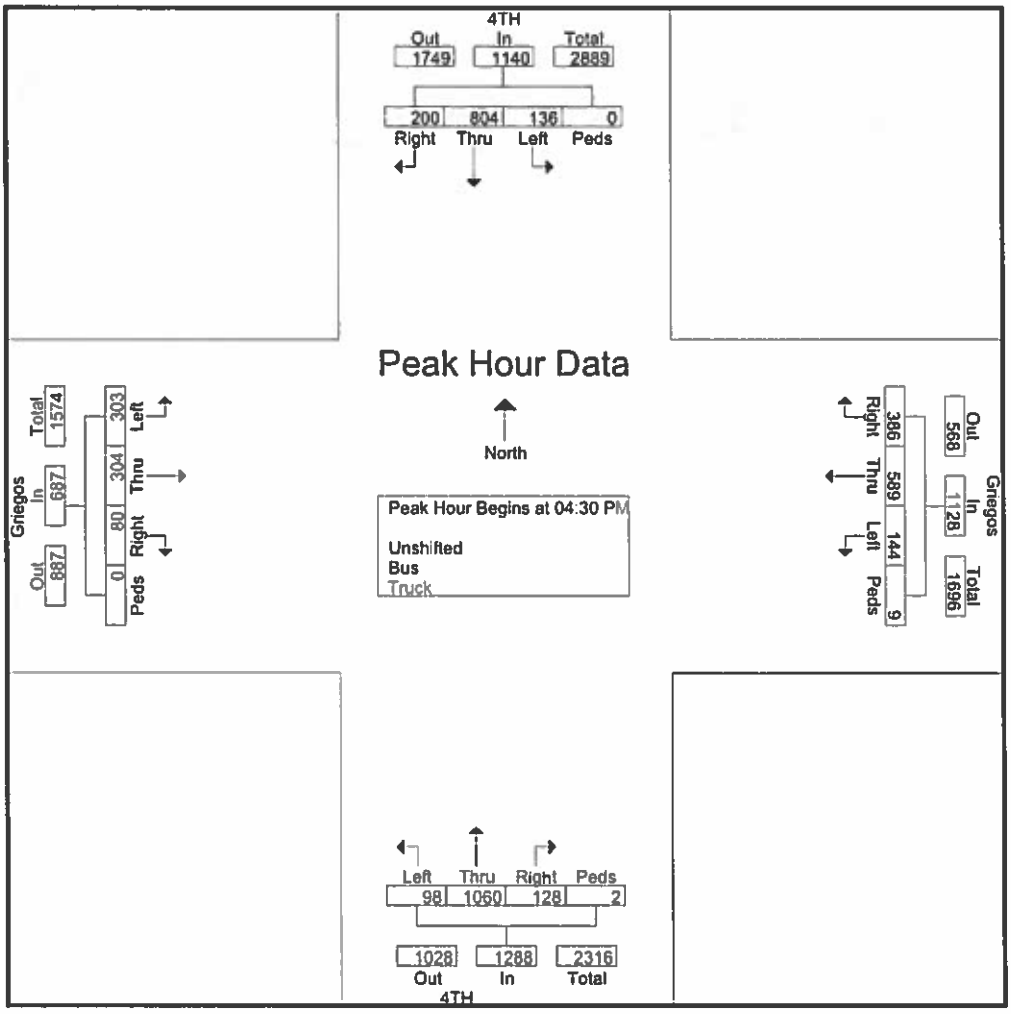
Groups Printed- Unshifted - Bus - Truck

	4TH From North					Griegos From East					4TH From South					Griegos From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	8	50	15	0	73	6	11	0	0	17	7	31	0	0	38	5	21	12	0	38	166
06:45 AM	26	132	30	0	188	7	24	17	0	48	10	79	0	0	89	2	62	41	0	105	430
Total	34	182	45	0	261	13	35	17	0	65	17	110	0	0	127	7	83	53	0	143	596
07:00 AM	33	135	35	0	203	16	35	11	1	63	12	69	3	0	84	17	84	49	1	151	501
07:15 AM	50	154	44	0	248	27	55	9	0	91	14	113	1	0	128	21	86	54	0	161	628
07:30 AM	33	225	50	0	308	37	58	25	0	120	14	127	7	0	148	29	115	77	0	221	797
07:45 AM	21	213	45	0	279	37	51	42	2	132	13	119	9	0	141	16	101	82	0	199	751
Total	137	727	174	0	1038	117	199	87	3	406	53	428	20	0	501	83	386	262	1	732	2677
08:00 AM	33	180	32	1	246	35	32	13	1	81	10	110	18	0	138	21	75	45	0	141	606
08:15 AM	35	150	42	0	227	51	31	21	1	104	8	118	9	0	135	21	65	51	0	137	603
08:30 AM	43	149	50	0	242	52	47	12	0	111	11	140	7	0	158	29	68	62	0	159	670
08:45 AM	47	196	47	0	290	45	39	27	0	111	15	131	7	0	153	24	72	54	0	150	704
Total	158	675	171	1	1005	183	149	73	2	407	44	499	41	0	584	95	280	212	0	587	2583
09:00 AM	40	136	26	0	202	46	46	22	0	114	15	129	11	0	155	14	51	37	0	102	573
09:15 AM	33	140	30	1	204	33	32	19	0	84	6	90	6	0	102	20	40	40	0	100	490
*** BREAK ***																					
Total	73	276	56	1	406	79	78	41	0	198	21	219	17	0	257	34	91	77	0	202	1063
*** BREAK ***																					
11:00 AM	32	120	23	0	175	49	52	31	0	132	18	91	13	0	122	17	52	45	0	114	543
11:15 AM	40	124	23	0	187	42	47	20	1	110	12	142	16	0	170	23	52	55	1	131	598
11:30 AM	49	162	23	0	234	52	62	27	0	141	18	168	17	0	203	33	51	55	1	140	718
11:45 AM	45	160	28	2	235	45	38	17	1	101	19	196	14	0	229	28	76	65	3	172	737
Total	166	566	97	2	831	188	199	95	2	484	67	597	60	0	724	101	231	220	5	557	2596
12:00 PM	38	137	41	0	216	53	54	28	2	137	16	178	12	0	206	21	46	65	0	132	691
12:15 PM	58	202	31	0	291	43	48	34	0	125	21	206	22	1	250	19	46	73	0	138	804
12:30 PM	60	166	34	0	260	54	59	31	2	146	19	168	16	0	203	18	50	58	1	127	736
12:45 PM	48	177	30	1	256	43	41	21	0	105	13	145	15	0	173	17	75	85	0	177	711
Total	204	682	136	1	1023	193	202	114	4	513	69	697	65	1	832	75	217	281	1	574	2942
01:00 PM	45	170	36	1	252	31	45	26	2	104	17	162	24	0	203	16	45	60	1	122	681
01:15 PM	42	210	34	0	286	28	50	36	1	115	11	157	13	0	181	22	49	46	0	117	699
*** BREAK ***																					
Total	87	380	70	1	538	59	95	62	3	219	28	319	37	0	384	38	94	106	1	239	1380
*** BREAK ***																					
03:00 PM	48	150	24	5	227	43	57	35	2	137	32	128	20	0	180	15	51	64	0	130	674
03:15 PM	60	168	34	0	262	64	80	35	0	179	40	195	15	0	250	23	60	88	0	171	862
03:30 PM	63	195	25	0	283	67	96	39	1	203	40	219	22	0	281	21	60	63	0	144	911
03:45 PM	38	130	27	0	195	44	60	45	4	153	19	115	17	0	151	20	54	67	0	141	640
Total	209	643	110	5	967	218	293	154	7	672	131	657	74	0	862	79	225	282	0	586	3087
04:00 PM	9	54	16	0	79	36	39	15	1	91	8	72	9	0	89	7	23	27	0	57	316
04:15 PM	63	192	28	2	285	79	99	25	1	204	45	232	18	0	295	18	72	61	0	151	935
04:30 PM	57	188	34	0	279	71	154	40	1	266	29	204	15	0	248	22	76	70	0	168	961
04:45 PM	38	188	33	0	259	77	101	30	8	216	27	266	30	1	324	13	55	85	0	153	952
Total	167	622	111	2	902	263	393	110	11	777	109	774	72	1	956	60	226	243	0	529	3164
05:00 PM	55	205	38	0	298	119	154	35	0	308	47	289	21	0	357	25	91	90	0	206	1169
05:15 PM	50	223	31	0	304	119	180	39	0	338	25	301	32	1	359	20	82	58	0	160	1161
05:30 PM	49	125	24	0	198	72	157	56	0	285	24	228	21	0	273	14	70	96	0	180	936
05:45 PM	70	155	27	0	252	39	102	39	1	181	15	205	24	0	244	19	45	56	0	120	797
Total	224	708	120	0	1052	349	593	169	1	1112	111	1023	98	1	1233	78	288	300	0	666	4063

WILSON &COMPANY
4900 Lang Ave. NE
Albuquerque, NM 87109
505-348-4000

File Name : 4th
Site Code : 0000000
Start Date : 12/4/201
Page No : 3

	4TH From North					Griegos From East					4TH From South					Griegos From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	57	188	34	0	279	71	154	40	1	266	29	204	15	0	248	22	76	70	0	168	961
04:45 PM	38	188	33	0	259	77	101	30	8	216	27	266	30	1	324	13	55	85	0	153	952
05:00 PM	55	205	38	0	298	119	154	35	0	308	47	289	21	0	357	25	91	90	0	206	1169
05:15 PM	50	223	31	0	304	119	180	39	0	338	25	301	32	1	359	20	82	58	0	160	1161
Total Volume	200	804	136	0	1140	386	589	144	9	1128	128	1060	98	2	1288	80	304	303	0	687	4243
% App. Total	17.5	70.5	11.9	0		34.2	52.2	12.8	0.8		9.9	82.3	7.6	0.2		11.6	44.3	44.1	0		
PHF	.877	.901	.895	.000	.938	.811	.818	.900	.281	.834	.681	.880	.766	.500	.897	.800	.835	.842	.000	.834	.907



WILSON
&COMPANY
4900 Lang Ave. NE
Albuquerque, NM 87109
505-348-4000

File Name : 2nd
Site Code : 0000000
Start Date : 12/4/201
Page No : 1

Groups Printed- Cars - Bus - Trucks

	2nd St NW From North					Griegos Rd NW From East					2nd St NW From South					Griegos Rd NW From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	10	138	46	0	194	16	20	10	1	47	11	85	2	0	98	5	66	11	0	82	421
06:45 AM	9	202	82	0	293	25	20	12	0	57	19	84	5	0	108	4	77	13	1	95	553
Total	19	340	128	0	487	41	40	22	1	104	30	169	7	0	206	9	143	24	1	177	974
07:00 AM	14	211	58	0	283	18	26	16	1	61	19	100	4	0	123	5	105	21	0	131	598
07:15 AM	12	230	44	0	286	17	47	11	0	75	18	135	8	0	161	13	91	25	1	130	652
07:30 AM	25	220	50	0	295	24	60	11	0	95	14	146	18	0	178	17	119	27	0	163	731
07:45 AM	8	228	53	0	289	30	57	21	0	108	15	156	9	0	180	36	132	38	2	208	785
Total	59	889	205	0	1153	89	190	59	1	339	66	537	39	0	642	71	447	111	3	632	2766
08:00 AM	11	240	54	0	305	23	63	19	0	105	15	126	14	0	155	19	95	22	0	136	701
08:15 AM	11	241	52	0	304	18	75	17	0	110	13	94	8	0	115	17	100	24	0	141	670
08:30 AM	13	215	53	0	281	29	89	20	1	139	11	112	17	0	140	27	91	23	0	141	701
08:45 AM	11	182	40	0	233	20	61	16	0	97	15	112	13	0	140	18	98	12	0	128	598
Total	46	878	199	0	1123	90	288	72	1	451	54	444	52	0	550	81	384	81	0	546	2670
09:00 AM	16	137	29	0	182	19	60	17	0	96	14	96	6	0	116	10	58	18	0	86	480
09:15 AM	12	141	41	0	194	18	51	21	0	90	22	96	13	0	131	10	71	10	0	91	506
*** BREAK ***																					
Total	28	278	70	0	376	37	111	38	0	186	36	192	19	0	247	20	129	28	0	177	986
*** BREAK ***																					
11:00 AM	16	104	26	1	147	23	92	12	0	127	25	100	16	0	141	15	57	16	0	88	503
11:15 AM	17	112	26	0	155	15	75	16	1	107	19	122	14	0	155	9	67	22	0	98	515
11:30 AM	21	120	29	1	171	14	74	16	0	104	15	123	21	0	159	12	72	12	1	97	531
11:45 AM	12	114	40	0	166	29	61	14	0	104	15	120	24	0	159	14	71	26	0	111	540
Total	66	450	121	2	639	81	302	58	1	442	74	465	75	0	614	50	267	76	1	394	2089
12:00 PM	24	130	23	1	178	28	75	16	1	120	14	135	17	0	166	16	68	19	0	103	567
12:15 PM	18	128	31	0	177	30	99	18	0	147	10	112	16	0	138	12	63	22	0	97	559
12:30 PM	23	109	38	0	170	20	91	13	1	125	20	117	17	0	154	12	89	22	0	123	572
12:45 PM	23	145	26	0	194	37	65	26	0	128	10	110	14	0	134	20	83	30	0	133	589
Total	88	512	118	1	719	115	330	73	2	520	54	474	64	0	592	60	303	93	0	456	2287
01:00 PM	17	123	37	0	177	27	78	18	0	123	10	132	16	0	158	19	72	22	0	113	571
01:15 PM	28	123	37	0	188	17	67	15	0	99	19	123	15	0	157	12	67	15	1	95	539
*** BREAK ***																					
Total	45	246	74	0	365	44	145	33	0	222	29	255	31	0	315	31	139	37	1	208	1110
*** BREAK ***																					
03:00 PM	19	133	37	0	189	38	93	17	0	148	18	190	14	1	223	14	72	22	1	109	669
03:15 PM	29	164	36	0	229	42	106	11	1	160	16	175	27	0	218	14	67	23	0	104	711
03:30 PM	22	156	37	0	215	47	106	22	0	175	19	171	23	0	213	12	60	28	0	100	703
03:45 PM	24	138	35	0	197	61	146	17	0	224	28	200	21	0	249	14	88	20	1	123	793
Total	94	591	145	0	830	188	451	67	1	707	81	736	85	1	903	54	287	93	2	436	2876
04:00 PM	38	159	28	0	225	39	118	16	1	174	27	202	32	0	261	4	57	18	0	79	739
04:15 PM	27	169	31	0	227	58	136	26	0	220	14	230	33	0	277	14	82	28	0	124	848
04:30 PM	24	138	37	0	199	54	129	19	2	204	25	227	41	0	293	16	72	22	0	110	806
04:45 PM	32	139	36	0	207	42	160	14	2	218	13	262	40	0	315	10	67	17	0	94	834
Total	121	605	132	0	858	193	543	75	5	816	79	921	146	0	1146	44	278	85	0	407	3227
05:00 PM	31	164	65	0	260	47	135	18	0	200	26	222	47	0	295	9	74	20	0	103	858
05:15 PM	28	126	41	0	195	62	144	14	0	220	16	226	42	0	284	12	77	26	0	115	814
05:30 PM	20	121	26	0	167	56	110	13	2	181	14	222	28	0	264	8	62	20	1	91	703
05:45 PM	17	74	16	0	107	35	109	14	0	158	7	149	27	0	183	11	47	15	1	74	522
Total	96	485	148	0	729	200	498	59	2	759	63	819	144	0	1026	40	260	81	2	383	2897
06:00 PM	17	77	23	0	117	15	86	11	0	112	10	174	17	0	201	11	49	27	0	87	517
06:15 PM	27	76	17	0	120	26	97	12	0	135	6	129	9	0	144	11	48	12	0	71	470
Grand Total	706	5427	1380	3	7516	1119	3081	579	14	4793	582	5315	688	1	6586	482	2734	748	10	3974	22869
Apprch %	9.4	72.2	18.4	0		23.3	64.3	12.1	0.3		8.8	80.7	10.4	0		12.1	68.8	18.8	0.3		
Total %	3.1	23.7	6	0	32.9	4.9	13.5	2.5	0.1	21	2.5	23.2	3	0	28.8	2.1	12	3.3	0	17.4	
Cars	698	5372	1362	3	7435	1109	3050	570	14	4743	574	5254	684	1	6513	482	2710	741	10	3943	22634
% Cars	98.9	99	98.7	100	98.9	99.1	99	98.4	100	99	98.6	98.9	99.4	100	98.9	100	99.1	99.1	100	99.2	99

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File Name : 2nd
Site Code : 0000000
Start Date : 12/4/201
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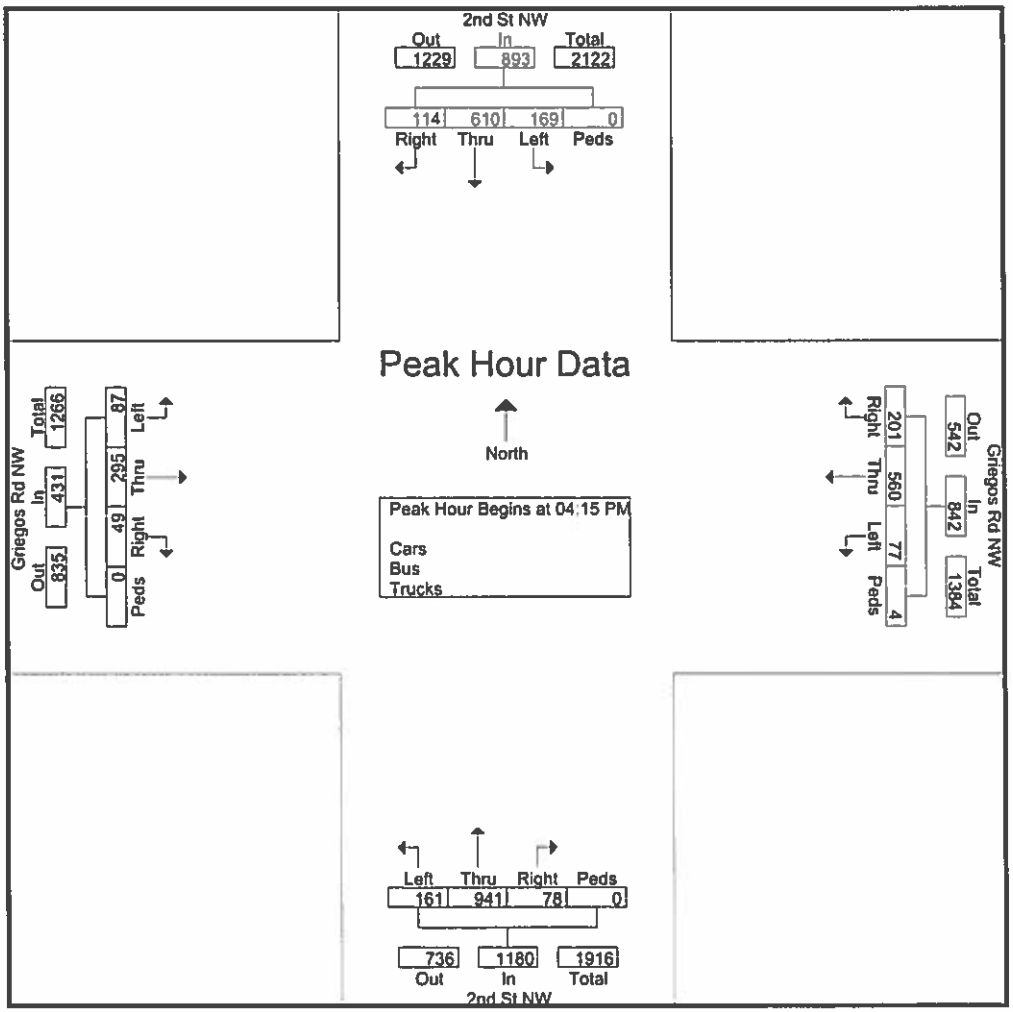
	2nd St NW From North					Griegos Rd NW From East					2nd St NW From South					Griegos Rd NW From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	27	169	31	0	227	58	136	26	0	220	14	230	33	0	277	14	82	28	0	124	848
04:30 PM	24	138	37	0	199	54	129	19	2	204	25	227	41	0	293	16	72	22	0	110	806
04:45 PM	32	139	36	0	207	42	160	14	2	218	13	262	40	0	315	10	67	17	0	94	834
05:00 PM	31	164	65	0	260	47	135	18	0	200	26	222	47	0	295	9	74	20	0	103	858
Total Volume	114	610	169	0	893	201	560	77	4	842	78	941	161	0	1180	49	295	87	0	431	3346
% App. Total	12.8	68.3	18.9	0		23.9	66.5	9.1	0.5		6.6	79.7	13.6	0		11.4	68.4	20.2	0		
PHF	.891	.902	.650	.000	.859	.866	.875	.740	.500	.957	.750	.898	.856	.000	.937	.766	.899	.777	.000	.869	.975



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File Name : Edith
Site Code : 0000000
Start Date : 12/4/201
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Groups Printed- Unshifted - Bus - Truck

	Edith Blvd NE From North					Comanche Rd NE From East					Edith Blvd NE From South					Griegos Rd NW From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	5	54	22	0	81	21	43	46	0	110	24	31	4	0	59	20	65	11	0	96	346
06:45 AM	7	63	41	0	111	29	47	60	0	136	25	41	7	0	73	51	114	18	0	183	503
Total	12	117	63	0	192	50	90	106	0	246	49	72	11	0	132	71	179	29	0	279	849
07:00 AM	14	87	26	0	127	49	52	40	1	142	22	72	9	0	103	44	148	24	0	216	588
07:15 AM	11	106	35	1	153	46	62	36	0	144	28	78	8	0	114	24	140	19	1	184	595
07:30 AM	12	158	49	0	219	51	104	42	0	197	27	128	4	0	159	18	139	43	0	200	775
07:45 AM	20	162	49	0	231	34	100	40	0	174	37	129	8	0	174	33	196	47	0	276	855
Total	57	513	159	1	730	180	318	158	1	657	114	407	29	0	550	119	623	133	1	876	2813
08:00 AM	11	125	47	0	183	31	92	40	0	163	31	66	12	0	109	34	131	30	0	195	650
08:15 AM	8	109	34	0	151	36	103	21	0	160	20	89	5	1	115	29	152	19	0	200	626
08:30 AM	11	93	44	0	148	32	123	34	0	189	43	93	21	0	157	23	167	23	0	213	707
08:45 AM	13	99	31	0	143	30	101	22	0	153	34	90	11	0	135	29	155	12	0	196	627
Total	43	426	156	0	625	129	419	117	0	665	128	338	49	1	516	115	605	84	0	804	2610
09:00 AM	17	78	35	0	130	26	91	18	0	135	42	75	23	0	140	10	93	17	0	120	525
09:15 AM	9	82	26	0	117	39	85	22	4	150	22	63	19	0	104	19	137	23	0	179	550
*** BREAK ***																					
Total	26	160	61	0	247	65	176	40	4	285	64	138	42	0	244	29	230	40	0	299	1075
*** BREAK ***																					
11:00 AM	24	85	28	0	137	27	84	31	0	142	28	80	29	0	137	11	105	20	0	136	552
11:15 AM	22	86	31	0	139	36	85	16	1	138	30	121	22	2	175	18	102	15	0	135	587
11:30 AM	17	75	25	0	117	31	89	26	0	146	44	105	25	0	174	25	98	24	0	147	584
11:45 AM	14	72	18	0	104	39	94	25	0	158	36	104	22	0	162	23	106	22	1	152	576
Total	77	318	102	0	497	133	352	98	1	584	138	410	98	2	648	77	411	81	1	570	2299
12:00 PM	18	88	38	0	144	29	90	22	0	141	38	104	26	0	168	12	95	31	0	138	591
12:15 PM	14	123	25	0	162	47	125	32	0	204	48	119	19	0	186	14	137	20	2	173	725
12:30 PM	15	108	38	0	161	44	91	32	0	167	35	119	15	0	169	26	120	25	0	171	668
12:45 PM	16	109	39	0	164	45	142	44	0	231	28	110	12	0	150	16	128	21	0	165	710
Total	63	428	140	0	631	165	448	130	0	743	149	452	72	0	673	68	480	97	2	647	2694
01:00 PM	21	87	21	0	129	34	113	30	1	178	29	101	25	0	155	24	118	23	0	165	627
01:15 PM	19	91	44	0	154	38	90	38	1	167	34	87	13	1	135	27	110	19	0	156	612
*** BREAK ***																					
Total	40	178	65	0	283	72	203	68	2	345	63	188	38	1	290	51	228	42	0	321	1239
*** BREAK ***																					
03:00 PM	17	68	34	0	119	29	127	24	0	180	53	97	22	0	172	11	120	22	0	153	624
03:15 PM	17	115	32	0	164	48	131	31	0	210	41	155	26	0	222	20	133	20	0	173	769
03:30 PM	18	128	33	0	179	67	199	33	0	299	63	173	41	0	277	24	146	17	0	187	942
03:45 PM	34	139	54	0	227	57	185	37	0	279	30	158	26	0	214	24	183	32	0	239	959
Total	86	450	153	0	689	201	642	125	0	968	187	583	115	0	885	79	582	91	0	752	3294
04:00 PM	36	152	73	0	261	46	213	30	0	289	58	224	50	1	333	13	162	32	2	209	1092
04:15 PM	29	177	52	0	258	53	180	24	0	257	49	218	46	0	313	13	169	21	0	203	1031
04:30 PM	33	136	80	0	249	43	175	18	0	236	33	182	71	0	286	28	162	26	0	216	987
04:45 PM	29	124	46	1	200	45	172	30	0	247	44	181	54	0	279	9	95	16	0	120	846
Total	127	589	251	1	968	187	740	102	0	1029	184	805	221	1	1211	63	588	95	2	748	3956
05:00 PM	28	151	66	0	245	40	159	26	1	226	44	226	45	0	315	4	154	15	0	173	959
05:15 PM	39	115	50	0	204	52	157	30	2	241	23	188	45	0	256	2	186	39	1	228	929
05:30 PM	33	117	35	0	185	49	146	20	0	215	24	131	23	0	178	6	103	17	0	126	704
05:45 PM	21	59	24	0	104	56	170	26	0	252	14	75	15	0	104	18	76	16	0	110	570
Total	121	442	175	0	738	197	632	102	3	934	105	620	128	0	853	30	519	87	1	637	3162
06:00 PM	12	57	21	1	91	46	115	13	1	175	13	87	13	0	113	3	87	7	0	97	476
06:15 PM	13	51	32	0	96	23	114	8	0	145	19	62	17	0	98	6	81	12	0	99	438
Grand Total	677	3729	1378	3	5787	1448	4249	1067	12	6776	1213	4162	833	5	6213	711	4613	798	7	6129	24905
Apprch %	11.7	64.4	23.8	0.1		21.4	62.7	15.7	0.2		19.5	67	13.4	0.1		11.6	75.3	13	0.1		
Total %	2.7	15	5.5	0	23.2	5.8	17.1	4.3	0	27.2	4.9	16.7	3.3	0	24.9	2.9	18.5	3.2	0	24.6	
Unshifted	663	3681	1282	3	5629	1365	4207	1054	12	6638	1188	4109	827	5	6129	708	4569	780	7	6064	24460
% Unshifted	97.9	98.7	93	100	97.3	94.3	99	98.8	100	98	97.9	98.7	99.3	100	98.6	99.6	99	97.7	100	98.9	98.2

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File Name : Edith
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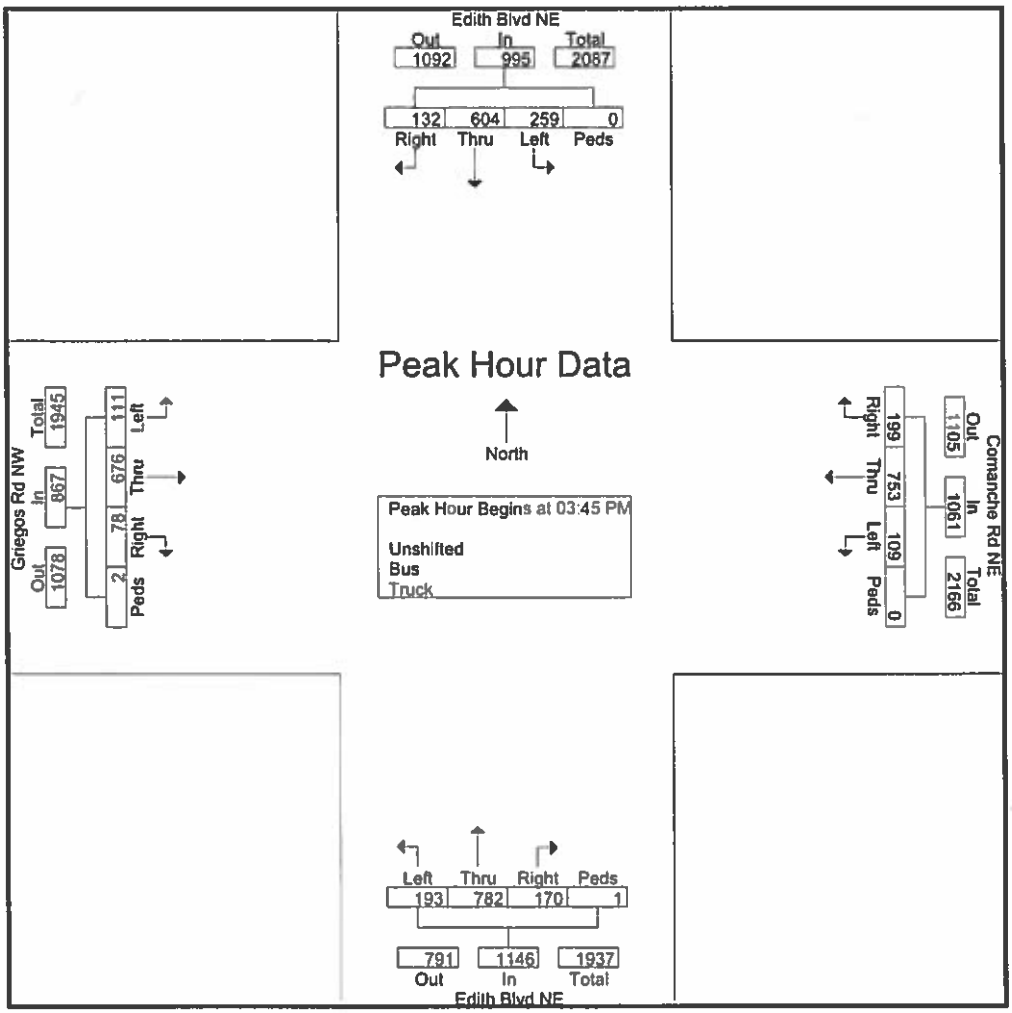
	Edith Blvd NE From North					Comanche Rd NE From East					Edith Blvd NE From South					Griegos Rd NW From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	34	139	54	0	227	57	185	37	0	279	30	158	26	0	214	24	183	32	0	239	959
04:00 PM	36	152	73	0	261	46	213	30	0	289	58	224	50	1	333	13	162	32	2	209	1092
04:15 PM	29	177	52	0	258	53	180	24	0	257	49	218	46	0	313	13	169	21	0	203	1031
04:30 PM	33	136	80	0	249	43	175	18	0	236	33	182	71	0	286	28	162	26	0	216	987
Total Volume	132	604	259	0	995	199	753	109	0	1061	170	782	193	1	1146	78	676	111	2	867	4069
% App. Total	13.3	60.7	26	0		18.8	71	10.3	0		14.8	68.2	16.8	0.1		9	78	12.8	0.2		
PHF	.917	.853	.809	.000	.953	.873	.884	.736	.000	.918	.733	.873	.680	.250	.860	.696	.923	.867	.250	.907	.932



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505-348-4000

File Name : PanAmerican-Southbound_
Site Code : 33333333
Start Date : 12/12/2013
Page No : 1

Groups Printed- Unshifted - Bus - Truck

	I25 Frontage SB From North					Comanche From East					I25 Frontage SB From South					Comanche From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:45 AM	24	76	33	0	133	0	180	38	1	219	0	0	3	0	3	64	56	0	1	121	476
Total	24	76	33	0	133	0	180	38	1	219	0	0	3	0	3	64	56	0	1	121	476
08:00 AM	46	124	64	0	234	0	233	76	0	309	0	0	0	0	0	61	78	0	0	139	682
08:15 AM	27	110	56	0	193	0	172	66	0	238	0	0	0	0	0	72	108	0	0	180	611
08:30 AM	36	165	60	0	261	0	246	77	0	323	0	0	0	0	0	96	102	0	0	198	782
08:45 AM	37	176	63	1	277	0	255	92	0	347	0	0	0	0	0	77	103	0	0	180	804
Total	146	575	243	1	965	0	906	311	0	1217	0	0	0	0	0	306	391	0	0	697	2879
09:00 AM	34	187	90	0	311	0	226	114	0	340	0	0	0	0	0	90	137	0	0	227	878
09:15 AM	31	172	71	0	274	0	194	98	0	292	0	0	0	0	0	73	122	0	0	195	761
09:30 AM	25	142	81	0	248	0	227	81	0	308	0	0	0	0	0	81	101	0	0	182	738
09:45 AM	29	155	74	0	258	0	176	74	0	250	0	0	0	0	0	71	114	0	0	185	693
Total	119	656	316	0	1091	0	823	367	0	1190	0	0	0	0	0	315	474	0	0	789	3070
10:00 AM	31	145	64	0	240	0	171	82	0	253	0	0	0	0	0	80	131	0	0	211	704
10:15 AM	26	127	60	0	213	0	144	75	0	219	0	0	0	0	0	76	102	0	0	178	610
10:30 AM	35	144	46	0	225	0	119	66	0	185	0	0	0	0	0	65	85	0	0	150	560
*** BREAK ***																					
Total	92	416	170	0	678	0	434	223	0	657	0	0	0	0	0	221	318	0	0	539	1874
*** BREAK ***																					
12:30 PM	36	145	81	0	262	0	143	66	0	209	0	0	0	0	0	66	90	0	5	161	632
12:45 PM	24	137	64	0	225	0	165	67	0	232	0	0	0	0	0	73	92	0	0	165	622
Total	60	282	145	0	487	0	308	133	0	441	0	0	0	0	0	139	182	0	5	326	1254
01:00 PM	35	169	75	0	279	0	154	79	0	233	0	0	0	0	0	73	90	0	1	164	676
01:15 PM	28	151	61	0	240	0	152	67	0	219	0	0	0	0	0	55	90	0	2	147	606
01:30 PM	35	169	80	0	284	5	146	65	0	216	0	0	0	0	0	61	117	0	1	179	679
01:45 PM	27	139	68	0	234	0	187	70	0	257	0	0	0	0	0	59	96	0	0	155	646
Total	125	628	284	0	1037	5	639	281	0	925	0	0	0	0	0	248	393	0	4	645	2607
02:00 PM	33	157	62	0	252	0	169	76	1	246	0	0	0	0	0	49	101	0	3	153	651
02:15 PM	32	185	94	0	311	0	184	55	0	239	0	0	0	0	0	71	107	0	0	178	728
02:30 PM	41	173	78	0	292	0	166	69	1	236	0	0	0	0	0	56	90	0	0	146	674
02:45 PM	35	164	85	0	284	0	183	81	1	265	0	0	0	0	0	68	98	0	0	166	715
Total	141	679	319	0	1139	0	702	281	3	986	0	0	0	0	0	244	396	0	3	643	2768
*** BREAK ***																					
04:15 PM	29	190	93	0	312	1	208	76	0	285	0	0	0	0	0	118	113	0	0	231	828
04:30 PM	44	192	80	0	316	0	233	92	1	326	0	0	0	0	0	91	129	0	1	221	863
04:45 PM	30	175	87	0	292	0	217	96	0	313	0	0	0	0	0	118	132	0	0	250	855
Total	103	557	260	0	920	1	658	264	1	924	0	0	0	0	0	327	374	0	1	702	2546
05:00 PM	43	179	86	0	308	0	222	79	1	302	0	0	0	0	0	127	125	0	8	260	870
05:15 PM	43	175	75	0	293	0	208	107	0	315	0	0	0	0	0	111	95	0	1	207	815
05:30 PM	41	163	70	0	274	1	204	98	0	303	0	0	0	0	0	86	104	0	1	191	768
05:45 PM	45	197	79	0	321	0	228	108	0	336	0	0	0	0	0	93	101	0	1	195	852
Total	172	714	310	0	1196	1	862	392	1	1256	0	0	0	0	0	417	425	0	11	853	3305
06:00 PM	37	160	89	0	286	0	248	106	0	354	0	0	0	0	0	80	103	0	0	183	823
06:15 PM	40	208	69	0	317	0	227	120	1	348	0	0	0	0	0	118	135	0	1	254	919
06:30 PM	33	180	77	0	290	3	207	82	0	292	0	0	0	0	0	95	122	8	1	226	808
06:45 PM	35	186	54	0	275	0	182	93	0	275	0	0	0	0	0	77	117	0	0	194	744
Total	145	734	289	0	1168	3	864	401	1	1269	0	0	0	0	0	370	477	8	2	857	3294
07:00 PM	18	126	35	0	179	0	204	88	0	292	0	0	0	0	0	72	78	0	1	151	622
07:15 PM	23	118	38	0	179	0	132	66	0	198	0	0	0	0	0	51	84	0	0	135	512
07:30 PM	29	93	24	0	146	0	110	51	0	161	0	0	0	0	0	44	72	0	3	119	426
Grand Total	1197	5654	2466	1	9318	10	6822	2896	7	9735	0	0	3	0	3	2818	3720	8	31	6577	25633
Apprch %	12.8	60.7	26.5	0		0.1	70.1	29.7	0.1		0	0	100	0		42.8	56.6	0.1	0.5		
Total %	4.7	22.1	9.6	0	36.4	0	26.6	11.3	0	38	0	0	0	0	0	11	14.5	0	0.1	25.7	

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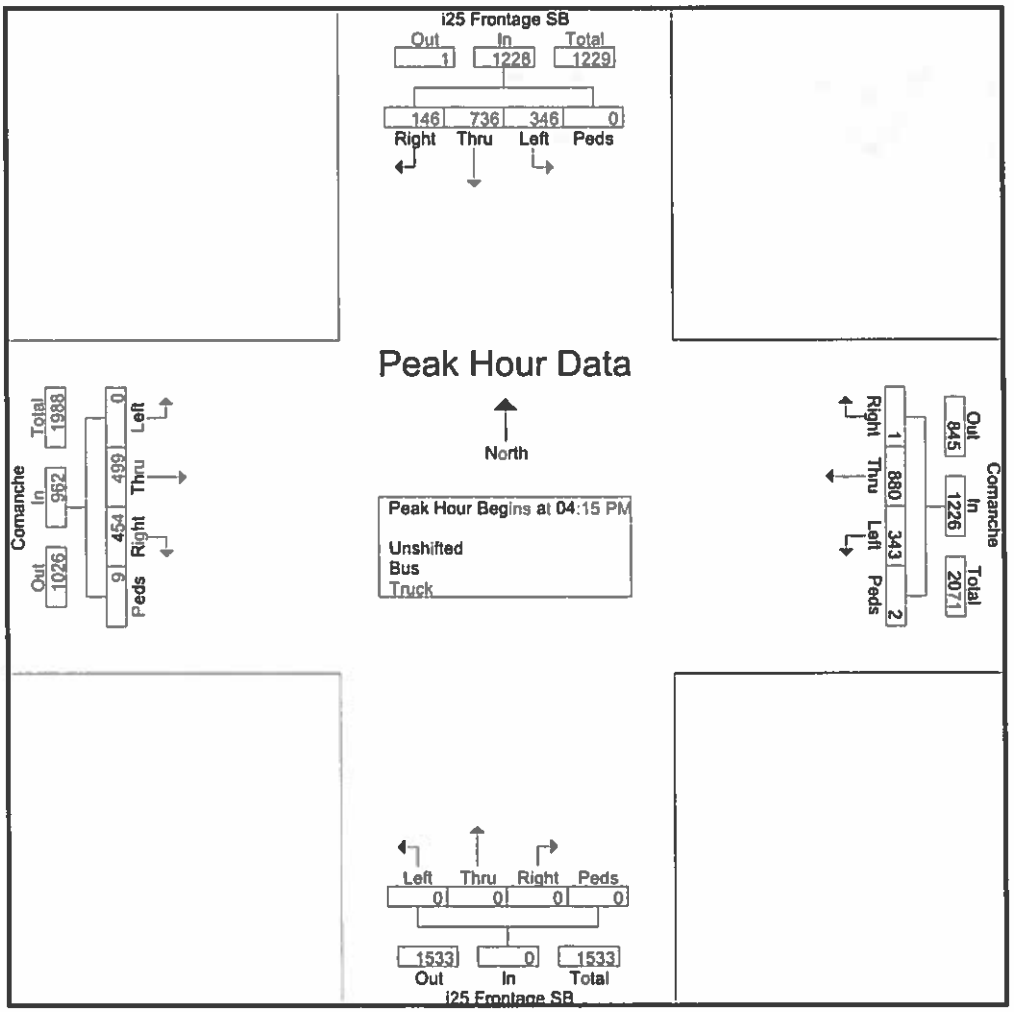
File Name : PanAmerican-Southbound_2
Site Code : 33333333
Start Date : 12/12/2013
Page No : 3

	i25 Frontage SB From North					Comanche From East					i25 Frontage SB From South					Comanche From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 07:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	29	190	93	0	312	1	208	76	0	285	0	0	0	0	0	118	113	0	0	231	828
04:30 PM	44	192	80	0	316	0	233	92	1	326	0	0	0	0	0	91	129	0	1	221	863
04:45 PM	30	175	87	0	292	0	217	96	0	313	0	0	0	0	0	118	132	0	0	250	855
05:00 PM	43	179	86	0	308	0	222	79	1	302	0	0	0	0	0	127	125	0	8	260	870
Total Volume	146	736	346	0	1228	1	880	343	2	1226	0	0	0	0	0	454	499	0	9	962	3416
% App. Total	11.9	59.9	28.2	0		0.1	71.8	28	0.2		0	0	0	0		47.2	51.9	0	0.9		
PHF	.830	.958	.930	.000	.972	.250	.944	.893	.500	.940	.000	.000	.000	.000	.000	.894	.945	.000	.281	.925	.982



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File Name : panamerican-northbound_2
Site Code : 00000000
Start Date : 12/12/2013
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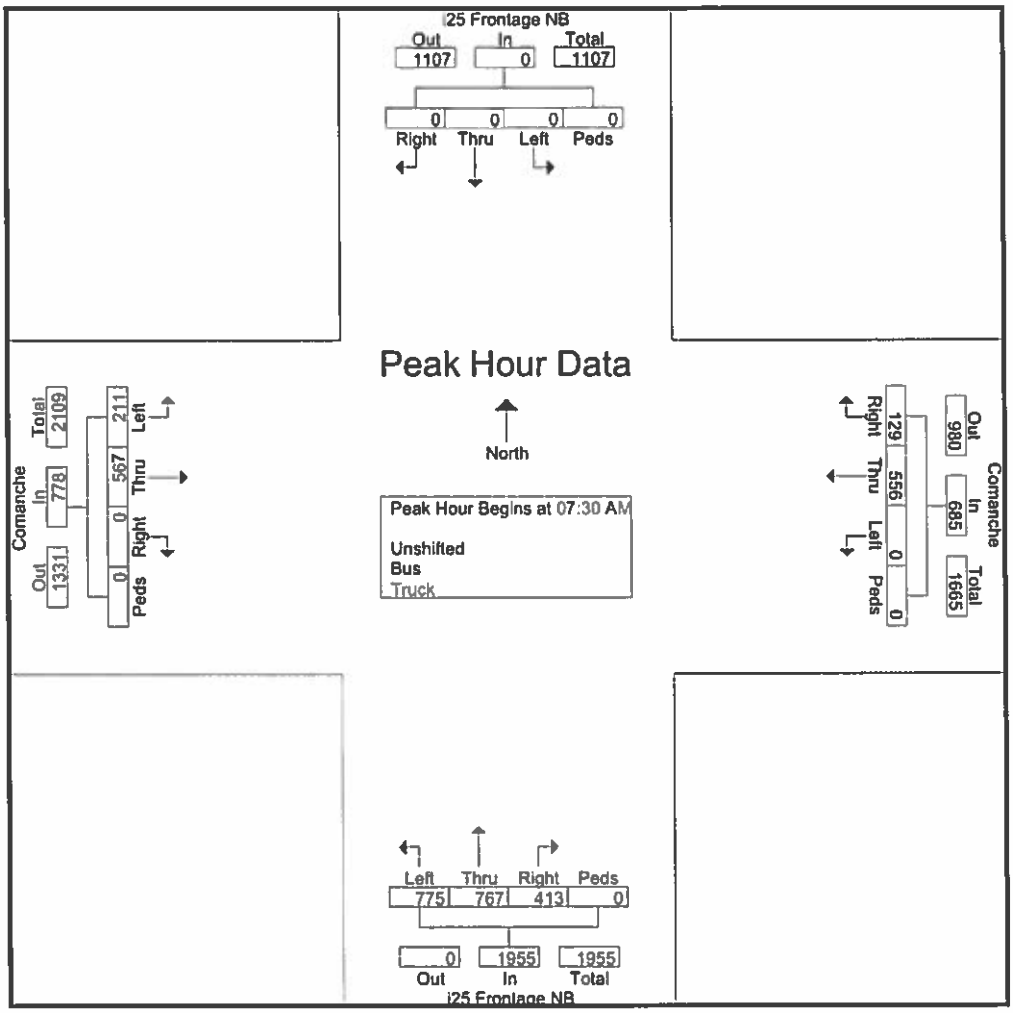
Groups Printed- Unshifted - Bus - Truck

	i25 Frontage NB From North					Comanche From East					i25 Frontage NB From South					Comanche From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	21	67	0	0	88	42	81	161	0	284	0	52	23	1	76	448
06:45 AM	0	0	0	0	0	13	92	0	1	106	96	102	208	0	406	0	108	28	0	136	648
Total	0	0	0	0	0	34	159	0	1	194	138	183	369	0	690	0	160	51	1	212	1096
07:00 AM	0	0	0	0	0	20	85	0	0	105	77	108	166	0	351	0	118	43	1	162	618
07:15 AM	0	0	0	0	0	17	124	0	0	141	74	146	204	0	424	0	127	53	0	180	745
07:30 AM	0	0	0	0	0	25	154	0	0	179	86	208	205	0	499	0	123	39	0	162	840
07:45 AM	0	0	0	0	0	40	165	0	0	205	100	190	222	0	512	0	175	59	0	234	951
Total	0	0	0	0	0	102	528	0	0	630	337	652	797	0	1786	0	543	194	1	738	3154
08:00 AM	0	0	0	0	0	39	119	0	0	158	121	192	159	0	472	0	134	52	0	186	816
08:15 AM	0	0	0	0	0	25	118	0	0	143	106	177	189	0	472	0	135	61	0	196	811
08:30 AM	0	0	0	0	0	15	122	0	0	137	89	183	143	0	415	0	118	58	0	176	728
08:45 AM	0	0	0	0	0	26	118	0	0	144	101	184	162	0	447	0	150	58	0	208	799
Total	0	0	0	0	0	105	477	0	0	582	417	736	653	0	1806	0	537	229	0	766	3154
09:00 AM	0	0	0	0	0	31	103	0	0	134	66	179	123	0	368	0	112	50	0	162	664
09:15 AM	0	0	0	0	0	27	88	0	0	115	58	179	117	0	354	0	100	40	0	140	609
*** BREAK ***																					
Total	0	0	0	0	0	58	191	0	0	249	124	358	240	0	722	0	212	90	0	302	1273
*** BREAK ***																					
11:00 AM	0	0	0	0	0	40	106	0	1	147	67	224	92	0	383	0	126	39	0	165	695
11:15 AM	0	0	0	0	0	28	88	0	0	116	71	242	117	0	430	0	128	53	0	181	727
11:30 AM	0	0	0	0	0	31	101	0	0	132	64	233	128	0	425	0	111	44	0	155	712
11:45 AM	0	0	0	0	0	31	118	0	0	149	76	224	107	0	407	0	126	34	1	161	717
Total	0	0	0	0	0	130	413	0	1	544	278	923	444	0	1645	0	491	170	1	662	2851
12:00 PM	0	0	0	0	0	44	114	0	1	159	75	241	105	0	421	1	128	33	1	163	743
12:15 PM	0	0	0	0	0	28	107	0	1	136	74	252	122	0	448	0	147	46	1	194	778
12:30 PM	0	0	0	0	0	37	109	0	1	147	58	217	148	0	423	0	122	42	0	164	734
12:45 PM	0	0	0	0	0	31	104	0	2	137	73	221	121	0	415	0	131	46	0	177	729
Total	0	0	0	0	0	140	434	0	5	579	280	931	496	0	1707	1	528	167	2	698	2984
01:00 PM	0	0	0	0	0	30	126	0	1	157	79	217	127	0	423	0	142	49	0	191	771
01:15 PM	0	0	0	0	0	33	105	0	0	138	72	253	110	0	435	0	130	40	0	170	743
*** BREAK ***																					
Total	0	0	0	0	0	63	231	0	1	295	151	470	237	0	858	0	272	89	0	361	1514
*** BREAK ***																					
03:00 PM	0	0	0	0	0	41	148	0	1	190	79	231	135	0	445	0	142	50	0	192	827
03:15 PM	0	0	0	0	0	40	164	0	3	207	88	264	143	0	495	0	144	53	1	198	900
03:30 PM	0	0	0	0	0	40	172	0	0	212	79	290	161	1	531	0	151	51	0	202	945
03:45 PM	0	0	0	0	0	32	152	0	1	185	85	307	157	0	549	0	177	52	0	229	963
Total	0	0	0	0	0	153	636	0	5	794	331	1092	596	1	2020	0	614	206	1	821	3635
04:00 PM	0	0	0	0	0	34	172	0	2	208	88	322	151	1	562	0	153	48	1	202	972
04:15 PM	0	0	0	0	0	34	161	0	0	195	82	346	152	0	580	0	144	41	1	186	961
04:30 PM	0	0	0	0	0	34	189	0	0	223	98	294	160	0	552	0	139	43	2	184	959
04:45 PM	0	0	0	0	0	43	175	0	0	218	111	316	167	0	594	0	135	45	0	180	992
Total	0	0	0	0	0	145	697	0	2	844	379	1278	630	1	2288	0	571	177	4	752	3884
05:00 PM	0	0	0	0	0	37	180	0	1	218	97	385	182	0	664	0	133	70	2	205	1087
05:15 PM	0	0	0	0	0	32	153	0	1	186	98	364	158	0	620	1	145	46	0	192	998
05:30 PM	0	0	0	0	0	39	147	0	0	186	88	294	145	0	527	0	132	41	1	174	887
05:45 PM	0	0	0	0	0	31	144	0	0	175	65	237	131	1	434	0	87	43	1	131	740
Total	0	0	0	0	0	139	624	0	2	765	348	1280	616	1	2245	1	497	200	4	702	3712

WILSON
&COMPANY
4900 Lang Ave. NE
Albuquerque, NM 87109
505-348-4000

File Name : panamerican-northbound_
Site Code : 00000000
Start Date : 12/12/2013
Page No : 3

	i25 Frontage NB From North					Comanche From East					i25 Frontage NB From South					Comanche From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	25	154	0	0	179	86	208	205	0	499	0	123	39	0	162	840
07:45 AM	0	0	0	0	0	40	165	0	0	205	100	190	222	0	512	0	175	59	0	234	951
08:00 AM	0	0	0	0	0	39	119	0	0	158	121	192	159	0	472	0	134	52	0	186	816
08:15 AM	0	0	0	0	0	25	118	0	0	143	106	177	189	0	472	0	135	61	0	196	811
Total Volume	0	0	0	0	0	129	556	0	0	685	413	767	775	0	1955	0	567	211	0	778	3418
% App. Total	0	0	0	0		18.8	81.2	0	0		21.1	39.2	39.6	0		0	72.9	27.1	0		
PHF	.000	.000	.000	.000	.000	.806	.842	.000	.000	.835	.853	.922	.873	.000	.955	.000	.810	.865	.000	.831	.899



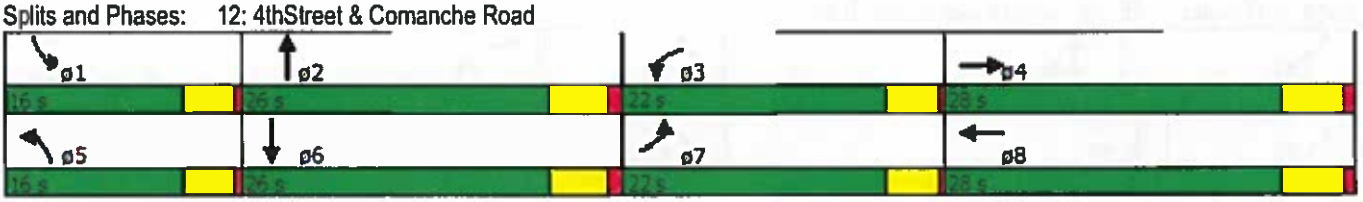
Appendix C
Capacity Calculations

WILSON & COMPANY

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	22.0	28.0		22.0	28.0		16.0	26.0		16.0	26.0	
Total Split (%)	23.9%	30.4%		23.9%	30.4%		17.4%	28.3%		17.4%	28.3%	
Maximum Green (s)	18.0	23.0		18.0	23.0		12.0	21.0		12.0	21.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.7	22.5		9.7	13.4		6.6	22.1		11.6	33.2	
Actuated g/C Ratio	0.20	0.28		0.12	0.16		0.08	0.27		0.14	0.41	
v/c Ratio	0.79	0.53		0.45	0.53		0.15	0.55		0.75	0.66	
Control Delay	48.8	27.4		40.9	23.5		38.6	28.3		55.0	24.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.8	27.4		40.9	23.5		38.6	28.3		55.0	24.7	
LOS	D	C		D	C		D	C		D	C	
Approach Delay		35.1			27.3			28.7			29.8	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 92			
Actuated Cycle Length: 81.8			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

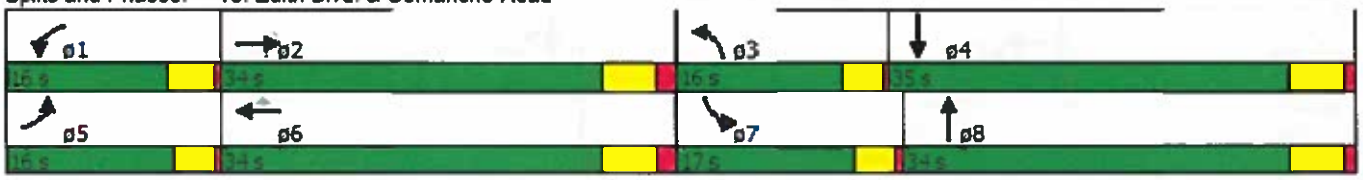
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	16.0	34.0	34.0	17.0	35.0	
Total Split (%)	15.8%	33.7%		15.8%	33.7%	33.7%	15.8%	33.7%	33.7%	16.8%	34.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	12.5	29.0	28.5	13.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.2	24.7		11.1	25.1	25.1	7.2	17.2	24.7	12.9	27.3	
Actuated g/C Ratio	0.13	0.29		0.13	0.30	0.30	0.09	0.20	0.29	0.15	0.32	
v/c Ratio	0.64	0.78		0.67	0.41	0.28	0.21	0.62	0.23	0.72	0.58	
Control Delay	50.8	33.4		52.6	26.0	5.7	43.0	35.1	6.1	53.3	27.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.8	33.4		52.6	26.0	5.7	43.0	35.1	6.1	53.3	27.7	
LOS	D	C		D	C	A	D	D	A	D	C	
Approach Delay		36.1			27.1			29.5			33.6	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 101			
Actuated Cycle Length: 84.3			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

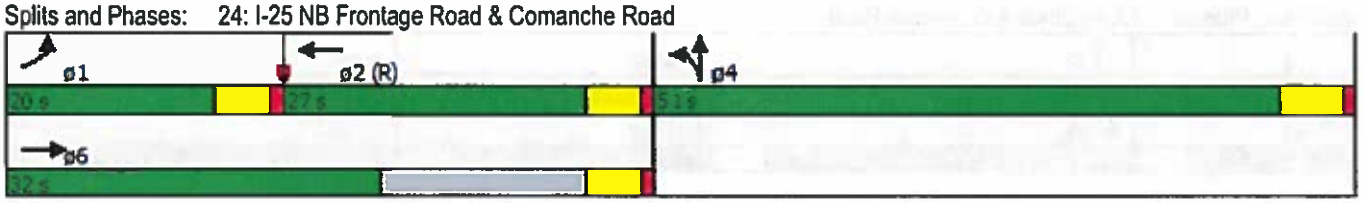
Splits and Phases: 18: Edith Blvd. & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	32.0			27.0		51.0	51.0				
Total Split (%)	20.4%	32.7%			27.6%		52.0%	52.0%				
Maximum Green (s)	15.0	27.0			22.0		45.5	45.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.8	42.0			25.2		45.5	45.5				
Actuated g/C Ratio	0.12	0.43			0.26		0.46	0.46				
v/c Ratio	0.56	0.41			0.83		0.77	0.73				
Control Delay	45.6	20.5			43.5		31.0	21.7				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	45.6	20.5			43.5		31.0	21.7				
LOS	D	C			D		C	C				
Approach Delay		27.3			43.5			24.1				
Approach LOS		C			D			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 98			
Offset: 20 (20%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road

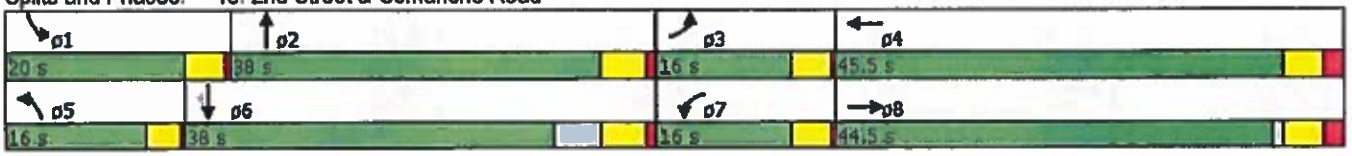


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		20.0	38.0	38.0
Total Split (%)	13.4%	37.2%		13.4%	38.1%		13.4%	31.8%		16.7%	31.8%	31.8%
Maximum Green (s)	12.0	39.0		12.0	40.0		12.5	33.0		16.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.1	18.7		9.4	18.2		9.0	33.8		12.4	40.2	40.2
Actuated g/C Ratio	0.11	0.21		0.10	0.20		0.10	0.37		0.14	0.44	0.44
v/c Ratio	0.53	0.55		0.45	0.68		0.39	0.43		0.59	0.35	0.12
Control Delay	51.3	34.3		49.4	36.3		48.1	24.6		49.6	20.8	5.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.3	34.3		49.4	36.3		48.1	24.6		49.6	20.8	5.3
LOS	D	C		D	D		D	C		D	C	A
Approach Delay		37.8			38.2			27.2			24.4	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 119.5
Actuated Cycle Length: 90.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 63.4% ICU Level of Service B
Analysis Period (min) 15

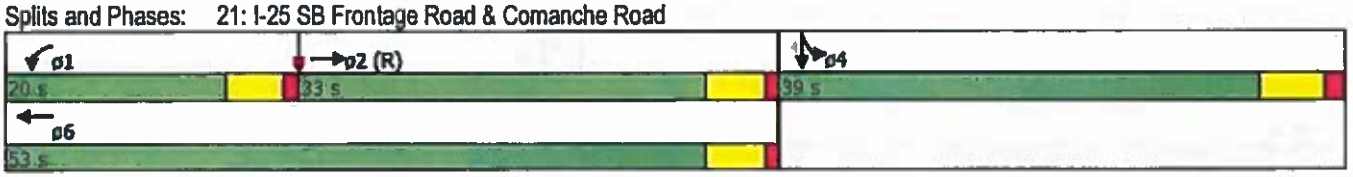
Splits and Phases: 15: 2nd Street & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		33.0		20.0	53.0					39.0	39.0	39.0
Total Split (%)		35.9%		21.7%	57.6%					42.4%	42.4%	42.4%
Maximum Green (s)		28.0		15.0	48.0					33.0	33.0	33.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		33.5		13.1	51.5					29.5	29.5	29.5
Actuated g/C Ratio		0.36		0.14	0.56					0.32	0.32	0.32
v/c Ratio		0.56		0.64	0.39					0.62	0.71	0.26
Control Delay		24.0		48.2	15.1					31.4	31.1	5.0
Queue Delay		0.0		0.0	0.0					0.0	0.0	0.0
Total Delay		24.0		48.2	15.1					31.4	31.1	5.0
LOS		C		D	B					C	C	A
Approach Delay		24.0			24.5						28.3	
Approach LOS		C			C						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 92			
Actuated Cycle Length: 92			
Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

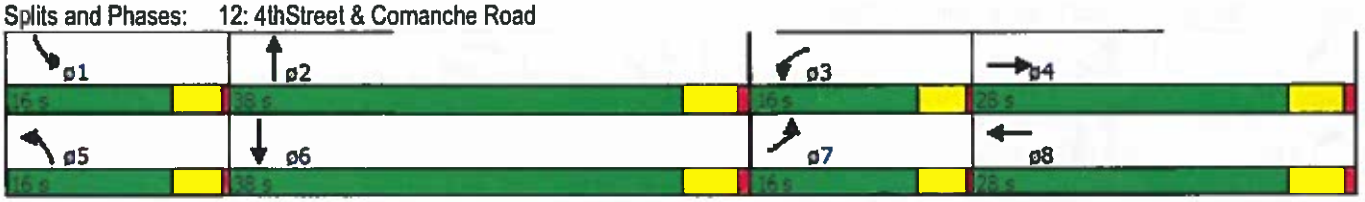
Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	16.0	28.0		16.0	28.0		16.0	38.0		16.0	38.0	
Total Split (%)	16.3%	28.6%		16.3%	28.6%		16.3%	38.8%		16.3%	38.8%	
Maximum Green (s)	12.0	23.0		12.0	23.0		12.0	33.0		12.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.0	23.6		11.4	23.0		10.3	33.0		11.3	36.3	
Actuated g/C Ratio	0.12	0.24		0.12	0.24		0.11	0.34		0.12	0.37	
v/c Ratio	1.51	0.49		0.76	1.18		0.58	1.09		0.74	0.84	
Control Delay	284.9	31.8		65.5	122.9		53.8	84.8		63.3	35.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	284.9	31.8		65.5	122.9		53.8	84.8		63.3	35.4	
LOS	F	C		E	F		D	F		E	D	
Approach Delay		143.4			115.5			82.4			38.8	
Approach LOS		F			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 97.3			
Natural Cycle: 135			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 89.3		Intersection LOS: F	
Intersection Capacity Utilization 101.5%		ICU Level of Service G	
Analysis Period (min) 15			

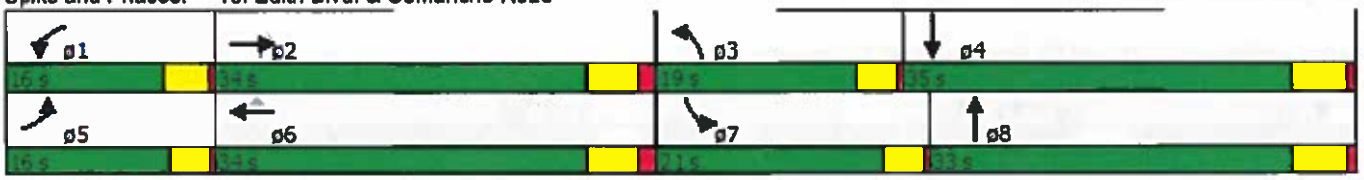
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	19.0	33.0	34.0	21.0	35.0	
Total Split (%)	15.4%	32.7%		15.4%	32.7%	32.7%	18.3%	31.7%	32.7%	20.2%	33.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	15.5	28.0	28.5	17.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	10.9	27.1		10.6	27.3	27.3	14.6	26.9	27.1	17.5	29.8	
Actuated g/C Ratio	0.11	0.27		0.11	0.27	0.27	0.15	0.27	0.27	0.17	0.30	
v/c Ratio	0.63	0.86		0.63	0.85	0.37	0.81	0.89	0.33	0.92	0.77	
Control Delay	58.6	45.4		59.4	44.5	6.1	67.1	49.0	6.2	76.5	37.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.6	45.4		59.4	44.5	6.1	67.1	49.0	6.2	76.5	37.7	
LOS	E	D		E	D	A	E	D	A	E	D	
Approach Delay		47.1			38.8			45.7			47.8	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 100.2			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 44.7		Intersection LOS: D	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 18: Edith Blvd. & Comanche Road

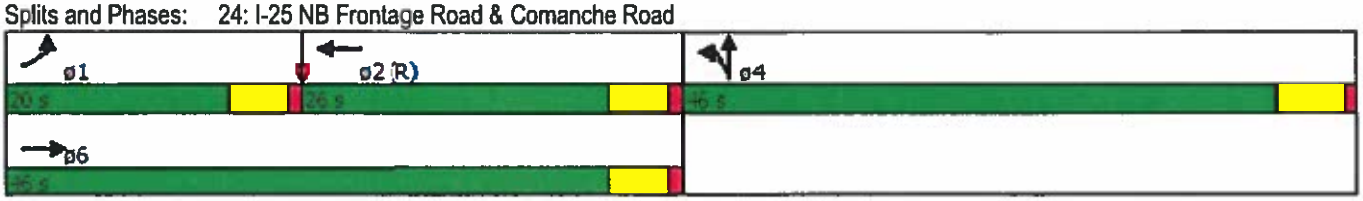


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	46.0			26.0		46.0	46.0				
Total Split (%)	21.7%	50.0%			28.3%		50.0%	50.0%				
Maximum Green (s)	15.0	41.0			21.0		40.5	40.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.3	41.0			24.7		40.5	40.5				
Actuated g/C Ratio	0.12	0.45			0.27		0.44	0.44				
v/c Ratio	0.53	0.38			0.98		0.98	0.96				
Control Delay	28.3	24.4			59.8		58.4	37.3				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	28.3	24.4			59.8		58.4	37.3				
LOS	C	C			E		E	D				
Approach Delay		25.5			59.8			42.5				
Approach LOS		C			E			D				

Intersection Summary

Area Type: Other
Cycle Length: 92
Actuated Cycle Length: 92
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 42.9 Intersection LOS: D
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15

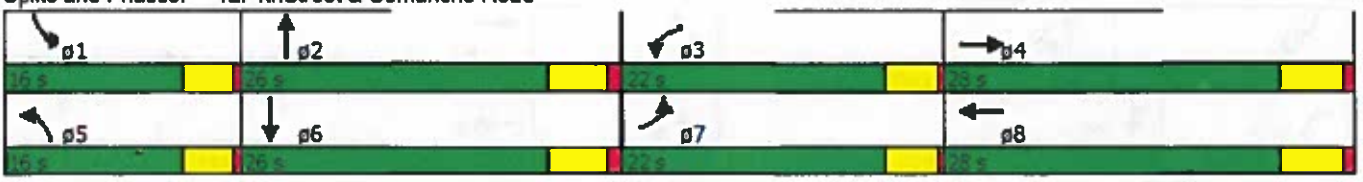
Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	22.0	28.0		22.0	28.0		16.0	26.0		16.0	26.0	
Total Split (%)	23.9%	30.4%		23.9%	30.4%		17.4%	28.3%		17.4%	28.3%	
Maximum Green (s)	18.0	23.0		18.0	23.0		12.0	21.0		12.0	21.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.1	23.0		9.9	13.6		6.6	22.1		11.7	33.3	
Actuated g/C Ratio	0.21	0.28		0.12	0.16		0.08	0.27		0.14	0.40	
v/c Ratio	0.81	0.54		0.46	0.54		0.16	0.58		0.78	0.70	
Control Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.9	
LOS	D	C		D	C		D	C		E	C	
Approach Delay		35.9			27.9			29.5			31.3	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 92			
Actuated Cycle Length: 82.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

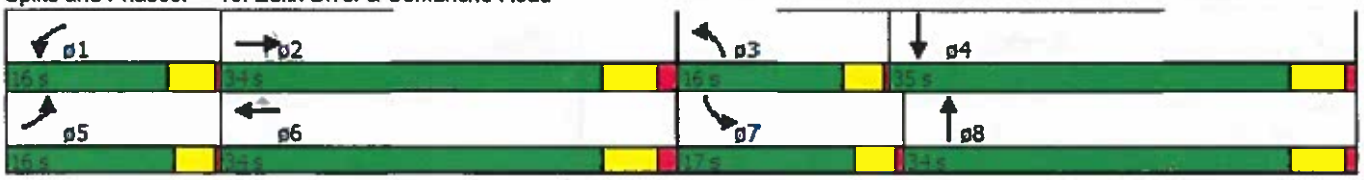
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	16.0	34.0	34.0	17.0	35.0	
Total Split (%)	15.8%	33.7%		15.8%	33.7%	33.7%	15.8%	33.7%	33.7%	16.8%	34.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	12.5	29.0	28.5	13.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.4	25.5		11.4	25.9	25.9	7.3	17.9	25.5	13.0	28.0	
Actuated g/C Ratio	0.13	0.30		0.13	0.30	0.30	0.08	0.21	0.30	0.15	0.33	
v/c Ratio	0.67	0.80		0.69	0.42	0.29	0.22	0.63	0.23	0.75	0.60	
Control Delay	53.0	34.8		55.0	26.4	5.7	43.6	35.7	6.0	56.5	28.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.0	34.8		55.0	26.4	5.7	43.6	35.7	6.0	56.5	28.4	
LOS	D	C		E	C	A	D	D	A	E	C	
Approach Delay		37.7			27.8			30.0			34.8	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 101			
Actuated Cycle Length: 86.1			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

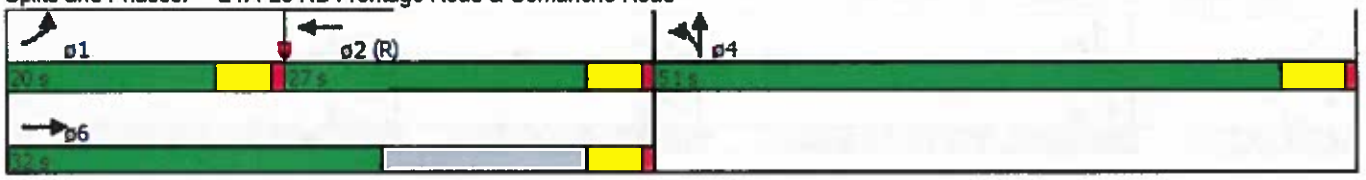
Splits and Phases: 18: Edith Blvd. & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	32.0			27.0		51.0	51.0				
Total Split (%)	20.4%	32.7%			27.6%		52.0%	52.0%				
Maximum Green (s)	15.0	27.0			22.0		45.5	45.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	12.0	42.0			25.0		45.5	45.5				
Actuated g/C Ratio	0.12	0.43			0.26		0.46	0.46				
v/c Ratio	0.57	0.43			0.87		0.79	0.76				
Control Delay	45.8	20.7			46.9		32.2	22.8				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	45.8	20.7			46.9		32.2	22.8				
LOS	D	C			D		C	C				
Approach Delay		27.5			46.9			25.1				
Approach LOS		C			D			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 98			
Offset: 20 (20%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

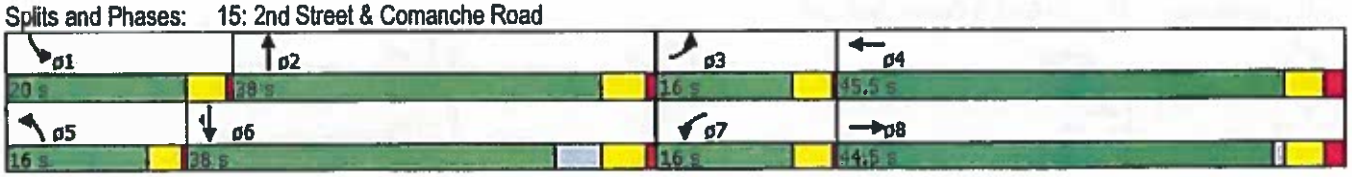
Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		20.0	38.0	38.0
Total Split (%)	13.4%	37.2%		13.4%	38.1%		13.4%	31.8%		16.7%	31.8%	31.8%
Maximum Green (s)	12.0	39.0		12.0	40.0		12.5	33.0		16.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.3	22.0		9.5	18.8		9.1	33.4		12.7	39.6	39.6
Actuated g/C Ratio	0.11	0.23		0.10	0.20		0.10	0.36		0.14	0.42	0.42
v/c Ratio	0.56	0.51		0.47	0.71		0.42	0.47		0.63	0.38	0.13
Control Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
LOS	D	C		D	D		D	C		D	C	A
Approach Delay		37.4			39.8			28.7			25.5	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.5			
Actuated Cycle Length: 93.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: 2nd Street & Comanche Road

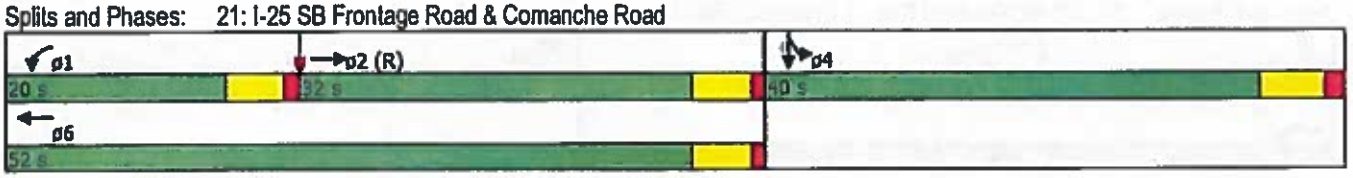


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		32.0		20.0	52.0					40.0	40.0	40.0
Total Split (%)		34.8%		21.7%	56.5%					43.5%	43.5%	43.5%
Maximum Green (s)		27.0		15.0	47.0					34.0	34.0	34.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		32.1		13.3	50.4					30.6	30.6	30.6
Actuated g/C Ratio		0.35		0.14	0.55					0.33	0.33	0.33
v/c Ratio		0.61		0.66	0.42					0.62	0.71	0.26
Control Delay		26.1		48.3	16.3					30.6	30.3	5.0
Queue Delay		0.0		0.0	0.0					0.0	0.0	0.0
Total Delay		26.1		48.3	16.3					30.8	30.3	5.0
LOS		C		D	B					C	C	A
Approach Delay		26.1			25.4						27.5	
Approach LOS		C			C						C	

Intersection Summary

Area Type: Other
Cycle Length: 92
Actuated Cycle Length: 92
Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 26.6 Intersection LOS: C
Intersection Capacity Utilization 62.9% ICU Level of Service B
Analysis Period (min) 15

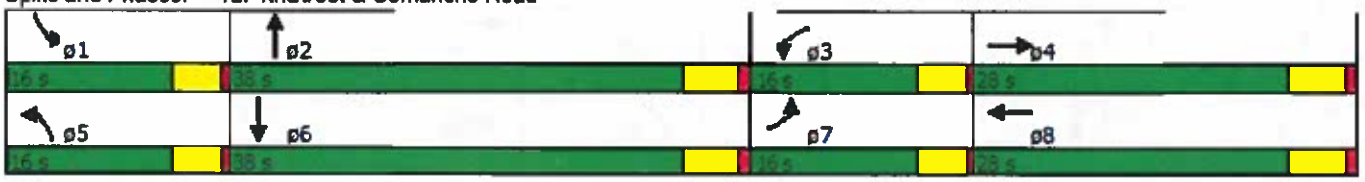
Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	16.0	28.0		16.0	28.0		16.0	38.0		16.0	38.0	
Total Split (%)	16.3%	28.6%		16.3%	28.6%		16.3%	38.8%		16.3%	38.8%	
Maximum Green (s)	12.0	23.0		12.0	23.0		12.0	33.0		12.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.0	23.5		11.5	23.0		10.4	33.0		11.4	34.0	
Actuated g/C Ratio	0.12	0.24		0.12	0.24		0.11	0.34		0.12	0.35	
v/c Ratio	1.58	0.51		0.78	1.23		0.59	1.13		0.76	0.93	
Control Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
LOS	F	C		E	F		D	F		E	D	
Approach Delay		155.9			133.2			97.8			47.0	
Approach LOS		F			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 97.4			
Natural Cycle: 135			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.58			
Intersection Signal Delay: 102.9		Intersection LOS: F	
Intersection Capacity Utilization 105.0%		ICU Level of Service G	
Analysis Period (min) 15			

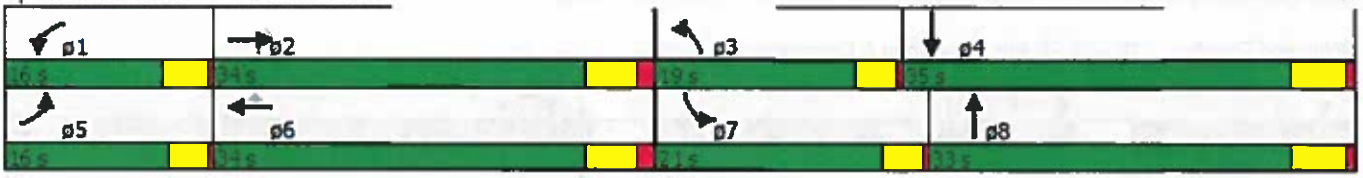
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	19.0	33.0	34.0	21.0	35.0	
Total Split (%)	15.4%	32.7%		15.4%	32.7%	32.7%	18.3%	31.7%	32.7%	20.2%	33.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	15.5	28.0	28.5	17.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.1	27.7		10.7	27.9	27.9	14.9	27.6	27.7	17.5	30.3	
Actuated g/C Ratio	0.11	0.27		0.11	0.27	0.27	0.15	0.27	0.27	0.17	0.30	
v/c Ratio	0.65	0.89		0.66	0.88	0.38	0.84	0.92	0.34	0.96	0.80	
Control Delay	60.0	48.0		61.2	47.1	6.0	71.1	52.1	6.1	86.3	39.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.0	48.0		61.2	47.1	6.0	71.1	52.1	6.1	86.3	39.3	
LOS	E	D		E	D	A	E	D	A	F	D	
Approach Delay		49.5			40.8			48.5			51.6	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 101.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 47.5		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 18: Edith Blvd. & Comanche Road

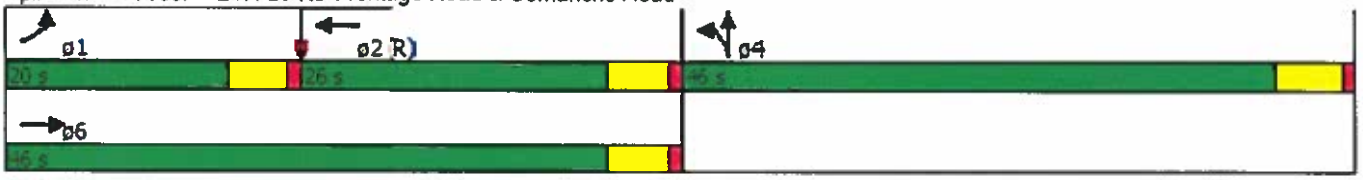


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	46.0			26.0		46.0	46.0				
Total Split (%)	21.7%	50.0%			28.3%		50.0%	50.0%				
Maximum Green (s)	15.0	41.0			21.0		40.5	40.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.5	41.0			24.5		40.5	40.5				
Actuated g/C Ratio	0.12	0.45			0.27		0.44	0.44				
v/c Ratio	0.54	0.40			1.03		1.02	1.00				
Control Delay	28.1	24.8			71.3		68.7	45.4				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	28.1	24.8			71.3		68.7	45.4				
LOS	C	C			E		E	D				
Approach Delay		25.7			71.3			51.2				
Approach LOS		C			E			D				

Intersection Summary

Area Type: Other
Cycle Length: 92
Actuated Cycle Length: 92
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 50.6 Intersection LOS: D
Intersection Capacity Utilization 82.0% ICU Level of Service D
Analysis Period (min) 15

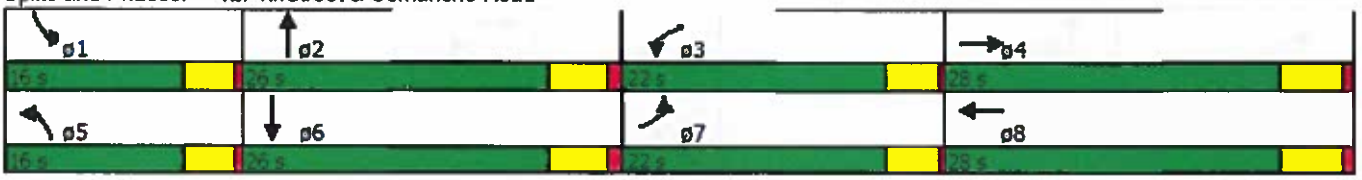
Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	22.0	28.0		22.0	28.0		16.0	26.0		16.0	26.0	
Total Split (%)	23.9%	30.4%		23.9%	30.4%		17.4%	28.3%		17.4%	28.3%	
Maximum Green (s)	18.0	23.0		18.0	23.0		12.0	21.0		12.0	21.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.1	23.0		9.9	13.6		6.6	22.1		11.7	33.3	
Actuated g/C Ratio	0.21	0.28		0.12	0.16		0.08	0.27		0.14	0.40	
v/c Ratio	0.81	0.54		0.46	0.54		0.16	0.58		0.78	0.70	
Control Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.9	
LOS	D	C		D	C		D	C		E	C	
Approach Delay		35.9			27.9			29.5			31.3	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 92			
Actuated Cycle Length: 82.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

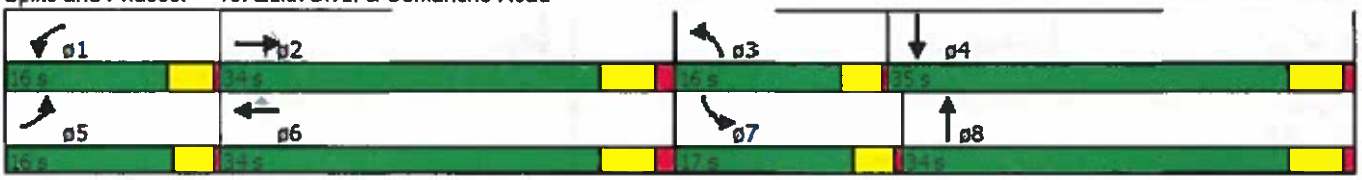
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	16.0	34.0	34.0	17.0	35.0	
Total Split (%)	15.8%	33.7%		15.8%	33.7%	33.7%	15.8%	33.7%	33.7%	16.8%	34.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	12.5	29.0	28.5	13.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.4	25.5		11.4	26.0	26.0	7.2	17.9	25.5	13.0	28.0	
Actuated g/C Ratio	0.13	0.30		0.13	0.30	0.30	0.08	0.21	0.30	0.15	0.33	
v/c Ratio	0.67	0.80		0.70	0.42	0.29	0.22	0.63	0.24	0.76	0.60	
Control Delay	53.0	34.8		55.4	26.4	5.7	43.6	35.7	6.0	56.6	28.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.0	34.8		55.4	26.4	5.7	43.6	35.7	6.0	56.6	28.4	
LOS	D	C		E	C	A	D	D	A	E	C	
Approach Delay		37.7			27.9			29.9			34.9	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 101			
Actuated Cycle Length: 86.1			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

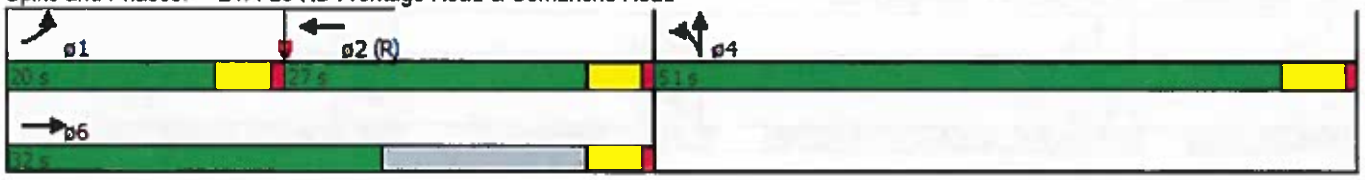
Splits and Phases: 18: Edith Blvd. & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	32.0			27.0		51.0	51.0				
Total Split (%)	20.4%	32.7%			27.6%		52.0%	52.0%				
Maximum Green (s)	15.0	27.0			22.0		45.5	45.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	12.1	42.0			24.9		45.5	45.5				
Actuated g/C Ratio	0.12	0.43			0.25		0.46	0.46				
v/c Ratio	0.58	0.43			0.87		0.79	0.76				
Control Delay	45.8	20.7			46.9		32.2	22.8				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	45.8	20.7			46.9		32.2	22.8				
LOS	D	C			D		C	C				
Approach Delay		27.6			46.9			25.1				
Approach LOS		C			D			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 98			
Offset: 20 (20%), Referenced to phase 2:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

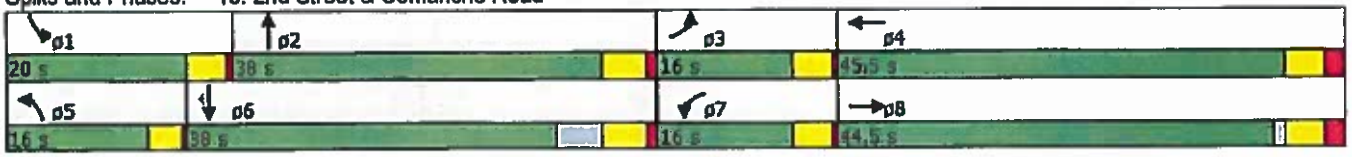
Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		20.0	38.0	38.0
Total Split (%)	13.4%	37.2%		13.4%	38.1%		13.4%	31.8%		16.7%	31.8%	31.8%
Maximum Green (s)	12.0	39.0		12.0	40.0		12.5	33.0		16.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.6	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.3	22.0		9.5	18.8		9.1	33.4		12.7	39.6	39.6
Actuated g/C Ratio	0.11	0.23		0.10	0.20		0.10	0.36		0.14	0.42	0.42
v/c Ratio	0.56	0.51		0.47	0.71		0.42	0.47		0.63	0.38	0.13
Control Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
LOS	D	C		D	D		D	C		D	C	A
Approach Delay		37.4			39.8			28.7			25.5	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.5			
Actuated Cycle Length: 93.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: 2nd Street & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		32.0		20.0	52.0					40.0	40.0	40.0
Total Split (%)		34.8%		21.7%	56.5%					43.5%	43.5%	43.5%
Maximum Green (s)		27.0		15.0	47.0					34.0	34.0	34.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		32.1		13.3	50.4					30.6	30.6	30.6
Actuated g/C Ratio		0.35		0.14	0.55					0.33	0.33	0.33
v/c Ratio		0.65		0.66	0.44					0.62	0.71	0.27
Control Delay		27.1		48.4	16.8					30.6	30.3	6.8
Queue Delay		0.0		0.0	0.0					0.0	0.0	0.0
Total Delay		27.1		48.4	16.8					30.6	30.3	6.8
LOS		C		D	B					C	C	A
Approach Delay		27.1			25.5						27.6	
Approach LOS		C			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

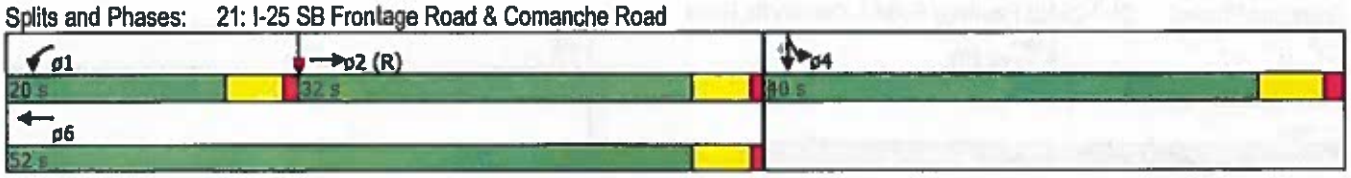
Maximum v/c Ratio: 0.71

Intersection Signal Delay: 26.7 Intersection LOS: C

Intersection Capacity Utilization 64.2% ICU Level of Service C

Analysis Period (min) 15

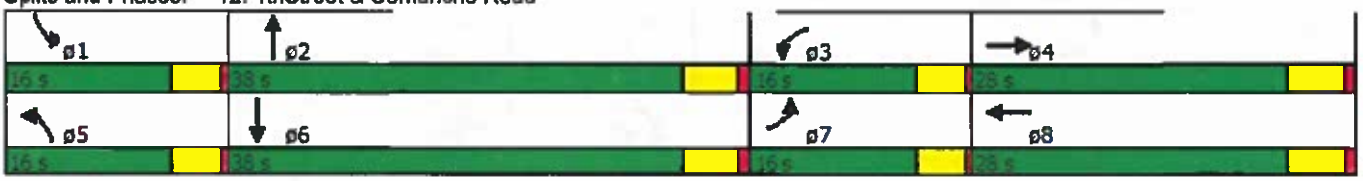
Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	16.0	28.0		16.0	28.0		16.0	38.0		16.0	38.0	
Total Split (%)	16.3%	28.6%		16.3%	28.6%		16.3%	38.8%		16.3%	38.8%	
Maximum Green (s)	12.0	23.0		12.0	23.0		12.0	33.0		12.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.0	23.5		11.5	23.0		10.4	33.0		11.4	34.0	
Actuated g/C Ratio	0.12	0.24		0.12	0.24		0.11	0.34		0.12	0.35	
v/c Ratio	1.58	0.51		0.78	1.23		0.59	1.13		0.75	0.93	
Control Delay	312.1	32.4		68.0	142.7		54.5	101.2		64.4	44.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	312.1	32.4		68.0	142.7		54.5	101.2		64.4	44.5	
LOS	F	C		E	F		D	F		E	D	
Approach Delay		155.8			133.0			97.7			46.9	
Approach LOS		F			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 98			
Actuated Cycle Length: 97.4			
Natural Cycle: 135			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.58			
Intersection Signal Delay: 102.8		Intersection LOS: F	
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

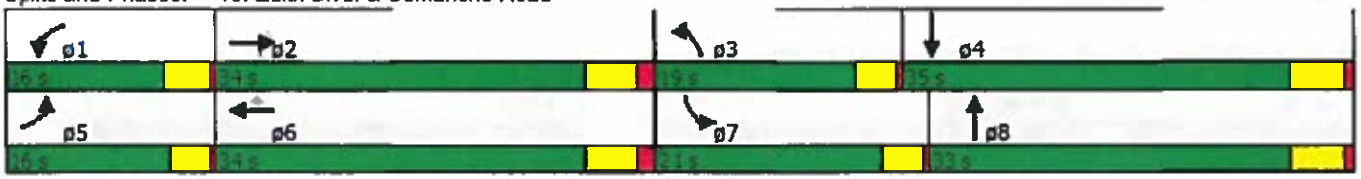
Splits and Phases: 12: 4thStreet & Comanche Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	19.0	33.0	34.0	21.0	35.0	
Total Split (%)	15.4%	32.7%		15.4%	32.7%	32.7%	18.3%	31.7%	32.7%	20.2%	33.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	15.5	28.0	28.5	17.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.1	27.8		11.6	28.7	28.7	14.9	27.7	27.8	17.5	30.3	
Actuated g/C Ratio	0.11	0.27		0.11	0.28	0.28	0.15	0.27	0.27	0.17	0.30	
v/c Ratio	0.65	0.90		0.81	0.86	0.37	0.85	0.93	0.39	0.97	0.81	
Control Delay	60.5	49.0		74.8	45.5	5.9	72.4	53.2	6.0	89.3	40.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.5	49.0		74.8	45.5	5.9	72.4	53.2	6.0	89.3	40.0	
LOS	E	D		E	D	A	E	D	A	F	D	
Approach Delay		50.4			42.1			48.2			52.8	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 104			
Actuated Cycle Length: 102.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 48.2		Intersection LOS: D	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: Edith Blvd. & Comanche Road

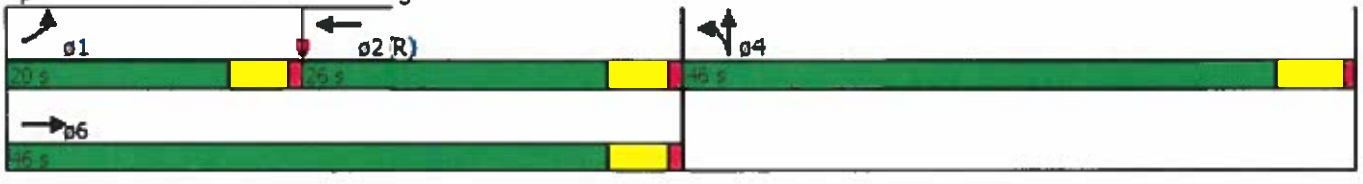


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	46.0			26.0		46.0	46.0				
Total Split (%)	21.7%	50.0%			28.3%		50.0%	50.0%				
Maximum Green (s)	15.0	41.0			21.0		40.5	40.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.6	41.0			24.4		40.5	40.5				
Actuated g/C Ratio	0.13	0.45			0.27		0.44	0.44				
v/c Ratio	0.55	0.40			1.04		1.04	1.01				
Control Delay	27.8	24.7			74.2		72.1	48.5				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	27.8	24.7			74.2		72.1	48.5				
LOS	C	C			E		E	D				
Approach Delay		25.6			74.2			54.3				
Approach LOS		C			E			D				

Intersection Summary

Area Type: Other
Cycle Length: 92
Actuated Cycle Length: 92
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 53.1 Intersection LOS: D
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Additional Material from the Applicant

WILSON &COMPANY

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Alaska
Arizona
California
Colorado
Kansas
Louisiana
Minnesota
Missouri
Nebraska
New Mexico
Texas
Utah

Date: October 5, 2015 / December 30, 2016

To: Maggie Gould, MCRP
Planner, COA Planning Department

From: Savina Garcia, Wilson & Company

Re: Response to "Review of Traffic Impacts from the Proposed Waste Transfer Station in Albuquerque, NM" by Sustainable Systems Research, LLC, as part of the Edith Transfer Station Health Impact Assessment
Project #1010582

This response has been prepared by the City of Albuquerque and the project design team regarding the "Review of Traffic Impacts from the Proposed Waste Transfer Station in Albuquerque, NM" by Sustainable Systems Research, LLC (SSR), dated August 11, 2015, as part of the Edith Transfer Station (ETS) Health Impact Assessment (HIA). It was submitted to the Planning Department for review by the North Valley Coalition Executive Committee via email on September 28, 2015 and we refer to it as the SSR Report.

General Findings

The City of Albuquerque's Development Process Manual (DPM) has warranting criteria for whether a Traffic Impact Study (TIS) is required to be submitted with applications for rezoning, subdivision, sector plan, site development plan, and/or building permit that is based upon traffic generation (DPM, Ch. 23, Section 8).

As demonstrated by the TIS submitted to the City as well as with the SSR Report, the site-generated traffic does not meet the 100 or more additional (new) peak direction, inbound or outbound vehicle trips to or from the site in the morning or evening peak period of the adjacent roadways. The new trips generated by the site primarily occur outside of the AM and PM peak hours. Therefore, the impact to the adjacent roadways is considered by the DPM to be insignificant and does not require a TIS. To address the neighborhood questions the project team did develop a TIS for the project.

The SSR Report demonstrates a lack of understanding of not only the requirements and criteria for a TIS, but also of the type of analysis required to accurately and reliably develop the conclusions that were stated in their report. Several times the report's authors infer that our use of the peak hours for analysis per the DPM is somehow incorrect. The use of the peak hours allows the worst-case scenario to be analyzed to determine the greatest effect of the development on the traveling public. As noted in the SSR Report's introduction section, it is beyond the scope of their analysis to quantify the traffic impacts in terms of intersection delay, specific changes in noise or air pollution levels, or other quantitative metrics.

Baseline Traffic Conditions

The SSR Report incorrectly infers that the impact of other developments near the project were not accounted for.

Other off-site development, which is to occur prior to the project implementation year, must be accounted for, and the traffic associated with the development included in the analysis. There are no other off-site developments planned within the area of influence. Therefore, none are noted or included in the study.

The SSR Report questions the validity of the data collection times for the intersection of Comanche and the Southbound I25 Pan American Frontage Road.

Prior to collecting the intersection traffic data, we observed a slight difference for the peak traffic volumes at the intersection of Comanche and the Southbound I25 Pan American Frontage Road other than the standard 6:30 am to 9:30 am, 11:00 am to 1:30 pm, and 3:00 pm to 6:30 pm. Therefore, the data collection times were shifted to capture the highest peak traffic hours of the intersection.

The SSR Report questions why intersections located north or south of the site were not considered in the Draft Traffic Study (e.g. along Montaño Road or Candelaria Road).

The City of Albuquerque, Bernalillo County, and the New Mexico Department of Transportation all agreed on the boundaries of the area encompassing the roadway elements assumed to be impacted by the proposed development that would be included in the TIS. The intersections along Montaño Road or Candelaria Road are outside of this influence area. This is supported by SSR's own analysis of the new weekday afternoon peak traffic estimates (Table 6, pg 33) that range from two (2) to four (4) new trips.

The SSR Report included a lengthy and unnecessary discussion of the volume-to-capacity ratios (V/C) of the existing roadway segments.

Because traffic control devices, e.g. signalized intersections, control the arterial roadways within the area of influence, the level of service (LOS) for the intersection is the appropriate service level requiring analysis. LOS for a signalized intersection is based on the average vehicle delay for each approaching vehicle for the traffic movements in the intersection, and delay is accepted as the best measure of quality of service to users. Therefore, the volume-to-capacity discussion is immaterial to the TIS.

<u>Additional Project Trips</u>

The SSR Report suggests that the City has not been transparent in making assumptions and that the estimates for the new traffic associated with collection trucks, transfer trucks, and convenience center (including household hazardous waste drop-off, recycling, and re-use) trips vary widely.

The existing and new trips associated with the transfer station and convenience center are based on the peak day and season for garbage collection. For example, on Mondays (a peak day) the commercial collection trucks collect approximately 1.2 million pounds compared to the up to 750,000 pounds collected on any other weekday. By basing the garbage collected on the peak day/season, we are using the worst-case existing and new trips associated with the project. The other days of the week have the capacity to accommodate future growth. By redistributing the collections across the rest of the weekdays, the trips would not be greater than the maximum number used for the analysis. It should be noted that even with a 1.5% growth rate in household customers over the next three years to 2018, a new truck (one truck) would not be needed until the third year.

We have used the weekday average of 45 residential collection trucks for analysis. The actual number of residential collection trucks ranges from 42 to 48 depending on the collection day. We will increase the number to 48 for the analysis but it should be noted that the residential collection trucks return to the ETS <u>after</u> the morning peak hour and <u>before</u> the evening peak hour. Therefore, they are not part of the TIS warranting criteria.

New trips associated with the convenience center are based on the trips to the three existing convenience centers, analyzed by customers' zip codes. We have assumed that approximately 33% of the trips will now come to ETS (682 per weekday and 1,032 per weekend day as measured during the peak month of July). This equates to 225 visitors during the weekday and 350 visitors during the weekend. Some of these new trips are actually already captured in the background traffic but to be conservative we have not decreased the estimates of new trips. Growth is more likely to occur at the edges of the City where it can be served by the existing convenience centers rather than the center of a developed area.

The Solid Waste Management Department (SWMD) is also currently investing funds to make significant improvements to the other three existing convenience centers and keeping them operational. The ETS will become the City's fourth convenience center.

Recycling bins are currently located on the ETS site and the visitors associated with this service are already captured in the background traffic. Other users would include convenience center customers who would now be able to drop off to the recycle or re-use area instead of dumping the entire load and segregate their household hazardous waste on site. Household hazardous waste customers that are not combining their trip with any of the other site services currently travel to Advanced Chemical Transport located just north of the ETS on Edith Blvd. These visitors are already captured in the background traffic. While a majority of these trips occurs outside of the peak hour, these trips are accounted for in the TIS.

<u>Safety, Bike/Pedestrian/Transit Accommodation, Air Quality, and Noise Impacts</u>
While the titles of these four sections of the report indicate an important discussion, the information provided is very general in nature and it is specifically noted that it is beyond SSR's scope to quantify the traffic impacts in terms of intersection delay, specific changes in noise or air pollution levels, or other quantitative metrics. This portion of the SSR Report coincides with the information provided in the HIA so the conclusions made in the Environmental Health Department's review of the HIA apply to these sections as well. The data presented does not apply to the impacted community under review and does not account for the extensive design and operational elements that are included to address these issues. In addition, they are not requirements of a TIS.

It should be noted that safety is very important to the City of Albuquerque. An extensive safety program is in place and SWMD truck drivers receive safety training throughout the year. The City and project team have been discussing safety concerns, and how they can improve the existing infrastructure, with the bicycling community. We continue to develop potential improvements within the intersection and along the adjacent roadways including widening bike lanes, narrowing driving lanes, and enhancing signage/striping at driveway access points. To date SWMD has been directed to retrofit existing collection vehicles and purchase all new collection vehicles with side skirts to provide additional safety benefits to bicyclists and pedestrians.

In summary, we believe that a number of the assertions in the report entitled "Review of Traffic Impacts from the Proposed Waste Transfer Station in Albuquerque, NM" by Sustainable Systems Research, LLC are irrelevant, erroneous or flawed based on the data presented, assumptions made, and rules and regulations governing a TIS. We therefore respectfully ask the EPC to consider these facts stated above when reviewing the SSR Report.

City of Albuquerque
Environmental Health Department

Richard J. Berry, Mayor

Mary Lou Leonard, Director

September 23, 2015

To: Vicente M. Quevedo, EPC Staff Planner, Planning Department

From: Mark A. DiMenna, Deputy Director, Environmental Health Department

Subject: Response to Edith Transfer Station Health Impact Assessment

The accompanying document is a detailed response prepared by the Environmental Health Department (EHD) to the Edith Transfer Station (ETS) Health Impact Assessment (HIA) that has been submitted for review by the Planning Department. This response is intended to provide a rebuttal to various health impact arguments provided to the Environmental Planning Commission. A brief synopsis of the key points of discussion is presented here.

SUMMARY

The HIA presents a great deal of health data that does not apply to the impacted community under review, either due to the magnitude of impact or to incorrect interpretation. The HIA presents a one-sided view that all health disparities are somehow tied to the proposed facility, and does not account for the extensive design and operational elements that are included to address those issues. EHD finds that there is no compelling health-based reason to hold back the construction of the ETS facility.

GENERAL

The HIA does not include input from all stakeholders, notably the City of Albuquerque. Special interest influences are not disclosed.

The analysis does not present a complete picture of the project proposal. Design and operational elements that mitigate the majority of the potential health impacts are not discussed. Regulatory requirements that address many potential issues are similarly ignored.

The process for selection of data is not transparent, and the limitations of the data are not discussed. Broad assumptions are made without supporting evidence or alternate explanations, and many relationships between risk factors and health outcomes are misrepresented.

The HIA over-exaggerates the health risk factors of a transfer station and ignores the fact that the study area is already zoned industrial. It also fails to recognize that some solid waste operations in support of the collection fleet are already in place at this site.

Most importantly, the HIA presents a large amount of data regarding *correlated* health factors and potential risk factors, and then misleads the reviewer to suggest that adverse health impacts are *caused* by these risk factors. At the same time, confounding and contributing health risk factors are ignored.

Most of the health impacts discussed are more closely associated with poverty, lack of education, prevalence of violent crime and associated lifestyle choices such as smoking and substance abuse than with environmental factors such as traffic, air pollution and noise.

The HIA is based on only 4 of the census tracts represented within the 2 mile radius offered as a zone of impact. This leads to a false impression of a very high proportion of Hispanic people and families living in poverty, a pattern that is far less pronounced or out of the ordinary when all 17 census tracts within the 2 mile radius are included. This gives the impression of a directed conclusion, where the desired outcome was determined prior to the analysis.

SPECIFIC FINDINGS

Traffic

The HIA overstates the increase in traffic in a way that exaggerates the resulting health impacts. The traffic study demonstrates that the increase in traffic will be nominal given the major roadways involved, and any health and safety impacts argued on the basis of traffic would be proportionally minor.

The health disparities cited in the HIA are more closely linked to socio-economic factors than to traffic or other environmental factors, and even the data presented in the HIA demonstrate that non-Hispanic whites in the impacted community actually have a favorable health outlook when compared to the rest of Bernalillo County.

Air Quality

The disproportionate effect of increased air pollution from traffic and subsequent health impacts at the neighborhood level argued by the HIA are a misrepresentation of how air quality is viewed. Air pollution moves and disperses throughout the larger community, and the larger scale benefit of a 2 million mile annual reduction in collection vehicle traffic is an overall benefit. Albuquerque/Bernalillo County has consistently been in attainment with all EPA National Ambient Air Quality Standards since the mid-1990s and this will be furthered by reducing miles traveled by the Solid Waste fleet.

Most of the data presented in the HIA related to air quality are irrelevant or do not apply. In addition, the Solid Waste fleet will soon be entirely Tier 4 compliant in terms of diesel emissions, meaning concerns over particulate emissions are greatly exaggerated.

Climate Change, Water Quality and Flooding

Climate change would not be impacted at the level of a single facility of this scale.

Storm water issues would not have a direct impact on the health of the community in question. The HIA ignores the legally required storm water improvements and drainage plan that are inherent to the site design. These elements will effectively mitigate any flooding concerns.

Noise

The surrounding community is already an industrial zone, and truck traffic or other noise sources are already present. The ETS would not be associated with any meaningful impact in noise levels, especially since the facility itself will be fully enclosed. This fact is not addressed in the HIA. References to the Noise Ordinance are incorrect, and measurements of existing noise levels are incorrectly taken and interpreted. Facility hours of operation are unlikely to support a noise issue in any case.

Odor, Litter, Rodents and Insects

All of these issues are readily addressed by the required mitigation plans that will accompany an application for a solid waste permit. Design elements such as the fully enclosed facility, mister systems and air wall, as well as operational elements such as not leaving trash at the facility overnight and routine cleaning, can be expected, and are required, to address all of these nuisance concerns.

Insect and rodent borne disease information presented is not consistent with actual data collected by EHD and there is no increased health risk from these diseases to the community from the ETS facility.

Occupational Health

Since there is no expectation that individuals from the community would be a disproportionate component of the facility workforce, there is no basis for claiming a disproportionate health risk to them. In addition OSHA requirements for training, protective equipment, etc. will address these concerns.

Cumulative Impacts & Environmental Justice

While the HIA claims that the impacted community meets EPA definitions of an environmental justice area, there is no link demonstrated to show that this is on the basis of health disparities influenced by the proposed project. Environmental justice concerns do not mandate any additional regulatory requirements or special considerations for this project. EPA's only guidance in dealing with environmental justice is to engage the community in discussion prior to making a final decision on a project, which the City of Albuquerque has demonstrated.

Cumulative impact considerations are applicable only in terms of New Mexico Environment Department's review for the solid waste permitting process.

Individual & Business Economic Wellbeing

The HIA provides no meaningful support to demonstrate an economic impact or to link any related negative health impacts in the community with the construction of the transfer station. Arguments regarding the impact to property values, business prosperity or compatibility of land use are entirely subjective and without evidence.

CONCLUSION

EHD recognizes that disproportionate health impacts in overburdened communities made up largely of minorities and/or families living in poverty represent a legitimate concern in siting and construction of regulated facilities. While the demographics and health data presented in the HIA are suggestive of a substantial disparity in the communities selected, EHD's review of the HIA found no demonstrable link between the construction of the ETS and any meaningful impact in terms of those health effects on the impacted community. Health disparities present in the area studied are more closely linked to socio-economic factors, especially chronic poverty, than to environmental factors. The considerable efforts made by the design team to mitigate health risk factors will greatly diminish any impacts to the community, as will the operational plans and regulatory requirements. When these issues are factored in, any remaining concerns related to negative health impacts are removed.

cc: Michael J. Riordan, Chief Operations Officer
James Hamel, CIP Official

EDITH TRANSFER STATION HEALTH IMPACT ASSESSMENT

ENVIRONMENTAL HEALTH DEPARTMENT RESPONSE

The Environmental Health Department (EHD) staff has conducted a review and analysis of the document entitled "North Valley Health Impact Assessment of the Proposed Edith Transfer Station". EHD findings and responses are contained in this report.

Environmental Health Department Expertise

EHD staff is comprised of scientists and engineers who are experts in various disciplines of environmental science and public health. As regulators, these individuals are charged with impartially weighing the objectives of developers and other entities against the impact to human health and the environment on a daily basis. In reviewing the provided HIA, a cross-section of staff members were consulted in order to ensure that appropriate knowledge and experience were brought to bear. EHD's response contained in this report is limited specifically to the areas in which reviewers have expertise, and is not intended to analyze or draw conclusions as to the validity of the HIA's interpretation of such issues as traffic patterns or economic impacts, except insofar as those arguments are applied to health outcomes.

GENERAL FINDINGS

As a public health agency, EHD acknowledges the importance of considering health impacts when making decisions that affect the community, and recognizes the value of a carefully executed HIA. The HIA submitted in response to the proposed Edith Transfer Station systematically incorporates a number of significant flaws, ranging from the foundation of the assessment itself, through to the various interpretations and conclusions made in response to the data used.

<u>Health Impact Assessment Process</u>

As the HIA authors point out, there are professional guidelines that apply to developing this form of analysis. These guidelines ensure that the HIA is carried out in a manner that is thorough, impartial and credible, so that the most appropriate conclusions can be drawn and the most meaningful guidance can be provided. While the general format of the HIA is consistent with these guidelines, there are fundamental elements that have deviated from professional guidelines. Most notably:

a) The HIA does not clearly identify the individuals or interests represented on the HIA Committee. The only information provided is that an open invitation was sent out to the community. Membership is not listed, and the involvement of any special interest groups is not disclosed. Importantly, HIA guidelines recommend inclusion of decision-makers and the entity proposing the project in order to ensure that all factual information is included

b) Complete stakeholder involvement opportunities were not provided. The City of Albuquerque, as the decision-maker and proponent of the project, was not asked to provide input to the HIA. As a result, important factual data are not included that may have influenced the outcome.
c) Limitations and constraints of data presented are not acknowledged or addressed. Throughout the document there are substantial assumptions made based on limited or inconclusive data, or in many cases, data that do not apply at the scale or locale in question. Several conclusions are also drawn from subjective opinion or methods that cannot be replicated. Despite important conclusions being derived from these assumptions, there is a complete absence of discussion regarding the limits of the data and the assertions that can be made.
d) The criteria for selection of the impacted community boundaries and the data discussed, and the analysis and interpretation of the data, are not transparent. As a result, they cannot be reproduced. This is in conflict with the guideline document referenced by the HIA authors.
e) Based on the background analysis, the nature of the arguments presented, and the overall tone of the document, it appears that the conclusions and sole recommendation were pre-ordained prior to conducting the HIA. The same guideline document referenced by the HIA authors, as well as widely accepted HIA practice, dictates that the HIA should be a neutral analysis aimed at determining the extent, if any, of disparate health impacts and guiding policy. The HIA is expected to identify mitigation strategies, project alternatives and make recommendations, rather than stipulate complete rejection of the proposal. The entire basis of the assessment, the interpretation of the various arguments and the conclusions that are drawn, should be disregarded in the light of this inherent bias.

Misrepresentation of the Project

The HIA fails to take into account a number of important considerations that apply to the proposed project. These considerations are highly relevant to the interpretation of the health impacts being analyzed, and their omission imparts a strong bias on the conclusions presented. Among the most important facts:

a) Although the HIA acknowledges that there is currently a solid waste operation in place at the proposed location, it consistently fails to put the expansion of the operations for the new facility into appropriate context. Arguments related to traffic, property values, noise, vectors, flooding, etc. must be considered in light of the fact that the conditions that are presented as contributing to them are already present.
b) The HIA describes a perceived lack of transparency and communication with the community on the part of the City of Albuquerque. These portrayals are based on a lack of public input in early planning stages, implying an effort to exclude this input. Little to no clarification is provided that addresses the fact that these steps do not carry an obligation for public input, and that there have been several public meetings prior to design selection to help ensure that concerns are heard.
c) The HIA portrays the operation of the Waste Transfer Station as a hazardous facility, with a variety of significant environmental impacts; however, the U.S. Environmental Protection Agency (EPA), while recognizing the unique characteristics of waste transfer stations, does not

regulate their design or siting. EPA considers waste transfer station operations to fall under Light Industrial Operations, with no special considerations.

d) The HIA assumes that all potential health impacts have gone unaddressed by the project design team, providing no discussion or acknowledgement related to mitigation elements that have been (and in some cases are required to be) incorporated.
e) The HIA fails to acknowledge the permitting requirements of the New Mexico Environment Department (NMED), and the substantial level of oversight and regulation attendant to that process. Most of the risk factors that are set forth as having an impact to the community will be addressed in that process.

Conclusions Based on Incorrect Interpretation

The most concerning aspect of the Edith Transfer Station HIA is the systematic presentation of incorrect inference from data with resulting conclusions based on erroneous logic and interpretation. While it is not clear whether this is simply persistent inaccurate reasoning or a deliberate effort to portray the most significant negative health impacts, it is a recurrent pattern throughout the HIA document. In each section, a similar approach is followed in the presentation of data and subsequent argument:

a) A presentation of empirically proven, generalized arguments related to the factor in question is presented. These statements are factual and well-researched, and generally reflect the potential health impacts associated with the issue being discussed. This introductory section provides a stark perspective on the dangers of the various factors.
b) The reader is bombarded with a deluge of supporting numerical data that demonstrates the authors' knowledge of published health data and underscores the quantifiable impacts of the issue under discussion. In most cases, these data are not local, and they are frequently mischaracterized or misinterpreted.
c) Next, the authors attempt to draw down known health data to the local level. In this process, the reader is led to believe that empirical research has been demonstrated by the authors to be relevant at the local "impacted community" scale. The reader is presented with the *non-sequitur* that the dramatically negative health impacts described at other locations or scales will come to pass if the project moves forward locally.
d) Although the link between the approval of the project and any health impacts experienced by, or predicted for, the community has not been supported by any factual data, the authors make conclusive statements based on inferential arguments and generalized interpretations of studies that occurred in other locales or at other scales, that the already over-burdened community will suffer greatly.

The HIA applies an arbitrary 2 mile radius as the zone of influence for the health impacts presented as outcomes of the proposed transfer station. Within this 2 mile radius, however, the HIA authors have chosen only 4 census tracts to represent the 'impacted community', rather than including all 17 census tracts that fall within this radius. The result is that the impacted community as defined in the HIA appears to have a much higher than average Hispanic population element, and a much higher than average poverty rate. This effect is substantially diminished when all 17 census tracts

are included, showing only a slightly higher than average Hispanic proportion and poverty level. This deceptive manipulation of data is never addressed or justified in the HIA, although the demographic disparity it creates forms the basis of the entire central argument of the analysis.

The most important recurrent fallacy in the HIA report is the failure to properly maintain a distinction between "correlation" and "causation". This is a common shortcoming in public health assessments, especially where complex, multi-factorial health relationships are under discussion. Many of the factually-supported health disparities referenced in the HIA are commonly *correlated* with such environmental factors as air quality, industrial operations, traffic, etc. *Correlation* describes a relationship where there is a known association between the risk factor in question and the health outcome being evaluated. This is important to distinguish from *causation*, which describes a relationship where one factor clearly causes or influences a particular outcome. Throughout the entire HIA, the authors only occasionally differentiate between correlation and causation, while repeatedly making statements that imply a causal relationship. Phraseology such as 'attributed to' implies causation as strongly as 'caused by'.

None of the risk factor associations with health outcomes described in this document are demonstrated to be causal, although they may be contributive; in fact, many of the health outcomes that are correlated with environmental factors are more strongly correlated with socio-economic factors such as poverty, violent crime rates, access to healthcare, educational attainment and lifestyle choices such as smoking, criminal involvement and substance abuse. None of these subjects are addressed in this study, despite their relevance to the impacted community.

Throughout the HIA document, methods for obtaining or analyzing data are inadequately described, or questionable. While the lack of availability of pertinent data can lead to circumstantial analysis in the preparation of an HIA, there are many liberties taken in this assessment that are not justifiable and are misleading. These shortcomings will be described in further detail in the specific analyses below.

SPECIFIC FINDINGS

In the following sections, EHD's response to each of the key areas of concern is detailed. EHD recognizes that each of the considerations presented by the HIA can contirbute to important health impacts; however, much of the interpretation of available data is not appropriate to the proposed project or to the scale in question. Additionally, mitigation factors that are either part of the operations plans or the facility design must be taken into consideration.

Traffic

While the analysis of traffic patterns and related mitigations to address any issues that may develop is beyond the expertise of EHD staff and was not considered in our review, there are numerous health impact issues presented in the HIA that necessitate a response nonetheless. Discussions with the design team related to the detailed traffic impact study just completed reveal that the impact to traffic volume is not as drastic as the HIA suggests. The authors of the HIA cite an increase of 173% for trips made by the collection fleet. While this estimate is not disputed in terms of the waste

collection trucks entering and exiting the transfer station, it should be considered in the larger scale of overall traffic, which is predicted to be approximately a 4% increase on weekdays when considering Solid Waste Department vehicles and additional public traffic. This volume of traffic is considered minor and appropriate for arterial roadways. It is also important to consider that the number of collection vehicles actually entering the residential neighborhoods will not change. All additional traffic is only on the arterial roads surrounded by industrial-zoned properties. The traffic volume increases will not be significant, and the listed health impacts associated with traffic are unlikely to change in light of the actual scale proposed.

Another important issue identified by the design team is the internal loop road that has been added to the site design. This feature will absorb any queuing and prevent vehicles from lining up on the roadway, thus addressing concerns associated with congestion at the site entrance.

A variety of health impacts, notably heart disease, hypertension, stress and depression, are listed as being associated with heavy traffic volumes. While this relationship may be true in situations where high traffic volumes are an everyday fact of life, they are not meaningful here in the context of the minimal traffic increases under discussion, and should be weighted accordingly. In addition, while there are documented and lamentable disparities between Hispanics in the impacted neighborhoods and the rest of Bernalillo County, the health conditions listed as associated with traffic are not necessarily caused by traffic, and are also closely associated in any community with socio-economic factors such as poverty, malnutrition, substance abuse, educational attainment, etc. Traffic changes at the nominal level anticipated as a result of the transfer station should not be expected to have a meaningful impact on these communities.

The issue of stress is identified repeatedly throughout the HIA, particularly as a catch-all means of linking various factors to health impacts when no other relationship can be demonstrated. While the links between stress and various important health outcomes is clear (notably heart disease, hypertension and depression), the studies that demonstrate these relationships typically reflect chronic, long-term stress exposures, such as might be expected among those living in constant poverty or in areas where violent crime is prevalent. Typically passing moments of stress associated with a congested intersection or traffic noise are not considered to be meaningfully influential in terms of major health determinants.

The argument is made that increased truck traffic will lead to a decrease in pedestrian and bicycle traffic, with a resulting increase in obesity and related health impacts, as well as reduced usage of public transportation. A deluge of numerical data that are not specific to the impacted community are provided. These data are irrelevant and serve only to distract the reader from the central argument, creating the illusion that a relationship has been established. No meaningful evidence is provided to support these claims other than anecdotal statements and supposition. Even if the stated patterns prove to be true, the causal relationship from one step to the next does not necessarily readily follow. This is especially true given the minor increase in traffic predicted, and the fact that the increases will not be felt in the residential neighborhoods.

The argument that 'community cohesion' will be impacted, with a subsequent decrease in life expectancy, is irrelevant and should be disregarded. As the HIA authors point out, community cohesion is already minimal in communities that are largely industrial and contain major arterial roadways; furthermore, the argument that this diminished cohesion would be felt strongly enough to affect life expectancy is highly specious and entirely unsupported.

A substantial amount of information related to national and statewide traffic safety statistics is presented in the HIA. This information is irrelevant, and appears to be aimed at impressing upon the reader that road deterioration and traffic collisions are a dangerous factor to consider, especially when bicyclists and heavy trucks are involved. While the statistical analysis of the impacted intersections identified by the HIA is outside the expertise of EHD, discussions with the design team indicate that a variety of traffic safety improvements are planned. These include added signage and striping on existing roadways, a new proposed multi-use trail and addition of side-skirts to collection vehicles to protect bicyclists and pedestrians. While these mitigation measures may not entirely eliminate all safety concerns, they are an important project element, and should be recognized in the HIA.

Hazardous waste concerns discussed in the HIA can largely be disregarded. This is primarily due to the fact that most of the hazardous waste that would be brought to the transfer station is already likely to be brought to the ACT (formerly RINCHEM) facility, as identified in the HIA. In addition, the hazardous waste is household waste, despite the intimidating name it carries, including materials such as used motor oil, consumer-grade pesticides, paint and solvents, all in very small amounts. Commercial hazardous waste will not be accepted. As a result, any risk of spill or exposure is trivial at best.

Perhaps the most significant argument made in the traffic section is related to chronic disease rates and life expectancy disparities among Hispanics and non-Hispanic white, both in the impacted community and in Bernalillo County overall. These data are summarized in Figure 12 and Figure 13, on page 39 of the HIA. The authors evaluate age-adjusted chronic disease death rates per 100,000 persons in Figure 12. The data demonstrate that Hispanic populations in the impacted community have a substantially higher death rate due to chronic disease, more than double that of both Hispanics and non-Hispanics in Bernalillo County. This is an extremely disturbing statistic and highlights a very real and unfortunate health disparity. This relationship appears to form much of the basis for the HIA authors' assertions that the impacted community is suffering from disproportionate health outcomes. While EHD agrees with that assertion, there is another extremely important trend illuminated by the same data. In the impacted community, non-Hispanics actually have a drastically lower chronic disease death rate: roughly half that of the rest of Bernalillo County for Hispanics and non-Hispanics alike, and less than a quarter of Hispanics in the impacted community. This is a critical piece of information in the overall analysis of the HIA, because it clearly illustrates that *the health disparity associated with chronic disease suffered by Hispanics in the impacted community are not a result of environmental factors*. Non-Hispanics in the impacted community use the same roads, breathe the same air, and are subject to essentially all of the same environmental factors as Hispanics, and yet they have substantially better health outcomes than their Hispanic neighbors as well as Hispanics and non-Hispanics in the rest of the

County. This is highly suggestive of lifestyle and socio-economic factors, not environmental conditions. The HIA authors may suggest that this still indicates a disproportionately disadvantaged population; however, the data strongly demonstrate that the addition of minor environmental factors will not have a meaningful impact on the overwhelming influence of socio-economic and lifestyle disparities.

A companion argument, based on the life expectancy data presented in Figure 13, demonstrates that while Hispanics in the impacted community have a marginally shorter life expectancy than Hispanics and non-Hispanics both in the impacted community and in Bernalillo County, non-Hispanics in the impacted community have significantly longer life expectancies than Hispanics and non-Hispanics in either the impacted community or Bernalillo County overall. This is again demonstrative that the disparities are not caused by environmental factors in the impacted community.

Air Quality

The HIA again presents a preponderance of evidence from a variety of sources and at various geographic scales to demonstrate that, in general, air pollution has a significant impact on human health, and that areas with greater air pollution have more pronounced effects. The HIA places an unsettling focus on the disproportionate impact of reduced air quality on the health of children. While EHD certainly acknowledges the importance of air quality to human health and the environment, there are significant flaws in the application of air quality arguments through this section of the HIA.

The most fundamental flaw in the HIA air quality arguments is the scale at which air quality is evaluated. The majority of the issues brought up by the HIA assume that increased truck traffic in the immediate area, as well as transfer station operations, would lead to decreased air quality at a highly localized (neighborhood) scale. This is inconsistent with how air quality is monitored and evaluated and demonstrates a lack of understanding of the basis for air quality interpretation.

The EPA protects public health by requiring every air quality jurisdiction to monitor and measure air pollution against the established National Ambient Air Quality Standards (NAAQS). Air pollution levels are monitored regionally. In the case of the local system this includes the entire Bernalillo County area, where we enjoy consistently good air quality, which is the EPA's highest tier Air Quality index. Regional scale monitoring reflects the fact that pollution is subject to transport and dispersion, subject to a number of factors, especially weather patterns. The HIA incorrectly asserts that there will be additional truck traffic moving through the residential neighborhoods (there will be the same number of collection vehicles in neighborhoods, the additional traffic will be on major arterial streets); however, although EPA recognizes that proximity of 500-600 ft. from a major roadway is associated with higher exposure to pollution, it is incorrect to argue that the pollution from these trucks would only be a localized issue. The correct interpretation that is consistent with air quality science and practice, is to view the pollution as a function of its regional impact.

Reducing overall vehicle emissions by the equivalent of 2 million miles annually is substantial (equal to an annual greenhouse gas emissions reduction of taking 936 cars off the road each year). This impact is of regional benefit, while the additional emissions in the immediate area of the transfer station (as discussed in the Traffic section above) is vanishingly small. It is also critical to bear in mind that the arterial roadways in question already exist, and the collection vehicle traffic is only a small element of the substantial traffic volume already passing through the vicinity. One of the primary pollutants associated with diesel truck emissions is $PM_{2.5}$, or fine particulates. This category of pollution also includes a component of dust, as well as smoke particulates from wildfires and other constituents. In order to provide a sense of the actual magnitude of $PM_{2.5}$ pollution in question, it is valuable to understand that by far the greatest component of this pollution comes from blowing dust. In fact, dust is nearly 9x greater in contribution to $PM_{2.5}$ levels than emissions from diesel and other mobile sources combined. Mobile sources (traffic), including diesel trucks, make up only 8% of $PM_{2.5}$ levels in the Albuquerque-Bernalillo.

Various health data related to chronic lower respiratory disease, cardiovascular disease death rates and stroke death rates are presented in Figures 17, 18 and 19. They demonstrate a similar pattern as seen in Figures 12 and 13, discussed above. To summarize, these data all demonstrate that while there is a substantial negative health impact for Hispanics in the impacted area, non-Hispanics in the impacted community actually have better health outcomes than both Hispanics and non-Hispanics in either the impacted community or Bernalillo County overall. Again, this clearly demonstrates that environmental factors, including air quality, are not contributing meaningfully to the disparity. Non-Hispanics breathe the same air in the impacted community, but do not suffer from health consequences. EHD acknowledges that these health conditions can be caused or aggravated by poor air quality; however, this does not appear to be the case in this situation, and the causal relationship implied by the HIA authors is not, and cannot, be demonstrated with factual evidence.

The HIA presents data in Table 10 (page 54) that demonstrate near-exceedance of the NAAQS for PM_{10} levels at monitoring station No. 35-001-0026 (3700 Singer Blvd. NE). The HIA implies that these data pertain to high levels of industrial pollution for the area, despite having made no effort to obtain an explanation of the data from EHD's Air Quality Program (AQP), which maintains the monitoring network. The high values on 2/19/2014 and 5/7/2014 were caused by high wind events resulting in elevated levels of dust in the air – an entirely weather-driven phenomenon. On both dates, AQP issued dust alerts to contractors and health alerts to the public. The third date, 10/7/2014, was not associated with a high wind event; however, the high level reading was isolated to the early morning and did not exceed the NAAQS. Importantly, none of the data reflect high pollution levels. The Albuquerque/Bernalillo County area has been in attainment with all NAAQS, meeting EPA's health-based standards continuously, since the mid-1990's, and has never once been designated as non-attainment for any NAAQS *ever* during that time.

According to the HIA, residents in the impacted community have expressed concerns over adverse health impacts linked to air inversions. The HIA authors cite a study linking inversions, which are admittedly common in Albuquerque, with increased asthma attacks and emergency room visits. This study was conducted in Utah in an area known for being in non-attainment with NAAQS and also known for substantial, long-lasting air inversions that can go on for days or weeks, trapping

pollutants at the surface level for extended times. Inversions experienced in Albuquerque occur overnight, when diesel emissions from transfer station use or other traffic is not an issue, and they typically disappear early the next day, lasting until noon or so on only rare occasions. As a result, inversions are a non-issue in terms of health effects at the impacted community level and the data presented are irrelevant.

The HIA states that the impacted community contains only 2.7% of Bernalillo County's population, but carries 15% of the stationary source facilities permitted to emit air pollutants. It appears that the HIA authors were making an argument that a small population is carrying a disproportionate burden of air quality permits. EHD submits that an alternative interpretation is that a substantial portion of the permitted facilities are in an area that is predominantly industrial-zoned, hence the low population and higher number of permits. In either case, the HIA makes no effort to distinguish the types of permits in the area, and does not account for some permits being extremely low to nearly non-existent emission sources or having less hazardous emissions. For example, emergency generators that are rarely, if ever, in operation, would comprise part of these permit counts. The HIA focuses primarily on $PM_{2.5}$ and PM_{10} particulate matter as the key NAAQS of interest in terms of diesel emissions and the health impacts identified. Stationary sources in the impacted area represent approximately 9% of $PM_{2.5}$ and 8.4% of PM_{10} of total permitted emissions for Bernalillo County. Permitted emissions are the maximum allowable emissions levels, and most permitted sources do not approach the allowable levels provided for in their permits. The Albuquerque-Bernalillo County area is at approximately 54% of the NAAQS threshold for $PM_{2.5}$, meaning that the measured levels for fine particulates are on average only just over half of the allowable level at which a health impact would be anticipated.

Perhaps the most important discussion in the air quality section revolves around the actual emissions of the Solid Waste fleet. The HIA argues that over 41% of the trash collection fleet is over a decade old (nationally) and over 90% operate on diesel fuel. While this may be true at the national level, it is critical to the discussion to include the fact that much of the local collection fleet is much newer (with dozens of new vehicles just ordered), meaning that they are required to conform to the much more stringent diesel emissions standards adopted by the EPA in recent years. Moreover, the City of Albuquerque Solid Waste Department has committed, and is already well on its way to achieving a completely Tier 4 compliant diesel fleet. This will be fully realized by 2019. Tier 4 requires a substantial further reduction in NOx and particulate emissions. In addition, the new transfer station will also allow for fueling and maintenance of natural gas vehicles, which is not currently possible at the existing facility.

Climate Change, Water Quality and Flooding

While the HIA presents alarming data with regard to climate change, and makes an effort to indicate that these data, and global climate patterns, are relevant to the construction of the Edith Transfer Station, the arguments are so highly specious and outrageous that they can be disregarded in this context. Any global trends in climate change will have an impact on the entire human population, with no detectable difference being felt at the impacted community level. Even if a meaningful

argument could be created that would link the construction of the Edith Transfer Station to an impact on climate, either locally or globally, the contributing factors are irrelevant. The site plan will actually call for a significant increase in vegetation. Although the HIA authors discuss albedo differences of various surfaces and imply that small-scale heat absorption at this facility could impact climate, the argument is moot. The current site is already covered almost entirely with asphalt and/or asphalt millings. These materials have a comparable albedo to bare soil. In any case, the site it not large enough to have any impact on local temperatures.

Storm water concerns as outlined in the HIA are minimal. EHD acknowledges that surface water runoff is an important health concern. The HIA authors list a number of water-borne pathogens that could impact human health or the water quality of the Rio Grande; however, these are not a disproportionate risk to the impacted community, especially since the Rio Grande is not designated for primary contact in this area – meaning people should not be in the water regardless of runoff or the proposed construction. The various infectious disease arguments appear to be presented either as a means of creating fear or of raising doubts to attempt to show a link to the impacted community. In any case, EHD has full confidence that the concerted efforts made by the City of Albuquerque to improve storm water compliance under EPA scrutiny, and the regulatory requirements of the New Mexico Environment Department, will ensure that runoff issues are minimal. In addition, the current site is almost entirely impervious; the drainage plan for the new site will include improved drainage to better accommodate runoff. The improvements to drainage and flood control will presumably also greatly reduce flooding and stagnant water in the area, although this is beyond the scope of EHD's review.

Noise

The HIA authors present meaningful data that reflect the health impacts associated with exposure to excessive noise over prolonged periods of time. In addition to stress and attendant health effects such as increased likelihood of cardiovascular disease and diabetes, chronic noise exposure can result in poor performance in school for young people. While all of these relationships are known to exist, the HIA fails to place their relevance to the impacted community into proper context.

It is critical to bear in mind that the impacted community is largely industrial zoning. The land use throughout the area is heavily industrial, and noise levels are accordingly higher than in other areas; however, this is true whether or not the transfer station is approved. There is already truck traffic throughout this area. The additional truck traffic predicted to result from the construction of the transfer station would not be substantial enough to have any impact on the overall nature of sound levels in the surrounding areas, especially since the added traffic would be limited to arterial roads where residences are largely absent.

The application of the Noise Ordinance for the purposes of this HIA demonstrate a lack of understanding of the technical and legal standards that the ordinance is based on. The HIA authors cite Section 9-9-12 of the Noise Ordinance, providing Table 1. This table provides the allowable levels of sound for different land use categories, which the HIA authors have attempted to apply to

provide a standard against which their measurements are compared. These threshold values apply to stationary point sources of sound in terms of the limits set, and are explicitly exclusive of traffic noise. In addition, this table is not intended to reflect the presence of ambient sound already present. Ambient sound, as defined in the ordinance, is "the sound pressure of the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources and excluding the specific noise under investigation". The value of data presented in the HIA is unclear, since the HIA authors do not provide reproducible criteria for how they were obtained (monitoring equipment used, last calibration, instrument response settings, training, distance from source, timeframe for average weighting, etc.); however, it is clear from what is presented that no effort was made to isolate individual noise sources from ambient background. The HIA authors have simply reported ambient levels at various locations. This is not the manner in which the ordinance is applied or enforced, since it only demonstrates how loud a given area is overall, rather than indicating the contribution any one source makes to the overall sound. There is also no comparison provided to give the reader any context for what a typical arterial roadway in an industrial area would measure in terms of sound pressure.

The HIA reports that sound levels at various educational institutions exceed allowable levels. Setting aside the incorrect assumption that ambient levels are what would reflect exceedances, the HIA authors make no distinction that their readings are taken from within classroom learning environments. It is insufficient and inconsistent with EHD enforcement of the ordinance to simply stand at the property line and measure sound levels. The sound levels from the schoolyard and in particular from within the classrooms is not presented; however, common sense dictates that the levels are drastically lower than what is reported here. In addition, the closest school is approximately 0.72 miles away from the facility or the primary intersection where traffic would be concentrated. Any noise issues at the school are a function of the land use and proximity to a major arterial roadway, and would not be exacerbated by the transfer station.

As mentioned above, vehicular traffic is explicitly regulated separately, and should not be considered as part of the allowable sound levels stated in Section 9-9-12. The appropriate language is found in Section 9-9-9, where moving vehicles over 10,000 lbs GVWR are limited to 88 dB. Alternatively, vehicles of at least 6,000 lbs GVWR are limited to a maximum threshold of 93 dB measured 25 ft. form the side of the vehicle. No data are presented that would demonstrate that any person from the impacted community would be subject to this noise level for any extended periods of time, since vehicles would either be in traffic or in queue at the facility itself.

Lastly, any suggestion that facility operations would contribute to overall noise levels fails to consider that the proposed facility is entirely enclosed. Earth berms and landscaping added to the site will further dampen vehicle noise or other sound sources on the premises. On-site operations will not be audible beyond the perimeter of the facility itself. Hours of operation run until 5:00 PM for incoming traffic, and any sound associated with the facility would be concluded by that time.

Odor, Litter, Rodents and Insects

The HIA identifies several concerns that the impacted community have proposed based on the nature of the Waste Transfer Station operation; namely, the handling of trash. These are known issues that are commonly associated with solid waste facilities. Fortunately, as a result of these issues being well-documented, there are robust and enforceable regulatory requirement, as well as highly effective design and operations elements, that can address these concerns.

A very important operational element, and regulatory requirement, of the proposed facility is that no trash will be stored on-site overnight. The operations plan calls for a "first in, first out" approach to transferring waste for transport to the landfill. This will eliminate putrescible materials being kept on-site for long periods, a strategy that is typical for the mitigation of odors. The facility is designed as a fully-enclosed operation. A negative airflow system, fast-closing doors, an air wall that engages when the doors are open, and a misting system to keep dust and odors down are all effective design elements that are being incorporated in order to address odor concerns. The airflow features will also help to control flies and other flying insects from moving in and out of the facility. Daily washing regimens are incorporated into the operations plans. All of these mitigation elements combined will limit odors experienced in the impacted community, especially given the distance to residential areas.

While stray litter and possible illegal dumping are considered to be typical expectations with solid waste operations, both of the issues are required to be addressed in plans submitted to NMED as part of the facility permitting process. Although EHD does not have sufficient knowledge of current conditions at the existing facility, the proposed development to a Waste Transfer Station will require a minimum of an annual inspection by NMED to ensure that plans are followed, and will also allow for regulatory inspections as a result of substantiated complaints. These regulatory requirements will actually provide the impacted community with a higher level of leverage to ensure that the Solid Waste Department is a good neighbor.

The HIA discusses rodent concerns if the proposed facility is built. In terms of relating this to a disproportionate health impact to the surrounding community, the HIA authors submit that hantavirus and plague are a risk associated with this project. The case data presented are statewide data, and do not reflect local conditions or risk. EHD monitors and investigates all rodent-borne and zoonotic diseases throughout Bernalillo County. There has never been a documented case of hantavirus originating in Bernalillo County (historical cases attributed to Bernalillo County were concluded to be linked to exposure while traveling) and there has not been plague endemic in any rodents west of Tramway for several decades. These health concerns are simply non-issues for the impacted community. Rodent and pigeon control are readily handled through simple pest control mitigation efforts in any case. EHD staff investigated reports of pigeon nuisance earlier in 2015, and found that the number of pigeons present at the existing facility is consistent with flat rooftops in similar land use areas, and did not represent a nuisance as defined in the local ordinance.

Mosquito-borne disease is listed in the HIA as a key concern of the impacted community. The HIA goes on to state that trash facilities or unintended litter attract or harbor mosquitoes. This is the

basis for connecting an increase in mosquito-borne disease risk with the approval of the Edith Transfer Station. There is no evidence to demonstrate a link between waste handling or litter and mosquitoes. Mosquitoes are attracted to sources of stagnant standing water in order to support their breeding. As described above, there is no expectation of standing water associated with this facility, and in fact the site drainage should be ideal as the new facility is constructed. Mosquitoes are also attracted to vertebrate hosts in order to obtain blood meals; however, there is no reason to anticipate any impact to mosquito attraction based on the proposed project.

The City of Albuquerque operates a comprehensive vector control program that receives and responds to mosquito complaints, and also tracks and investigates incidence of West Nile virus (WNV), St. Louis Encephalitis (SLE) and Western Equine Encephalitis (WEE). These are all mosquito-borne viral diseases. Detailed complaint records support that there are currently mosquito issues in the impacted community; however, these issues are not out of proportion with other areas in Bernalillo County, and in fact are less impactful than in many other areas. Upon careful review of the proposed transfer station plan, no anticipated increase in mosquitoes is expected. In any case, a Vector Control Plan is a required submission for NMED permitting, and any unexpected vector issues will be addressed by that plan.

No human case of WEE or SLE have occurred in New Mexico in at least 13 years, and these viruses are essentially never detected in local mosquitoes. While WNV is endemic throughout the United States, including in New Mexico, and there are occasional cases locally, the distribution of WNV cases in Bernalillo County over the past 13 years does not support the HIA authors' assertion that the impacted neighborhoods are at greater risk. The majority of WNV cases in Bernalillo County are not associated with the impacted community, and this area is not at any elevated risk. No recent WNV case data supports any assertion that the incidence of human cases is on the increase.

Occupational Health

The HIA cites concerns over the health and safety of employees at the proposed Edith Transfer Station as an issue that translates to a direct health concern for the impacted community. The HIA authors provide a comprehensive list of any and all workplace hazards that they feel waste transfer workers would be subjected to. While some of the listed hazards are of concern for employees in the potentially dangerous occupations associated with a waste transfer station, there is absolutely no link to demonstrate any danger to the impacted community.

The HIA states that residents in the nearby community have higher career aspirations than handling other people's trash. Regardless of this perspective, the City of Albuquerque is explicitly prohibited from selectively offering employment to people based on any factor other than qualifications and experience. There is neither a guarantee nor an expectation that anyone from the impacted community would necessarily be employed at the transfer station. For those members of the community that elected to work at the transfer station, their employment would be entirely voluntary, and no disproportionate impact to the health of the community would be felt; indeed,

these community members would have an equal opportunity to be employed, and injured as employees, regardless of the siting of the transfer station.

On an important related note, the operations and safety of the transfer station will be carefully evaluated and regulated by NMED, OSHA and the City of Albuquerque itself. Appropriate safety measures, personal protective equipment and training will be provided in order to protect the employees and to limit the City's liability. The arguments pertaining to occupational health should be entirely disregarded.

Cumulative Impacts and Environmental Justice

The topics of cumulative impacts and environmental justice are covered in the HIA in a somewhat indirect manner. The HIA provides general descriptions of what these terms refer to, without demonstrating that they apply to the impacted community. If the reader accepts arguments in previous sections as demonstrating a clear disproportionate health burden on the impacted community, *which would be influenced in a meaningful way by the construction of the transfer station*, then consideration of the cumulative impacts contribution of this facility and environmental justice issues could be considered. EHD contends that the HIA has not demonstrated any evidence that support the idea that the transfer station will affect the impacted community's health.

Insofar as cumulative impacts to health or environment are required to be considered in the proposed transfer station project, they will be evaluated and taken into account during the solid waste permitting review to be carried out by the New Mexico Environment Department.

Environmental justice is a complex issue, with a diverse range of meanings and application. The HIA states in several places that the impacted neighborhood meets the EPA definition of an environmental justice community. This is not a legally binding regulatory designation as it pertains to this project. Many factors contribute to the need for careful consideration associated with environmental justice issues; however, it is important to clarify that no regulatory requirements or additional restrictions apply to these areas, especially at the local level.

Individual and Business Economic Wellbeing

In general, the HIA discussion related to the economic wellbeing of the impacted community and to negative impact on property values lies outside of the scope of EHD review; however, there are some clarifications required.

The evidence that the HIA authors provide to support their assertion that the transfer station would have a negative effect on the impacted community is either highly subjective or irrelevant. The study cited that discusses property values in relation to waste transfer stations was conducted in Israel, where the culture and regulatory framework are vastly different and cannot be compared to the local community. The only available study conducted in the United States was based on proximity to landfills, not to transfer stations. Despite the repeated efforts by the HIA authors to

draw parallels the proposed transfer station and landfill operations, the two cannot be compared. Other statements regarding the impacted community's wellbeing, and the potential effects of the transfer station are subjective, based on personal opinion of a select group of people, and cannot be reproduced. An example is the personal phone interviews conducted with unspecified realtors related to property value predictions.

Even if the arguments discrediting the validity of the HIA's assertions and conclusions relating to economic wellbeing are set aside, there is no meaningful link to health outcomes in the impacted community that has been credibly established. The only health outcome cited is associated with 'stress-related' disease, a catch-all concept with no evidence or clear causal relationship to support it. The HIA authors repeatedly point out that the impacted community suffers from chronic poverty and other stressful factors, and the health impacts that may or may not result from this stress cannot be differentiated or attributed to any specific project or influence.

Many of the concerns in the impacted community regarding land use and the nature of the environs pertain to the fact that the surrounding area is largely industrial zoning. Property values and environmental conditions are already in line with what would be expected from this type of area.

The HIA claims that the land use for the transfer station is incompatible with food service facilities in the area (SYSCO and Rainbow Bakery). EHD is the regulatory agency that permits and oversees these facilities. There is nothing in the 2009 FDA Food Code or the Albuquerque Food Sanitation Ordinance that precludes these food facilities from operating at their current locations with the construction of the transfer station. The area is already an industrial zone, and no conflicts exist. These facilities meet all regulatory requirements in terms of food safety, and have excellent compliance records.

CONCLUSION

A comprehensive review of the health impact assessment for the proposed Edith Transfer Station was conducted by a team of highly qualified and experienced scientists and engineers in the City of Albuquerque Environmental Health Department, representing a cross-section of disciplines. The analysis concluded that while the HIA covered a wide variety of topics, and provided a large quantity of data, these data generally do not apply to the proposed project. The HIA fails to demonstrate any meaningful or disproportionate health disparities for the impacted community. The main reasons for this failure are that the data do not apply at the scale in question, are incorrectly interpreted or simply do not support the health outcome claims made in the HIA. Furthermore, the HIA systematically fails to discuss, suggest or allow for any mitigation of the purported harmful effects. The design team has included a wide range of highly effective mitigation measures to address the majority of the concerns identified by the surrounding community, and the regulatory process followed by the New Mexico Environment Department will ensure that many additional issues are proactively addressed and enforced. Our review finds no disproportionate health impacts to any group of people as a result of this project.

NOTIFICATION &
NEIGHBORHOOD INFORMATION

City of Albuquerque

P.O. Box 1293, Albuquerque, NM 87103

PLEASE NOTE: The NA/HOA information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter – you will need to get an updated letter from our office.

November 23, 2016

Savina Garcia
Wilson & Company, Inc.
4900 Lang Avenue NE
Albuquerque, NM 87109
Phone: 505-348-4018 Fax: 505-348-4055
E-mail: Savina.Garcia@wilsonco.com

Dear Savina:

Thank you for your inquiry of **November 23, 2016** requesting the names of **ALL Neighborhood and/or Homeowner Associations** who would be affected under the provisions of *§14-8-2-7 of the Neighborhood Association Recognition Ordinance* by your proposed project at **(EPC SUBMITTAL) All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, LOCATED ON EDITH BLVD. BETWEEN COMANCHE RD. NE AND RANKIN RD. NE** zone map **G-15.**

Our records indicate that the **Neighborhood and/or Homeowner Associations** affected by this submittal and the contact names are as follows:

GREATER GARDNER N.A. (GRG) "R"
***David Wood** *e-mail:* wood_cpa@msn.com
158 Pleasant NW/87107 221-2626 (c)

Antoinette Vigil *e-mail:* anvigil@phs.org
215 San Andres NW/87107 249-9599 (c)

NEAR NORTH VALLEY N.A. (NNV) "R"
Joe Sabatini *e-mail:* jsabatini423@gmail.com
3514 6th St. NW/87107 344-9212 (h) 850-7455 (c)

Randy Cole *e-mail:* rkcole@swcp.com
1501 Los Arboles NW/87107 344-8548 (h)

NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
***Robert Warrick** *e-mail:* rlwarric@centurylink.net
444 Niagara NE/87113 345-1773 (h) 280-1258 (c)

Christine Benavidez *e-mail:* christinebnvdz@aol.com
10417 Edith NE/87113 897-3340 (h)

STRONGHURST IMPROVEMENT ASSOC., INC. (SIA) "R"
***Bill Sabatini** *e-mail:* bills@dpsdesign.org
2904 Arno St. NE/87107 250-0497 (c)

Mark Lines *e-mail:* aberdaber@comcast.net
3010 Arno St. NE/87107 250-4129 (h)

NEIGHBORHOOD COALITIONS

NORTH VALLEY COALITION
***Peggy Norton**, P.O. Box 70232/87197 345-9567 (h)
Doyle Kimbrough, 2327 Campbell Rd. NW/87104 249-0938 (h) *e-mail:* newmexmba@aol.com

Please note that according to *§14-8-2-7 of the Neighborhood Association Recognition Ordinance* you are required to notify each of these contact persons by **certified mail, return receipt requested, before** the Planning Department will accept your application filing ***(PLEASE ATTACH: 1) Copy of this letter; 2) Copy of letters sent to NA/HOA's and 3) Copy of White Receipts showing proof that you sent certified mail w/stamp from USPS showing date.)*** If you have any questions about the information provided please contact me at (505) 924-3902 or via an e-mail message at vquevedo@cabq.gov.

Sincerely,
Vicente M. Quevedo
Vicente M. Quevedo
Neighborhood Liaison
OFFICE OF NEIGHBORHOOD COORDINATION
Planning Department

LETTERS MUST BE SENT TO BOTH CONTACTS OF EACH NA/HOA FOR THIS PLANNING SUBMITTAL.

CITY OF ALBUQUERQUE

November 28, 2016

Ms. Karen Hudson, Chair
Environmental Planning Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Chair Hudson:

Please accept Wilson & Company, Inc. as our agent for the above referenced project. This letter of authorization is for all planning, platting, and zoning regarding the Edith Transfer Station.

The City of Albuquerque is the property owner of record for all or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33.

Thank you for your attention concerning this matter. If you should have any questions please contact me at jfrancis@cabq.gov or 505.768.3083; or Savina Garcia, Wilson & Company at Savina.Garcia@wilsonco.com or 505.348.4018.

Sincerely,

Jerry Francis, RA
Project Manager
Department of Municipal Development

PO Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

WILSON & COMPANY
4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Mr. David Wood
GREATER GARDNER N.A.
158 Pleasant NW
Albuquerque, NM 87107

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 10782A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Wood:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Ms. Antoinette Vigil
GREATER GARDNER N.A.
215 San Andres NW
Albuquerque, NM 87107

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 10781A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A281A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Ms. Vigil:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON & COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

Alaska
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New Mexico
Texas
Utah

November 30, 2016

Mr. Joe Sabatini
NEAR NORTH VALLEY N.A.
3514 6th St. NW
Albuquerque, NM 87107

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2818 & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Sabatini:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

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Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

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Texas
Utah

November 30, 2016

Mr. Randy Cole
NEAR NORTH VALLEY N.A.
1501 Los Arboles NW
Albuquerque, NM 87107

RE: **ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B18, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Cole:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Mr. Robert Warrick
NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
444 Niagara NE
Albuquerque, NM 87113

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Warrick:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON & COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Ms. Christine Benavidez
NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
10417 Edith NE
Albuquerque, NM 87113

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Ms. Benavidez:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Mr. Bill Sabatini
STRONGHURST IMPROVEMENT ASSOC., INC.
2904 Arno St. NE
Albuquerque, NM 87107

RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Sabatini:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Mr. Mark Lines
STRONGHURST IMPROVEMENT ASSOC., INC.
3010 Arno St. NE
Albuquerque, NM 87107

RE: **ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Lines:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Ms. Peggy Norton, NORTH VALLEY COALITION
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Lang Ave NE
Albuquerque, NM 87109
505-348-4000 phone
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Texas
Utah

November 30, 2016

Ms. Peggy Norton
NORTH VALLEY COALITION
P.O. Box 70232
Albuquerque, NM 87197

RE: **ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-1S-Z

Dear Ms. Norton:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: Mr. David Wood, GREATER GARDNER N.A.
Ms. Antoinette Vigil, GREATER GARDNER N.A.
Mr. Joe Sabatini, NEAR NORTH VALLEY N.A.
Mr. Randy Cole, NEAR NORTH VALLEY N.A.
Mr. Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Ms. Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Mr. Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Mr. Doyle Kimbrough, NORTH VALLEY COALITION

WILSON &COMPANY

4900 Long Ave NE
Albuquerque, NM 87109
505-348-4000 phone
505-348-4055 fax

November 30, 2016

Doyle Kimbrough
NORTH VALLEY COALITION
2327 Campbell Rd. NW
Albuquerque, NM 87104

RE: **ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**
Proposed Edith Transfer Station, COA Project No. 7006.92
at 4600 Edith Boulevard NE (SE corner of Edith and Comanche)
All or a portion of a northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD Map #33
ZONE ATLAS PAGE: G-15-Z

Dear Mr. Kimbrough:
Please find enclosed the proposed Site Plan for the above referenced project. This is submitted as part of our request to the Environmental Planning Commission (EPC) dated December 1, 2016. The request is for approval of a Site Development Plan for Building Permit and a Zone Map Amendment requesting a zone change of the property at 4600 Edith Boulevard NE. The zone change would change the existing zone from M-1 Light Manufacturing to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, and Household Hazardous Waste Collection. The transmittal to EPC has a more complete description of the proposed request and includes the proposed plans for development.

Should you have any questions please contact Savina Garcia, Wilson & Company at 505.348.4018.

Sincerely,

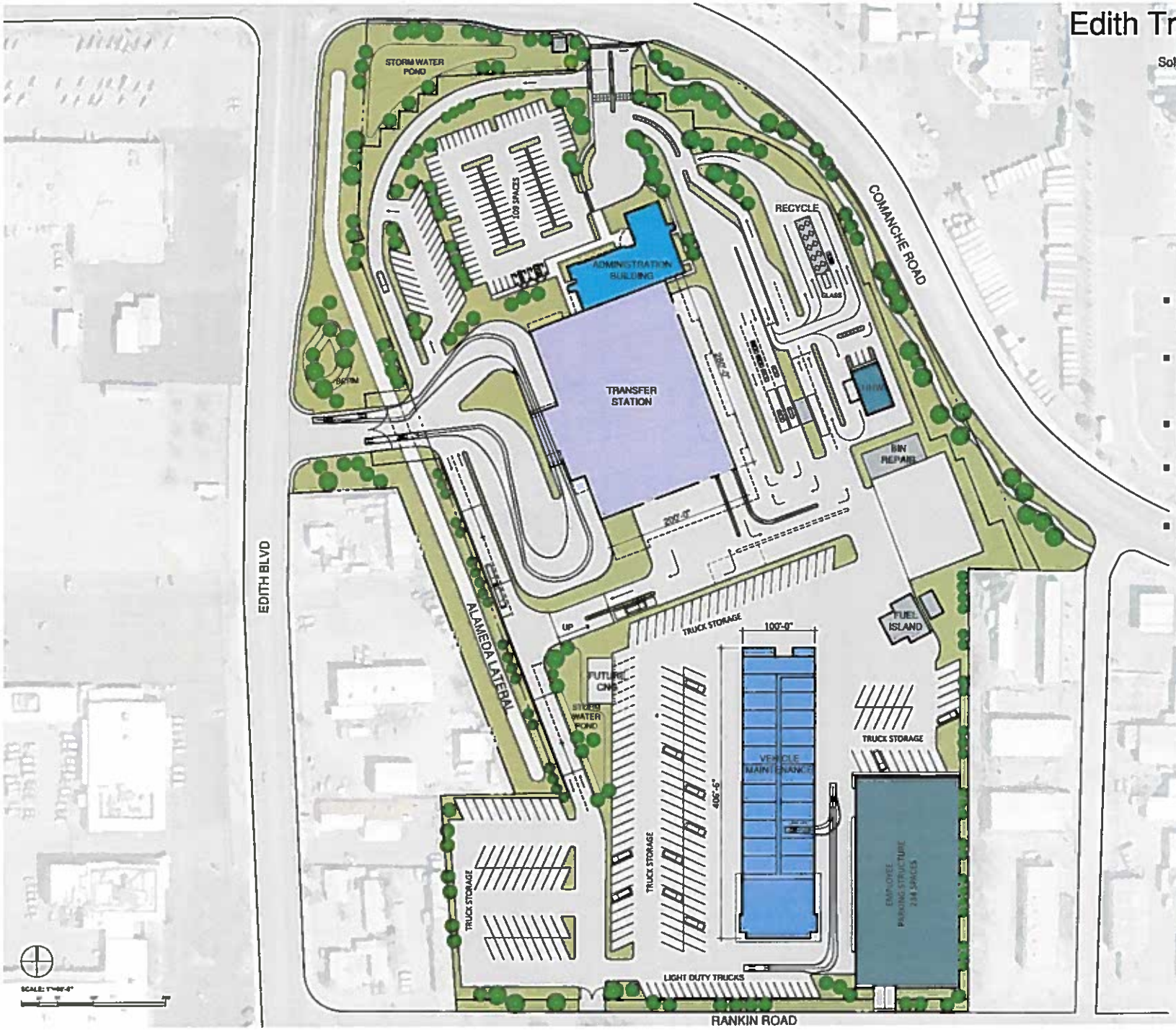
Savina Garcia, PE
Wilson & Company, Inc.

Enclosure

Cc: David Wood, GREATER GARDNER N.A.
Antoinette Vigil, GREATER GARDNER N.A.
Joe Sabatini, NEAR NORTH VALLEY N.A.
Randy Cole, NEAR NORTH VALLEY N.A.
Robert Warrick, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Christine Benavidez, NORTH EDITH COMMERCIAL CORRIDOR ASSOC.
Bill Sabatini, STRONGHURST IMPROVEMENT ASSOC., INC.
Mark Lines, STRONGHURST IMPROVEMENT ASSOC., INC.
Peggy Norton, NORTH VALLEY COALITION

Edith Transfer Station

City of Albuquerque
Solid Waste Management Department



NOTES

- Public self-haul users, visitors and administrative staff enter/exit from Comanche Road NE.
- Collection trucks enter at Comanche Road NE and/or Edith Blvd NE; exit at Edith Blvd NE.
- Transfer trucks enter/exit at Edith Blvd NE.
- Employees (driver/maintenance) enter/exit from Rankin Road and/or Edith Blvd.
- The recycle drop-off and HHW are located east of the transfer station and are directly accessible from the scale entry lanes.

Project Data

Site Area

Total Site Area:	approx. 22 acres

Building Area (Footprint)

Transfer Station:	62,000 SF
Administration:	11,600 SF
Vehicle Maintenance:	40,100 SF
HHW:	3,900 SF
Total SF (Footprint):	117,600 SF

Site Plan

December 1, 2016

SWMD No. 7008.92 JRMA No. 4907

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Joe Sabatini

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Sent To: Near North Valley N.A
Street, Apt. No.; or PO Box No.: 1501 Los Arboles NW
City, State, ZIP+4: Albuquerque NM 87107

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Sent To: Greater Gardner N.A
Street, Apt. No.; or PO Box No.: 158 Pleasant NW
City, State, ZIP+4: Albuquerque NM 87107

PS Form 3800, August 2006 See Reverse for Instruct

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Bill Sabatini

7007 2680 0001 3612 1231

Sent To: Smoothurst Improvement Assoc.
Street, Apt. No.; or PO Box No.: 3010 Arno St. NE
City, State, ZIP+4: Albuquerque NM 87107

PS Form 3800, August 2006 See Reverse for Instructions

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7007 2680 0001 3612 1217

Sent To: North Edith Commercial Corridor
Street, Apt. No.; or PO Box No.: 444 Niagara NE
City, State, ZIP+4: Albuquerque, NM 87113

PS Form 3800, August 2006 See Reverse for Instruc

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Sent To: North Valley Coalition
Street, Apt. No.; or PO Box No.: 2347 Campbell Rd. NW
City, State, ZIP+4: Albuquerque NM 87104

PS Form 3800, August 2006 See Reverse for Instructions

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Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

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Randy Cole

7007 2680 0001 3612 1194

Sent To: Near North Valley N.A
Street, Apt. No.; or PO Box No.: 3514 16th St. NW
City, State, ZIP+4: Albuquerque NM 87107

PS Form 3800 August 2006 See Reverse for Instruc

7007 2680 0001 3612 1187

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USPS 8666 ALBUQUERQUE NM 871

Sent To: Greater Gardner N.A Antoinette Vigil
Street, Apt. No.; or PO Box No.: 215 San Andres NW
City, State, ZIP+4: Albuquerque NM 87107

PS Form 3800, August 2006 See Reverse for Instructions

7007 2680 0001 3612 1248

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USPS 8666 ALBUQUERQUE NM 871

Mark Tinos

Sent To: Stronghurst Improvement Assoc.
Street, Apt. No.; or PO Box No.: 2901 Arno. St. NE
City, State, ZIP+4: Albuquerque NM 87107

PS Form 3800, August 2006 See Reverse for Instruct

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USPS ALBUQUERQUE

Christine Bere

Sent To: North Edith Commercial Corridor A
Street, Apt. No.; or PO Box No.: 10417 Edith NE
City, State, ZIP+4: Albuquerque NM 87113

PS Form 3800, August 2006 See Reverse for Instruc

7007 3020 0002 7971 5008

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Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

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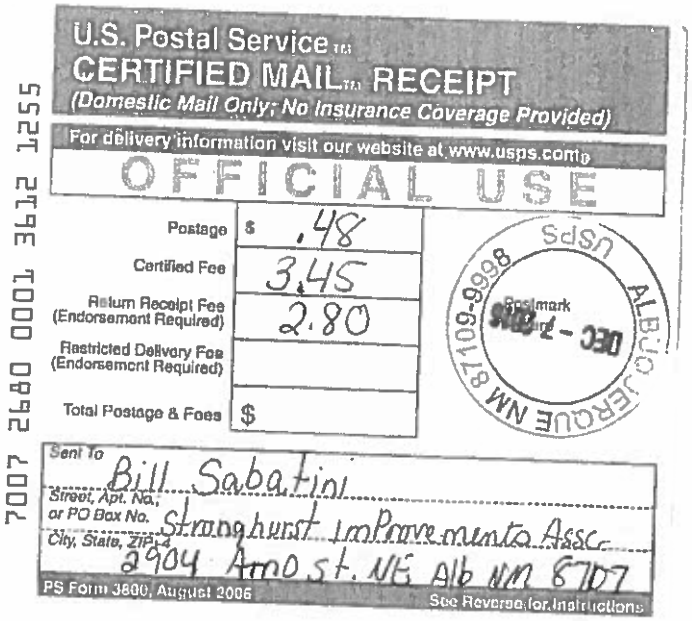
USPS 8666 ALBUQUERQUE NM 871 NOV 30 2016

Sent To: North Valley Coalition Peggy Nex
Street, Apt. No.; or PO Box No.: PO Box 70232
City, State, ZIP+4: Albuquerque NM 87197

PS Form 3800, August 2006 See Reverse for Instruc



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Certified Fee	3.45
Return Receipt Fee (Endorsement Required)	2.80
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

USPS ALBUQUERQUE NM 87109-9998 Postmark DEC 2 - 2010

7007 2680 0001 3612 1255

Sent To: Bill Sabatini
Street, Apt. No., or PO Box No.: Stronghurst Improvements Assoc.
City, State, ZIP+4: 2904 Amo St. NE Alb NM 8707

PS Form 3800, August 2006 — See Reverse for Instructions

City Of Albuquerque Land Use Facilitation Program
NO MEETING REPORT

Project #: #1010582 Solid Waste Transfer Station
16EPC-40077 Zone Map Amendment (Zone Change)
16EPC-40078 Site Development Plan for Building Permit

Submitted: 23 December 2016

Facilitator: Philip Crump

Case Planner: Maggie S Gould MCRP

Parties: Greater Gardner NA, Near North Valley NA, North Edith Commercial Corridor Assoc., Stronghurst Improvement Assoc., North Valley Coalition; City of Albuquerque (applicant), Wilson Company (agent)

Summary:
This application is for a project that has had numerous previous meetings and hearings.

In response to my initial notice 10 December 2016 that a facilitated meeting is possible, I received the neighborhood response that, "We are interested, but timing is an issue." The agent also indicated a readiness to meet with neighbors.

The next communication from a neighborhood representative indicated an understanding that a third party would be submitting a request for deferral to the agent and that they anticipated the request would be granted.

When a tentative date of December 27th was proposed for a meeting, the neighborhood representative indicated the desire for a meeting, but that it should be delayed until after the third party would be able to review documents in preparation for attending a facilitated meeting. An email to me said, "If a deferral is not likely the Neighborhoods will not be able to participate in a December 27th meeting."

The agent inquired as to whether a meeting could be held in early January. I said that, given a report due date of January 2nd (actually, the 3rd) and my own schedule, that was not feasible.

The neighborhood associations indicated that if there were to be no deferral, they felt that it was only due to the City's failure to agree to a deferral to a February hearing date, not a refusal to meet on their part.

Hence, there will be no meeting in advance of the January hearing date, though there could be a meeting in advance of a February hearing date, should the request for deferral be granted.

Gould, Maggie S.

From: Philip Crump <phcrumpsf@gmail.com>
Sent: Tuesday, December 27, 2016 8:37 PM
To: Gould, Maggie S.
Subject: Re: EPC Project 1010582 Solid Waste Transfer Station

Hi Maggie:
(Was shepherding grandson and his friend today and did not have a chance to respond earlier. íExplora! is still great...)

I had most communication with David Wood, though I checked his comments in emails to the other association officers listed and received no contradictions.

And yes, given that they were hoping for a deferral to allow a meeting in January, they were not able to meet on the one day left for a meeting.

Respectfully,
Philip

PHILIP CRUMP, Mediator & Facilitator
1301-B Luisa Street Santa Fe, NM 87505
Skype: phcrump philip@pcmediate.com
www.pcmediate.com (505) 989-8558

When I walked out of the gate, I knew that if I continued
to hate these people, I would still be in prison. --Nelson Mandela

On 12/27/2016 12:52, Gould, Maggie S. wrote:

> Hello Mr. Crump,
> Thank you for your work on this.
> Can you indicate who you spoke with from the neighborhood?
> This issue came up at EPC recently and I want make sure we have the correct information.
>
> **Maggie Gould, MCRP**
> Planner
> City of Albuquerque, Planning Department
> 600 Second St. NW
> Albuquerque, NM 87102
> 505-924-3910
> mgould@cabq.gov

From: Philip Crump [mailto:phcrumpsf@gmail.com]
Sent: Friday, December 23, 2016 2:51 PM

To: David Wood C.P.A.; anvigil@phs.com; jsabatini423@gmail.com; rkcole@swcp.com; rlwarric@centurylink.net; christinebnvdz@aol.com; bills@dpsdesign.org; aberdaber@comcast.net; newmexmba@aol.com; Garcia, Savina G
Cc: Hummell, Tyson; Triplett, Shannon; Gould, Maggie S.; Quevedo, Vicente M.
Subject: EPC Project 1010582 Solid Waste Transfer Station

Dear All:
With sincere apology for the timing--I had hoped to get this out yesterday--attached elapse find the No Meeting Report for this project, based on a hearing date of January 12th. Neighbors have indicated that they would meet in advance of a February hearing date, if that were to be the case.

Respectfully,
Philip Crump

PHILIP CRUMP, Mediator & Facilitator
1301-B Luisa Street Santa Fe, NM 87505
Skype: phcrump **philip@pcmediate.com**
www.pcmediate.com (505) 989-8558

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
PROPERTY OWNERSHIP LIST

Hearing Date: Thursday, Jan. 12, 2017 **1010582**
Zone Atlas Page: G-15
Notification Radius: Neighborhood Associations
100ft plus r.o.w

Cross Reference and Location: 4600 Edith Blvd. NE between Comanche Rd. NE and Rankin Rd. NE

Applicant: **City of Albuquerque Dept. of Municipal Development**
P.O. Box 1293
Albuquerque, New Mexico 87103

Agent: **Wilson & Company, Inc.**
4900 Lang Ave. NE
Albuquerque, New Mexico 87109

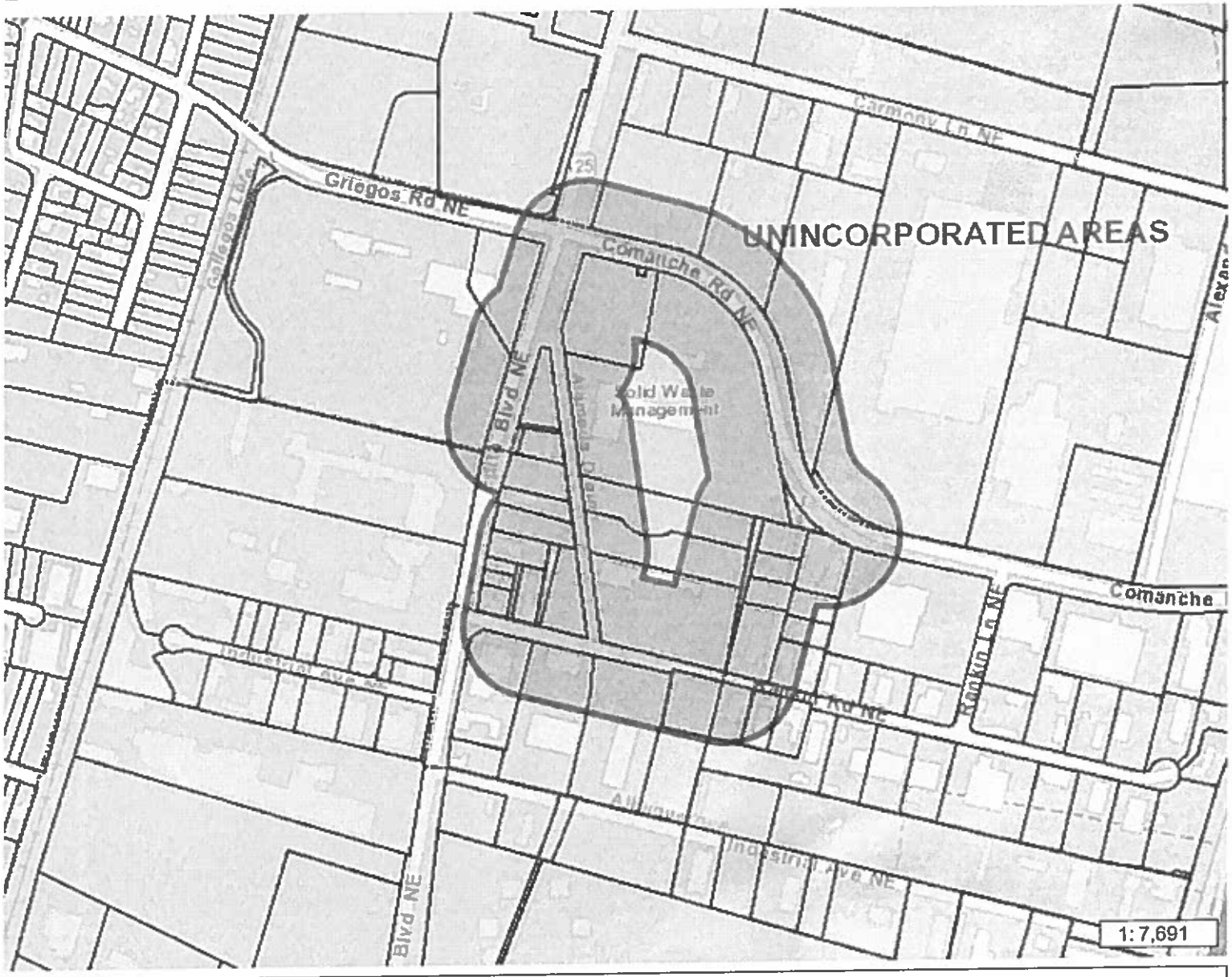
Special Instructions:

Notice must be mailed from the
City 15 days prior to the meeting.

Date Mailed: 12/21/16

Signature: Geraldine Delgado

1010582



Legend

- Bernalillo County Parcels
- Municipal Limits
  - Corrales
  - Edgewood
  - Los Ranchos
  - Rio Rancho
  - Tijeras
  - UNINCORPORATED
- World Street Map

Notes

Buffer: 258ft. (Edith 158ft.)

0.2 0 0.08 0.2 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

12/12/2016

CES LLC
PO BOX 6264
ALBUQUERQUE NM 87197

501 LLC
501 INDUSTRIAL AVE NE
ALBUQUERQUE NM 87107

CONWAY GUY & CAROLYN J
3021 CASA DEL NORTE DR NE
ALBUQUERQUE NM 87111-5614

MECA PLUMBING INC
411 RANKIN RD NE
ALBUQUERQUE NM 87107

MALOY DION PAT & MARY BETH MALOY
535 COMANCHE RD NE
ALBUQUERQUE NM 87107

RAMIREZ LORENZO P
1929 LION CT NW
ALBUQUERQUE NM 87107

COMANCHE PLACE 567 LLC
1615 TODD PL
BOSQUE FARMS NM 87068

COUNTY OF BERNALILLO C/O COUNTY MANAGER
1 CIVIC PLAZA NW
ALBUQUERQUE NM 87102

MALOY PAT AKA DION PATRI[illegible] & MARY BE
535 COMANCHE RD NE
ALBUQUERQUE NM 87107

ALAMEDA C STORE INC
2034 2ND ST NW
ALBUQUERQUE NM 87102

City of Albuquerque Dept. of Municipal Development
P.O. Box 1293
Albuquerque, New Mexico 87103

Wilson & Company, Inc.
4900 Lang Ave. NE
Albuquerque, New Mexico 87109

Greater Gardner N.A. (GRG) "R"
David Wood
158 Pleasant NW
Albuquerque, New Mexico 87107

Greater Gardner N.A. (GRG) "R"
Antoinette Vigil
215 San Andres NW
Albuquerque, New Mexico 87107

Near North Valley N.A. (NNV) "R"
Joe Sabatini
3514 6th St. NW
Albuquerque, New Mexico 871074

Near North Valley N.A. (NNV) "R"
Randy Cole
1501 Los Arboles NW
Albuquerque, New Mexico 87107

North Edith Commercial Corridor Assoc.
Robert Warrick
444 Niagara NE
Albuquerque, New Mexico 87113

North Edith Commercial Corridor Assoc.
Christine Benavidez
10417 Edith NE
Albuquerque, New Mexico 87113

Stronghurst Improvement Assoc., INC. (SIA) "R"
Bill Sabatini
2904 Arno St. NE
Albuquerque, New Mexico 87113

Stronghurst Improvement Assoc., INC. (SIA) "R"
Mark Lines
3010 Arno St. NE
Albuquerque, New Mexico 87107

North Valley Coalition
Peggy Norton
P.O. Box 70232
Albuquerque, New Mexico 87197

North Valley Coalition
Doyle Kimbrough
2327 Campbell Rd. NW
Albuquerque, New Mexico 87104

501 LLC
501 INDUSTRIAL AVE NE
ALBUQUERQUE NM 87107

CONWAY GUY J & CAROLYN J
3021 CASA DEL NORTE DR NE
ALBUQUERQUE NM 87111-5614

CROSBY GEORGE W & ELENA S
8800 HARWOOD NE
ALBUQUERQUE NM 87111

CROSBY GEORGE W & ELENA S
8800 HARWOOD NE
ALBUQUERQUE NM 87111

CES LLC
PO BOX 6264
ALBUQUERQUE NM 87197

CITY OF ALBUQUERQUE
PO BOX 2248
ALBUQUERQUE NM 87103-2248

RANKIN ROAD 523 LLC
1615 TODD PL
BOSQUE FARMS NM 87068

PUBLIC SERVICE CO OF NM
ALVARADO SQUARE
ALBUQUERQUE NM 87158

CROSBY GEORGE W & ELENA S
8800 HARWOOD NE
ALBUQUERQUE NM 87111

501 LLC
501 INDUSTRIAL AVE NE
ALBUQUERQUE NM 87107

NM MANAGEMENT LLC
1918 W GRANT ST SUITE 660
PHOENIX AZ 85009

STEPP LARRY F
4404 EDITH BLVD NE
ALBUQUERQUE NM 87107

HARP DENNIS S & DEBRA L
620 RANKIN RD NE
ALBUQUERQUE NM 87107

BERNALILLO COUNTY
1 CIVIC PLAZA NW
ALBUQUERQUE NM 87102

LIBERO LTD CO LLC
700 RANKIN RD NE
ALBUQUERQUE NM 87107

RANKIN ROAD 523 LLC
1615 TODD PL
BOSQUE FARMS NM 87068

MALOY PAT & MARY BETH
535 COMANCHE ST NE
ALBUQUERQUE NM 87107

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

JPHCO11 LLC
5901 WYOMING BLVD NE SUITE J-115
ALBUQUERQUE NM 87109

GAS CO OF NEW MEXICO
ALVARADO SQUARE
ALBUQUERQUE NM 87158

ALBUQUERQUE MUSEUM FOUNDATION
PO BOX 7006
ALBUQUERQUE NM 87194

MUNOZ NOE & ELDA
704 RANKIN RD NE
ALBUQUERQUE NM 87107

HERCULES CAPITAL LLC
1310 W EVANS AVE
DENVER CO 80223

CES LLC
PO BOX 6264
ALBUQUERQUE NM 87197

NOBEL/SYSCO FOOD SERVICE CO
PO BOX 25887
ALBUQUERQUE NM 87125

WILSON FAMILY LLC
333 LOMAS BLVD NE
ALBUQUERQUE NM 87102

BERNALILLO COUNTY
1 CIVIC PLAZA NW
ALBUQUERQUE NM 87102

ROMBIN WILLIAM V
690 RANKIN RD NE
ALBUQUERQUE NM 87107

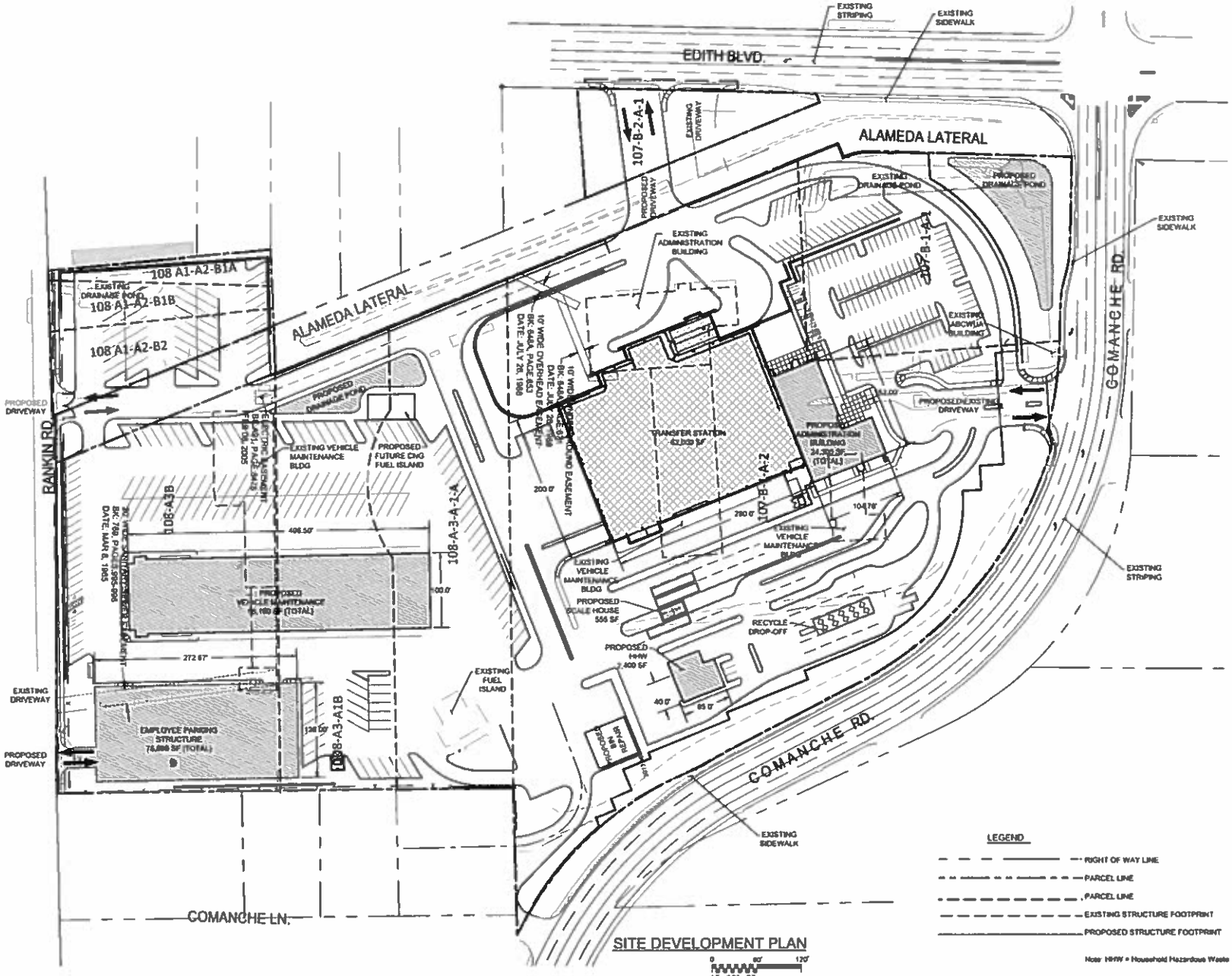
GAS CO OF NEW MEXICO
ALVARADO SQUARE
ALBUQUERQUE NM 87158

CROSBY GEORGE W & ELENA S
8800 HARWOOD NE
ALBUQUERQUE NM 87111

SITE PLAN REDUCTIONS

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



SITE DEVELOPMENT PLAN

1" = 60' - 0"

VICINITY MAP
ZONE ATLAS PAGE G-19-Z

SITE DATA

LEGAL DESCRIPTION: ALL OR A PORTION OF A NORTHERLY PORTION OF TRACT 107B1A1, TRACT 107B1A3 EXCLUDING PORTION TO RIGHT-OF-WAY & EXCLUDING A NORTHERLY PORTION, TRACT 107B1A2 EXCLUDING PORTION TO RIGHT-OF-WAY, TRACT IN THE SW CORNER TRACT 107B1B, TRACT 108A3A1A, TRACT 108A3A1B, AND TRACT 108A3B, TRACTS 108A1A2B1B & 108A1A2B2, TRACT 108A1A2B1A, TRACT 107B2A2 EXCLUDING PORTION TO THE RIGHT-OF-WAY, TRACT 107B2A1 EXCL. PORTION TO THE RIGHT-OF-WAY, AMAFCD MAP #33

ZONING:
EXISTING ZONING: M-1 Light Manufacturing
PROPOSED ZONING: SU-1 for M-1, Solid Waste Transfer Station and Convenience Center, Household Hazardous Waste Collection

SITE AREA: APPROXIMATELY 21.97 ACRES

PROPOSED USE: ADMINISTRATION BUILDING, SOLID WASTE TRANSFER STATION AND CONVENIENCE CENTER, VEHICLE MAINTENANCE FACILITY, PARKING STRUCTURE AND LOTS, TRUCK TERMINAL, HOUSEHOLD HAZARDOUS WASTE FACILITY, RECYCLING AREA, BIN REPAIR AREA, FUEL ISLAND INCLUDING FUTURE CNG FUEL ISLAND, AND DRAINAGE PONDS.

PEDESTRIAN AND VEHICULAR INGRESS AND EGRESS: VEHICULAR ACCESS & CIRCULATION: THE PROPOSED DEVELOPMENT WILL CONTINUE TO USE THE EXISTING SITE ACCESS TO EDITH BOULEVARD, COMANCHE ROAD, AND RANKIN ROAD. THE PUBLIC, VISITORS, AND ADMINISTRATIVE STAFF WILL ENTER/EXIT THE SITE FROM COMANCHE ROAD. THE TRANSFER TRUCKS WILL ENTER/EXIT THE SITE FROM EDITH BOULEVARD. THE COLLECTION VEHICLES WILL ENTER THE SITE FROM COMANCHE ROAD OR FROM EDITH BOULEVARD, AND EXIT THE SITE FROM EDITH BOULEVARD. EMPLOYEES (TRUCK DRIVER/MAINTENANCE) AND DELIVERY/SERVICES WILL ENTER/EXIT THE SITE FROM RANKIN ROAD. ALL ACCESS POINTS ARE FULL ACCESS.

PEDESTRIAN ACCESS: THE PROPOSED DEVELOPMENT'S PEDESTRIAN ACCESS INTO THE SITE WILL BE FROM COMANCHE ROAD. SIDEWALK AND BICYCLE LANES EXIST ON COMANCHE ROAD, AND SIDEWALK AND BICYCLE ROUTE EXISTS ON EDITH BOULEVARD.

INTERNAL CIRCULATION: SEE SITE CIRCULATION EXHIBIT.

MAXIMUM BUILDING HEIGHTS AND SETBACKS: MAXIMUM BUILDING HEIGHTS FOR ALL BUILDINGS SHALL BE PER THE SU-1 ZONE.

PHASING: PROPOSED DEVELOPMENT WILL BE CONSTRUCTED SO AS TO MAINTAIN SOLID WASTE DEPARTMENT OPERATIONS DURING CONSTRUCTION. THE PROPOSED VEHICLE MAINTENANCE BUILDING WILL BE CONSTRUCTED FIRST. STAFF AND OPERATIONS WILL BE MOVED INTO THIS NEW FACILITY. THE REMAINDER OF THE PROPOSED DEVELOPMENT WILL THEN BE CONSTRUCTED. CONSTRUCTION OF THE CNG FUEL ISLAND IS A FUTURE PHASE.

LEGEND

- RIGHT OF WAY LINE
- PARCEL LINE
- PARCEL LINE
- EXISTING STRUCTURE FOOTPRINT
- PROPOSED STRUCTURE FOOTPRINT

Note: HHW = Household Hazardous Waste

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

JRN
JR NELSON & ASSOCIATES
2709 SATURN STREET
BREA, CA 92821
714 524 1678

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 29, 2016

SHEET No. SP-1

COA PROJECT No. 7006.92 JRNA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

SITE DEVELOPMENT PLAN

1" = 60' - 0"

ZONE ATLAS PAGE: C-19-Z

SITE DATA CONTINUED

SITE LIGHTING: SITE LIGHTING SHALL COMPLY WITH THE LIGHTING REGULATIONS OF THE ZONING CODE 14-16-3-9, AREA LIGHTING REGULATIONS. THE MAXIMUM HEIGHT FOR PARKING LOT LIGHTS SHALL BE A MAXIMUM OF 30 FT. LIGHT FIXTURES WITHIN 100 FT OF A RESIDENTIAL AREA SHALL NOT EXCEED 16 FT.

WALLS, FENCES & SCREENING: GARDEN WALLS WILL BE PLACED IN HIGH VISIBILITY AREAS TO SCREEN VIEWS.

WALLS: 8' MINIMUM HEIGHT, CONCRETE MASONRY, SPLIT FACE INTEGRAL BROWN AND GREY COLOR.

FENCES: 8' MINIMUM HEIGHT, CHAINLINK.

REFUSE CONTAINER & ENCLOSURE: ADMINISTRATION BUILDING: (1 - 2) 5 CY AT SE CORNER OF BUILDING; VEHICLE MAINTENANCE: (1-2) 5 CY BIN AT NORTH END PARKING STRUCTURE.

SITE AMENITIES: SEE LANDSCAPE PLAN

PARKING: PARKING REQUIRED - §14-16-3-1 OFF STREET PARKING REGULATIONS
(A) AUTOMOBILE PARKING
OFFICES: 1 PER 200 SF ON GROUND FLOOR AREA
1 PER 300 SF ON /Nt BASEMENT AND FLOOR ABOVE GROUND FLOOR
WAREHOUSE: 1 PER 2,000 SF

(B) BICYCLE PARKING - ONE BICYCLE SPACE PER EACH 20 AUTOMOBILE PARKING SPACES REQUIRED.

(C) MOTORCYCLE PARKING - PER TABLE ON SECTION (3-4)

DISABLED PARKING - PER TABLE ON SECTION (3-8)

*ITEMS IN () ARE REFERENCES FROM CITY OF ALBUQUERQUE ZONING CODE

PARKING ANALYSIS

(A) AUTOMOBILE PARKING			
BUILDING A (ADMINISTRATION BUILDING)			
GROUND FLOOR	12,150 SF	/200	61 STALLS
SECOND FLOOR	12,150 SF	/300	41 STALLS
BUILDING B (TRANSFER STATION)			
GROUND FLOOR	62,000 SF	/2,000	31 STALLS
TUNNEL FLOOR	5,600 SF	/2,000	3 STALLS
BUILDING C (VEHICLE MAINTENANCE)			
GROUND FLOOR			
OFFICE	8,500 SF	/200	43 STALLS
MAINT SHOP	32,000 SF	/2,000	16 STALLS
SECOND FLOOR			
OFFICE	8,500 SF	/300	29 STALLS
MAINT SHOP	6,100 SF	/2,000	4 STALLS
BUILDING D (HOUSEHOLD HAZARDOUS WASTE)			
GROUND FLOOR	2,400 SF	/2,000	2 STALLS
BUILDING E (SCALEHOUSE)			
GROUND FLOOR	555 SF	/200	3 STALLS
BUILDING F (PARKING STRUCTURE)			
NOT APPLICABLE			
TOTAL AUTOMOBILE STALLS REQUIRED			239 STALLS
TOTAL AUTOMOBILE STALLS PROVIDED			350 STALLS

(B) BICYCLE PARKING	
TOTAL BICYCLE STALLS REQ. 325/20	17 STALLS
TOTAL BICYCLE STALLS PROVIDED	17 STALLS (BICYCLE RACK)
(C) MOTORCYCLE PARKING	
TOTAL MOTORCYCLE STALLS REQUIRED	6 STALLS
TOTAL MOTORCYCLE STALLS PROVIDED	6 STALLS
DISABLED PARKING	
TOTAL DISABLED PARKING STALLS REQ.	13 STALLS
TOTAL DISABLED PARKING STALLS PRVD.	15 STALLS (6 ADMIN BLDG, 2 VEHICLE MAINT, 7 PARKING STRUCT)
TRUCK STORAGE:	
COLLECTION TRUCKS 160 STALLS	
LIGHT DUTY TRUCKS 49 STALLS	

KEYED NOTES

1	CONCRETE CURB & GUTTER	7	REFUSE CONTAINER & ENCLOSURE
2	CONCRETE SIDEWALK	8	SCREEN WALL PER DETAILS E3 & A3 SHT C-501
3	PEDESTRIAN CROSSING/ACCESS	9	ADA RAMP
4	PARKING SPACE - WHITE STRIPING	10	PROPOSED SIGNING LOCATION
5	RETAINING WALL PER DETAIL C8 SHT C-501	11	SCREEN WALL PER DETAILS C3 & A6 SHT C-501
6	CHAIN LINK FENCE PER DETAIL C8 SHT C-501		

SEE SHEET C-501 FOR ADDITIONAL SCREEN AND RETAINING WALL HEIGHT INFORMATION

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 834 1678

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 29, 2016

SHEET No. SP-2

COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

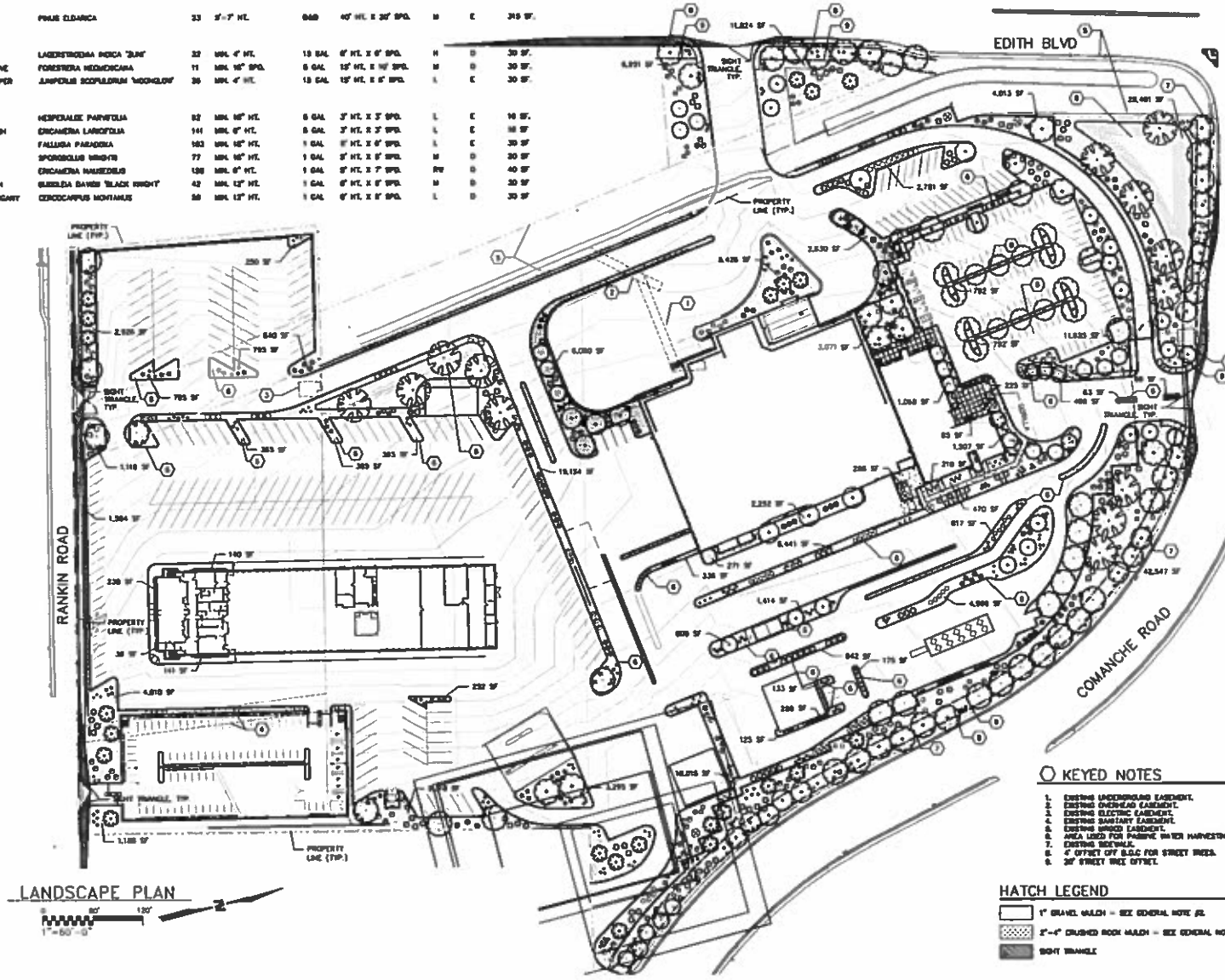
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

PLANT LEGEND

KEY	COMMON NAME	BOTANICAL NAME	QUANTITY	INSTALLED SIZE	REMARKS	MATURE SIZE	WATER USE	DECID./EV.	COVERAGE
SHADE TREES									
LE	LACEBARK ELM	ULMUS PARVIFOLIA 'DIEK II'	44	2" CAL., 12'-14' HT.	B&B	30' HT. X 25' SPD.	M	D	400 SF.
BBE	"BENSARON" BOX ELDER	ACER NEGUNDO "BENSARON"	30	2" CAL., 10'-12' HT.	B&B	30' HT. X 25' SPD.	M	D	400 SF.
UA	URBANITE ASH	FRAXINUS PENNSYLVANICA "URBANITE"	24	2" CAL., 10'-12' HT.	B&B	40' HT. X 25' SPD.	M	D	400 SF.
CRT	GOLDEN RAIN TREE	KOELREUTERIA PANICULATA	35	2" CAL., 6'-10' HT.	B&B	25' HT. X 20' SPD.	M	D	315 SF.
DW	DESERT WILLOW	CHILOPSIS LINEARIS	30	2" CAL., 6'-10' HT.	B&B	25' HT. X 20' SPD.	VV	D	315 SF.
WH	WESTERN HACKBERRY	CELTIS OCCIDENTALIS	13	2" CAL., 12'-14' HT.	B&B	40' HT. X 40' SPD.	M	D	1256 SF.
EVERGREEN TREES									
AFP	AFGHAN PINE	PINUS ELDARICA	33	5'-7' HT.	B&B	40' HT. X 20' SPD.	M	E	315 SF.
VERTICAL SHRUBS									
CRM	CRAPE MYRTLE	LAGERSTROEMIA INDICA 'ZUNI'	32	MIN. 4' HT.	15 GAL	6' HT. X 6' SPD.	M	D	30 SF.
NMJ	NEW MEXICO OLIVE	FORESTIERA NEOMEXICANA	11	MIN. 10" SPD.	5 GAL	15' HT. X 10' SPD.	M	D	30 SF.
MJ	MOONGLOW JUNIPER	JUNIPERUS SCOPULORUM 'MOONGLOW'	36	MIN. 4' HT.	15 GAL	15' HT. X 6' SPD.	L	E	30 SF.
LARGE SHRUBS									
RY	RED YUCCA	HESPERALOE PARVIFOLIA	82	MIN. 10" HT.	5 GAL	3' HT. X 3' SPD.	L	E	10 SF.
TB	TURPENTINE BUSH	ERICAMERIA LARICIFOLIA	141	MIN. 6" HT.	5 GAL	3' HT. X 3' SPD.	L	E	10 SF.
AP	APACHE PLUME	FALLUGIA PARADOXA	163	MIN. 10" HT.	1 GAL	5' HT. X 5' SPD.	L	E	30 SF.
GS	GIANT SACATON	SPOROBOLUS WRIGHTII	77	MIN. 10" HT.	1 GAL	5' HT. X 5' SPD.	M	D	30 SF.
CH	CHAMISA	ERICAMERIA NAUSEOSUS	138	MIN. 6" HT.	1 GAL	6' HT. X 7' SPD.	VV	D	40 SF.
BB	BUTTERFLY BUSH	BUDDLEIA DAVIDII 'BLACK KNIGHT'	42	MIN. 12" HT.	1 GAL	6' HT. X 6' SPD.	M	D	30 SF.
MM	MOUNTAIN MAHOGANY	CERCOCARPUS MONTANUS	58	MIN. 12" HT.	1 GAL	6' HT. X 6' SPD.	L	D	30 SF.

PLANT LEGEND

KEY	COMMON NAME	BOTANICAL NAME	QUANTITY	INSTALLED SIZE	REMARKS	MATURE SIZE	WATER USE	DECID./EV.	COVERAGE
SMALL SHRUBS/GROUNDCOVER/GRASSES/PERENNIALS/VINES									
BM	BLUE MIST SPIREA	CARYOPTERIS CLANDONENSIS 'BLUE MIST'	70	MIN. 12" HT.	5 GAL	3' HT. X 3' SPD.	L	D	10 SF.
TLB	THREE-LEAF SUMAC	RHUS TRILOBATA	10	MIN. 6" HT.	1 GAL	6' HT. X 6' SPD.	L	D	30 SF.
BCJ	BLUE CHIP JUNIPER	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	42	MIN. 10" SPD.	5 GAL	12" HT. X 6' SPD.	M	E	30 SF.
GLS	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	171	MIN. 12" SPD.	5 GAL	3' HT. X 4' SPD.	L	D	10 SF.
LBR	LADY BANKS ROSE	ROSA BANKSIAE	38	MIN. 6" HT.	1 GAL	6' HT. X 15' SPD.	L	E	30 SF.
HH	HALL'S HONEYSUCKLE	LONICERA JAPONICA 'HALLIANA'	48	MIN. 8" HT.	1 GAL	6' HT. X 15' SPD.	M	E	48 SF.



LANDSCAPE PLAN

1"=60'-0"

KEYED NOTES

1. EXISTING UNDERGROUND EASEMENT.
2. EXISTING OVERHEAD EASEMENT.
3. EXISTING ELECTRIC EASEMENT.
4. EXISTING SANITARY EASEMENT.
5. EXISTING WATER EASEMENT.
6. AREA USED FOR PASSIVE WATER HARVESTING.
7. EXISTING SIDEWALK.
8. 4' OFFSET OFF BACK FOR STREET TREES.
9. 20' STREET TREE OFFSET.

HATCH LEGEND

- 1" GRAVEL MULCH - SEE GENERAL NOTE #2.
- 2"-4" CRUSHED ROCK MULCH - SEE GENERAL NOTE #2.
- SIGHT TRIANGLE

CITY LANDSCAPE ORDINANCE COMPLIANCE

LANDSCAPING RESPONSIBILITY FOR MAINTENANCE:

1. THE CITY OF ALBUQUERQUE WILL BE RESPONSIBLE FOR ALL LANDSCAPE MAINTENANCE AT THE PROPOSED TRANSFER STATION.

COMPLIANCE WITH WATER CONSERVATION ORDINANCE:

1. NO SPRAY IRRIGATION IS PROPOSED.
2. PLANT SPECIES WILL BE LOW OR MEDIUM USE SPECIES PER THE ABCWUA'S XERIC PLANT LIST.
3. THIS PLAN HAS NO TURF OR HIGH WATER USE LANDSCAPING.
4. AN AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR ALL PLANT MATERIAL. THE SYSTEM WILL BE CONTROLLED BY AN AUTOMATIC CONTROLLER PER THE CITY'S SPECIFICATIONS. PLANTS WILL BE IRRIGATED BY LOW WATER USE BUBBLERS. A REDUCED PRESSURE BACKFLOW PREVENTER WILL BE INSTALLED IN A HEATED ENCLOSURE TO PROTECT THE DOMESTIC WATER SUPPLY FROM CROSS-CONTAMINATION.
5. LANDSCAPE ISLANDS IN PARKING AREAS AND THE MEDIANS EAST OF THE TRANSFER FACILITY WILL BE DESIGNED TO INCORPORATE PASSIVE WATER HARVESTING TECHNIQUES IN THE FORM OF CURB CUTS AND DEPRESSED LANDSCAPE AREAS TO SUPPLEMENT POTABLE IRRIGATION WATER.

COMPLIANCE WITH GENERAL LANDSCAPING REGULATIONS:

THIS PLAN PROVIDES VISUALLY ATTRACTIVE LANDSCAPE BUFFERS AT THE PERIMETER OF THE FACILITY. A VISUALLY ATTRACTIVE STREETSCAPE, AND INTERSPERSED TREES IN LANDSCAPE AREAS TO PROVIDE SHADE AND REDUCE LARGE EXPANSES OF PAVEMENT AND PARKED CARS.

EXISTING LANDSCAPING WILL BE REMOVED.

LANDSCAPE CALCULATION TABLE:

TOTAL LOT AREA: 627,716 SF
LESS TOTAL BUILDING AREA: 137,226 SF
LESS R.O.W. LANDSCAPING: 20,477 SF
NET LOT AREA: 740,469 SF

REQUIRED LANDSCAPE AREA (15% OF NET LOT AREA):

112,424 SF

PROVIDED LANDSCAPE AREA:

197,883 SF

REQUIRED PLANTS:

REQUIRED STREET TREES: 48 (1,464 LF ALONG EDITH AND COMANCHE, TREES AVERAGE 30' O.C.)

REQUIRED PARKING LOT TREES AT ONE TREE PER TEN SPACES:

142 TOTAL SPACES

15 REQUIRED TREES

REQUIRED COVERAGE (75% OF REQUIRED LANDSCAPE AREA): 84,318 SF

PROVIDED PLANTS:

STREET TREES PROVIDED 48

PARKING LOT TREES PROVIDED: 22

COVERAGE PROVIDED: 111,861 SF (133%)

LANDSCAPE PLAN

MRWM
LANDSCAPE ARCHITECTS
Morrow Reardon Wilkinson Mimbs, LTD.

JR MILLER & ASSOCIATES
2790 SATURN STREET
BREA, CA 92821
714-524-1870

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109

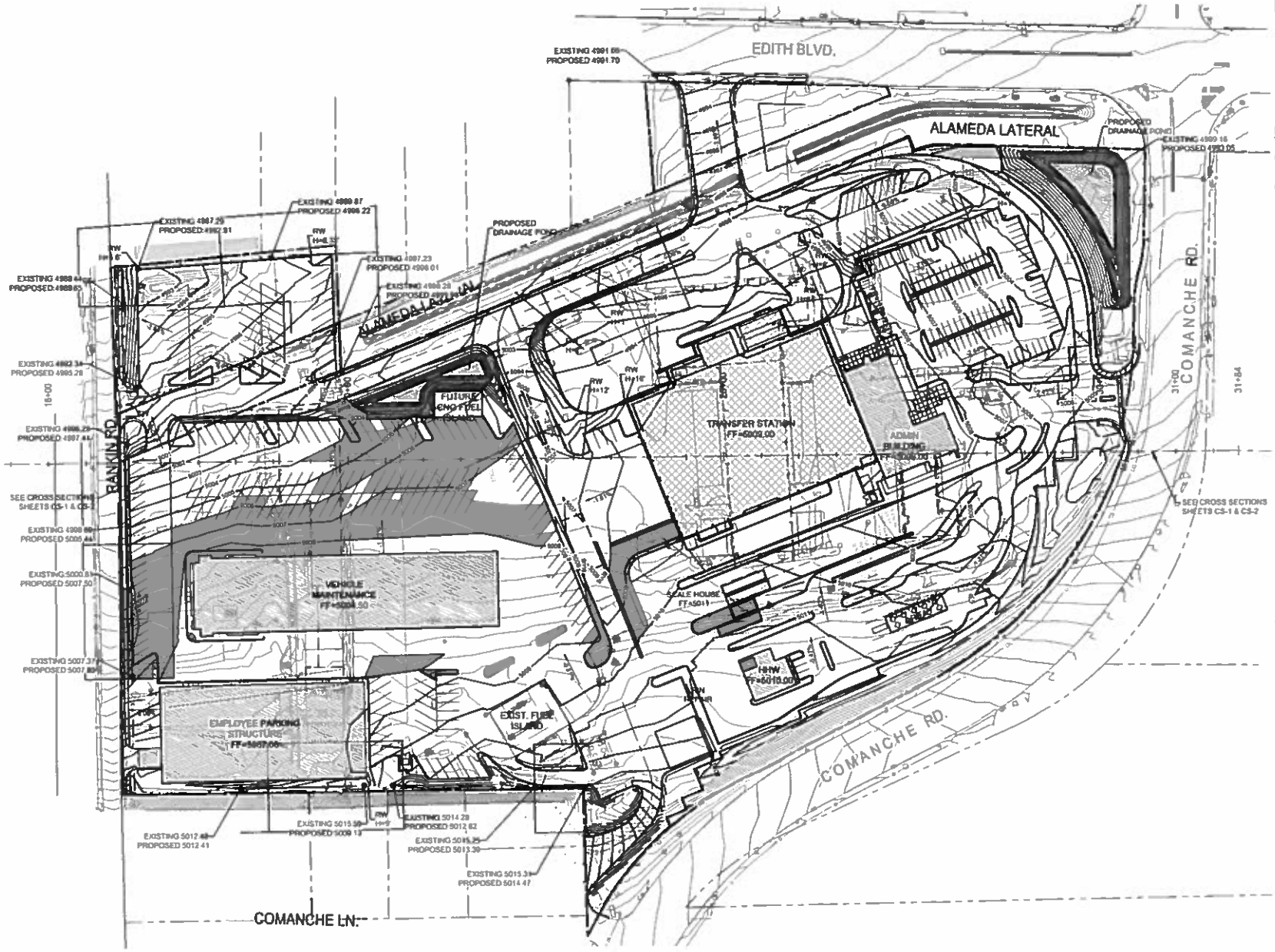
December 29, 2016

SHEET No. L-1

COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



CONCEPTUAL GRADING & DRAINAGE PLAN

1" = 60'-0"

DESCRIPTION

THE PROJECT SITE IS LOCATED IN NORTHEAST ALBUQUERQUE AT 4600 EDITH BOULEVARD. THE SITE IS BOURDED BY THE ALAMEDA DRAIN/EDITH BLVD. TO THE WEST, COMANCHE RD TO THE NORTH, RANKIN RD TO THE SOUTH, AND COMMERCIAL BUSINESSES TO THE EAST OF THE SITE. THE SITE IS NOT LOCATED WITHIN A DESIGNATED FEMA FLOOD PLAIN MAP, SEE FIRM MAPS 35001C0119G AND 35001C0332G. THE DRAINAGE REPORT HAS BEEN PREPARED IN ACCORDANCE WITH THE LATEST REVISION TO VOLUME 2 SECTION 22.2 OF THE CITY OF ALBUQUERQUE PROCESS MANUAL.

EXISTING CONDITIONS

THE EXISTING SITE TOPOGRAPHY GENERALLY SLOPES FROM EAST TO WEST. THE EXISTING DRAINAGE INFRASTRUCTURE DIVERTS ALL THE SITES FLOWS THROUGH A SERIES OF WATER/OIL SEPARATORS AND INLETS INTO TWO PONDS LOCATED ON THE NORTH AND SOUTH OF THE SITE. THE LARGER DETENTION POND TO THE NORTH HAS AN OUTLET STRUCTURE THAT DISCHARGES THROUGH A 30" CORRUGATED METAL PIPE (CMP) INTO A DRAINAGE SYSTEM IN COMANCHE RD. THE POND DISCHARGE INFRASTRUCTURE HAS MAXIMUM DISCHARGE CAPACITY OF 47.6 CUBIC FEET PER SECOND (CFS). THE NORTHERN THREE QUARTERS OF THE SITE DRAINS INTO THIS POND. THE REMAINDER OF THE SITE DRAINS INTO THE SMALLER RETENTION POND TO THE SOUTHWEST CORNER OF THE SITE.

THE COMMERCIAL BUSINESSES TO THE EAST OF THE SITE ALSO DRAIN FROM THE EAST TO WEST. THE BUILDINGS ON THESE COMMERCIAL SITES ARE APPROXIMATELY 10'-15' HIGHER THAN THE SITES EXISTING GRADE. THE OFFSITE FLOWS WILL FLOW DIRECTLY TO THE EAST AND THE NORTHERN HALF WILL EVENTUALLY DRAIN INTO THE NORTH POND AND THE SOUTH HALF FLOWS INTO THE SOUTH RETENTION POND. THE AREA TO THE NORTH OF THE SITE IS COMANCHE RD WHICH HAS DRAINAGE INFRASTRUCTURE IN PLACE TO PREVENT FLOWS FROM BEING DISCHARGED TO THE PROJECT SITE. RANKIN RD TO THE SOUTH DRAINS EAST TO WEST AND THE FLOWS DO NOT ENTER THE PROPERTY. THE AREA TO THE WEST DRAINS EAST TO WEST AND THOSE FLOWS WILL ENTER THE ALAMEDA DRAIN.

PROPOSED CONDITIONS

THE PROPOSED SITE WILL MAINTAIN THE GENERAL FLOW DIRECTION OF EAST TO WEST AND SOUTH TO NORTH. THE EXISTING WATER/OIL SEPARATORS WILL BE EVALUATED AND POSSIBLY REUSED IN THE PROPOSED DRAINAGE SYSTEM. ALL THE BASINS EXCEPT BASIN 201 WILL EVENTUALLY DRAIN INTO THE NEW POND LOCATED IN BASIN 22.L. THE NEW POND WILL BE CONNECTED TO THE EXISTING POND DRAINAGE INFRASTRUCTURE THAT DISCHARGES TO THE STORM DRAIN SYSTEM IN COMANCHE RD. THE POND DISCHARGE WILL RETAIN THE SYSTEM DISCHARGE CAPACITY OF 47.6 CFS. THE RETENTION POND LOCATED ON THE SOUTHWEST CORNER WILL BE REMOVED AND RELOCATED FOR BASIN 201.

LEGEND

- XX — EXISTING CONTOURS
- XX — PROPOSED CONTOURS
- FF — FINISHED FLOOR
- X% — SLOPE ARROW
- PROPOSED RETAINING WALL

CONCEPTUAL GRADING & DRAINAGE PLAN

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1870

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 1, 2016

SHEET No. GR-1

COA PROJECT No. 7006.92 JRMA No. 4907

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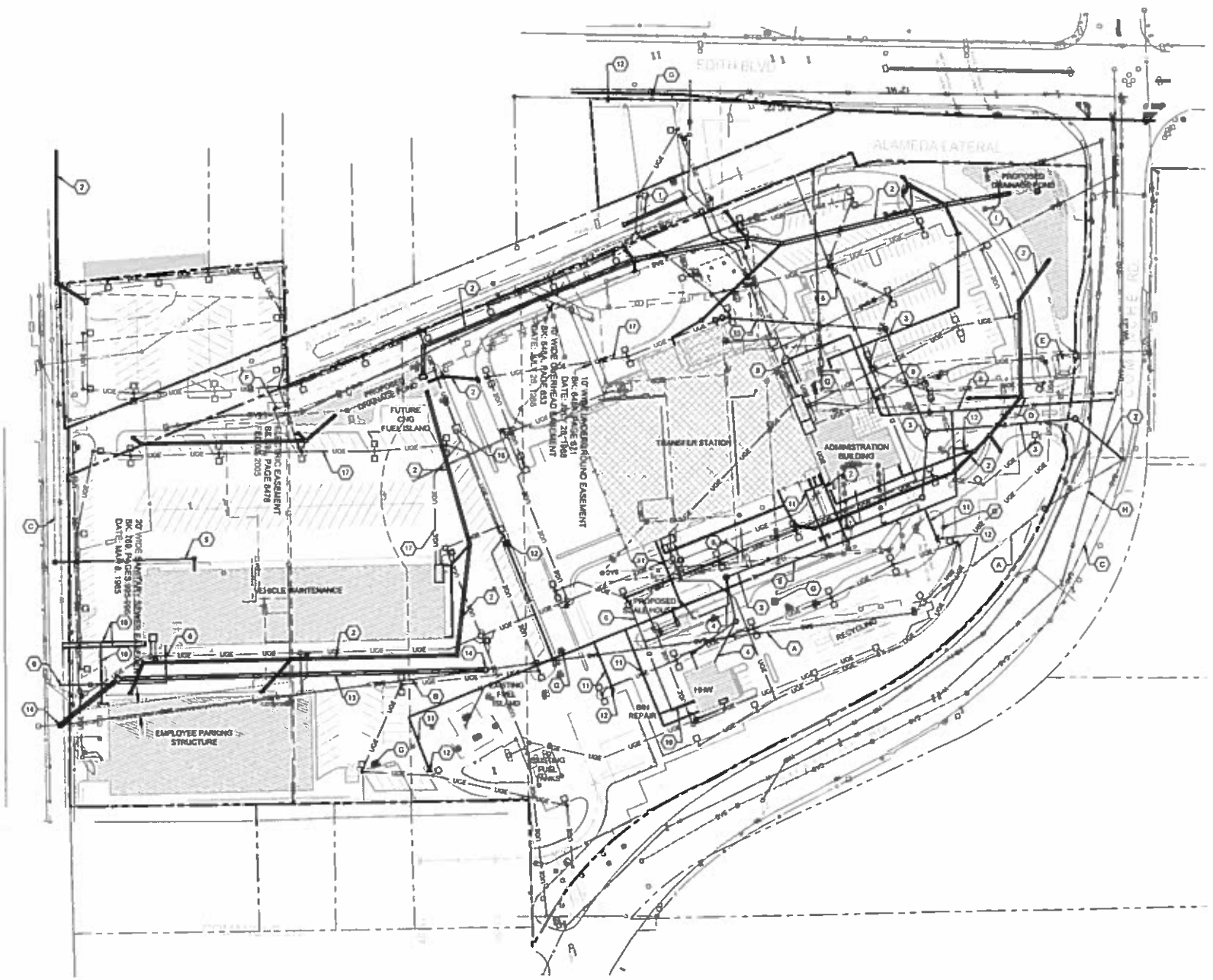
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



CONCEPTUAL UTILITY PLAN

1" = 60' - 0"

PROPOSED UTILITIES

1. EXTEND 42" CULVERT
2. PROPOSED STORM DRAIN
3. 8" MAINLINE - ADMIN BUILDING
4. 4" SAS LINE - HHW BUILDING
5. 6" SAS LINE - VEHICLE MAINTENANCE BUILDING
6. NEW NATURAL GAS SERVICE LINE
7. 4" DOMESTIC WATER - TRANSFER STATION
8. 6" WATER LINE
9. 3" DOMESTIC WATER - ADMIN BLDG
10. 1" DOMESTIC WATER - HHW
11. 6" FIRE WATER SUPPLY LINE
12. FIRE HYDRANT
13. 48" SAS RELOCATION
14. 48" SAS LINE TIE-IN
15. 2" SAS FORCE MAIN
16. NEW ELECTRICAL TRANSFORMER
17. NEW ELECTRIC LINE
18. NEW WATER SERVICE LINE & FIRE WATERLINE

EXISTING UTILITIES

- A. EXISTING 48" SAS
- B. REMOVE & DISPOSE EXISTING 48" SAS LINE
- C. EXISTING 8" SAS LINE
- D. EXISTING 6" WATERLINE
- E. EXISTING ABCWUA BLDG
- F. EXISTING ELECTRIC TRANSFORMER
- G. EXISTING FIRE HYDRANT
- H. EXISTING 12" WATERLINE
- I. REMOVE & DISPOSE SAS LINE

CONCEPTUAL UTILITY PLAN

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1270

WILSON & COMPANY
WILSON & COMPANY INC
4632 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. UT-1

COA PROJECT No. 7006.92 JRMA No. 4907

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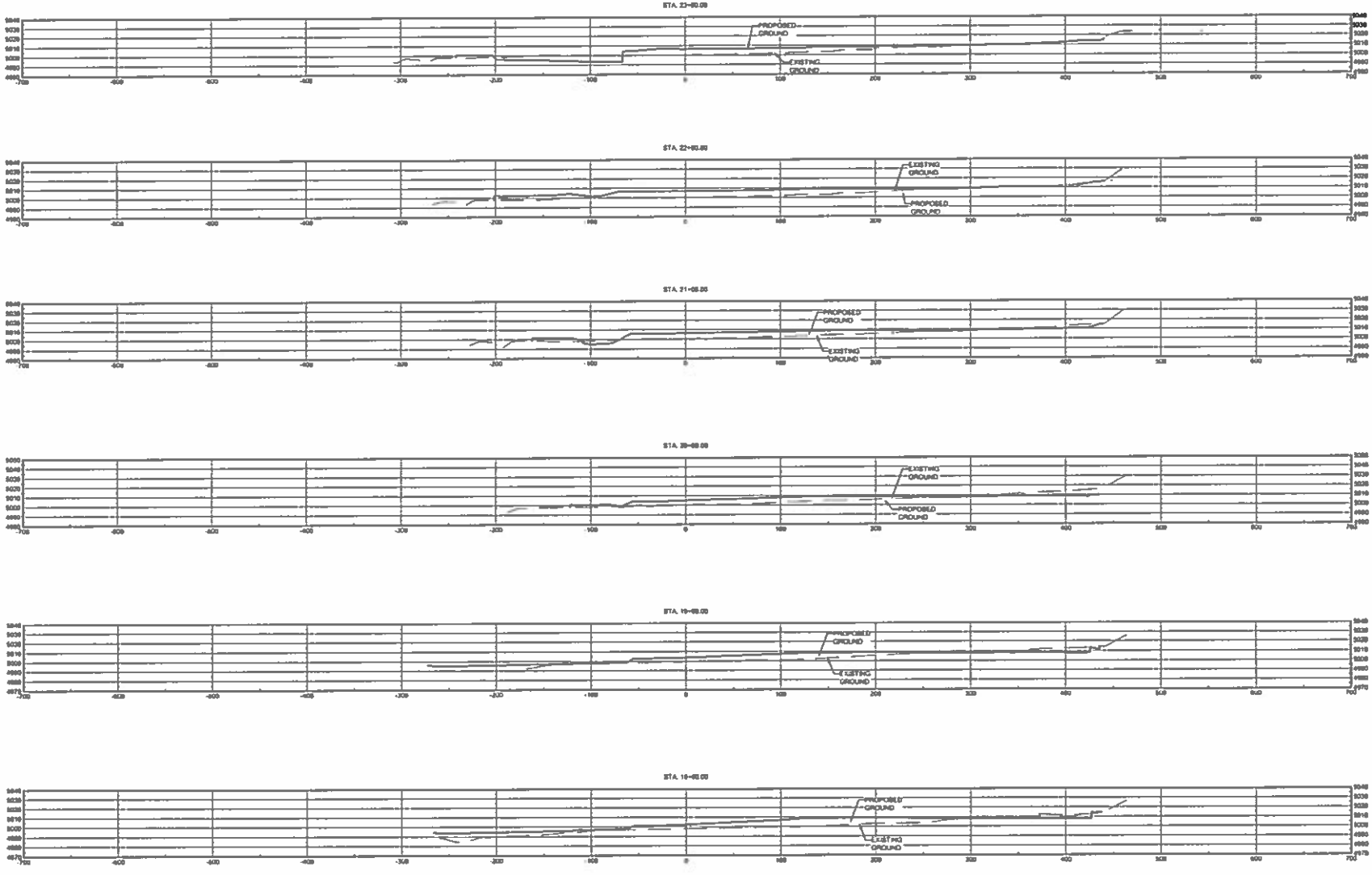
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



CROSS SECTIONS

0 30' 100'
1"=50'-0"

CONCEPTUAL GRADING & DRAINAGE CROSS SECTIONS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1870

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 1, 2016

SHEET No. CS-1

COA PROJECT No. 7008.92 JRMA No. 4907

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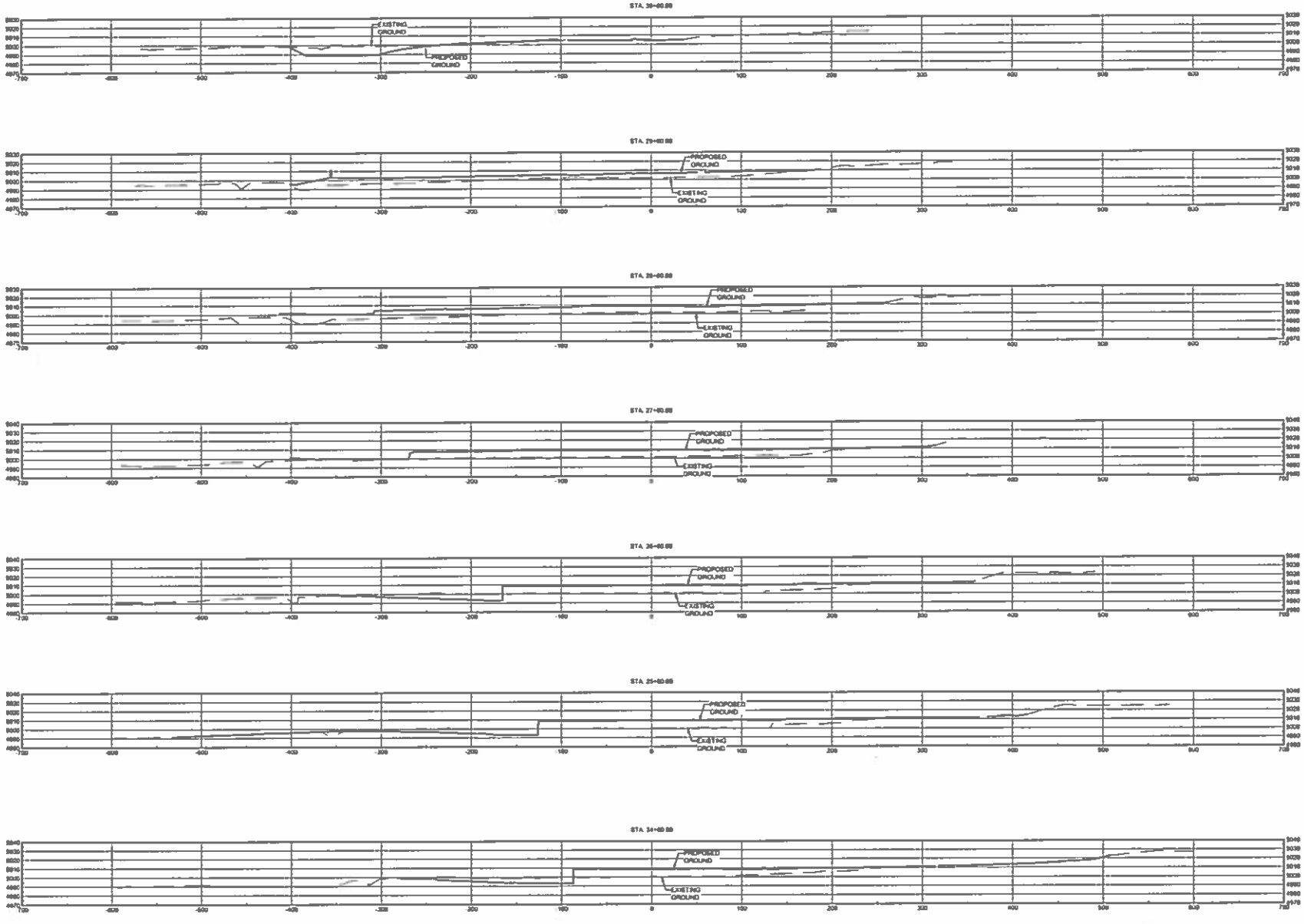
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



CROSS SECTIONS

0 50' 100'
1"=50'-0"

CONCEPTUAL GRADING & DRAINAGE CROSS SECTIONS

JR MILLER & ASSOCIATES
27118 SATURN STREET
SPEC A, CA 92621
714-624-1870

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

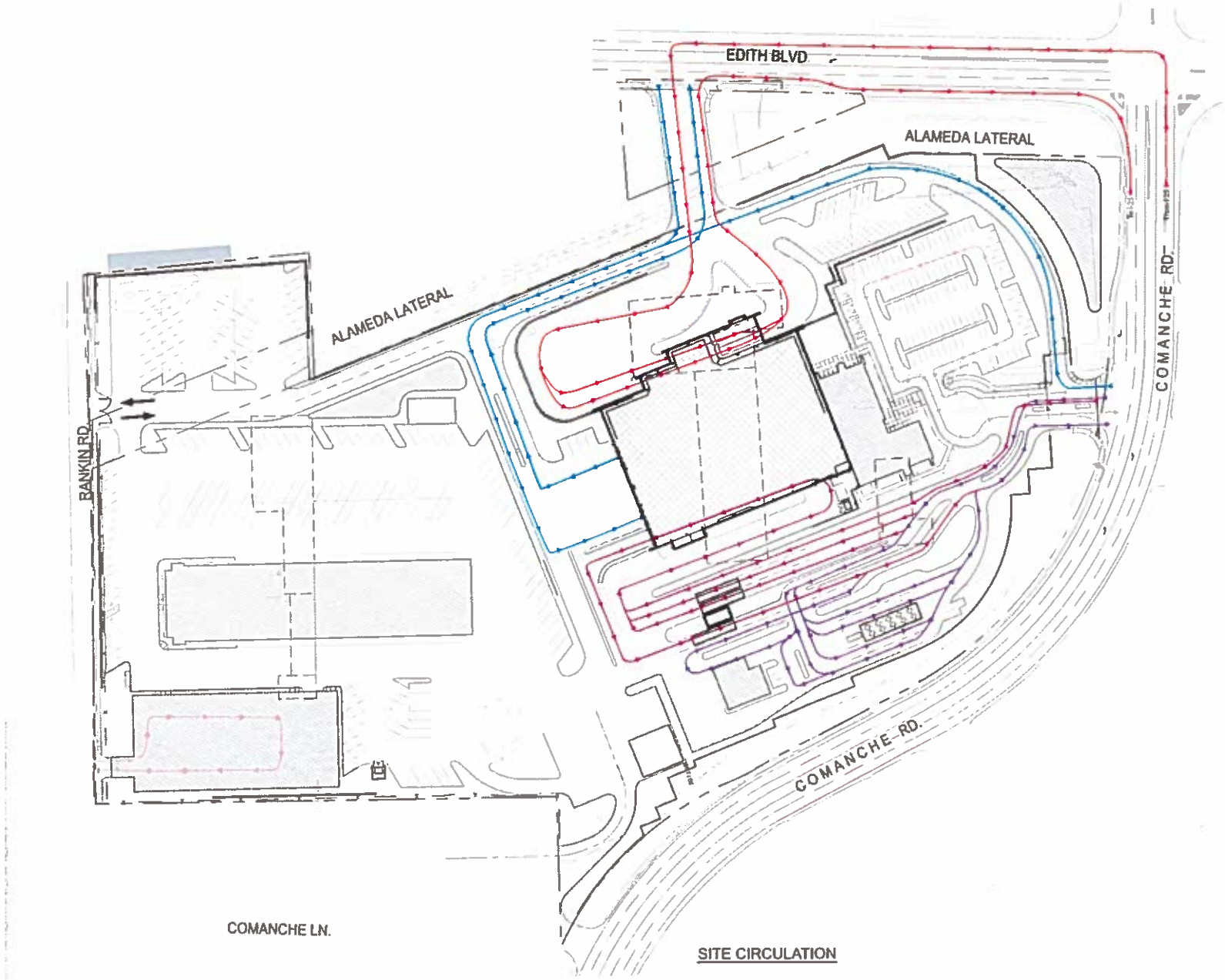
SHEET No. CS-2

COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

VICINITY MAP



SITE CIRCULATION

LEGEND

- Transfer Trucks
- Collection Trucks
- Employee / Visitors
- Public Self Haul
- Public Access / H.H.W. / Recycle Drop Off

SITE CIRCULATION

JR MILLER & ASSOCIATES
3790 SATURN STREET
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714 524-1678

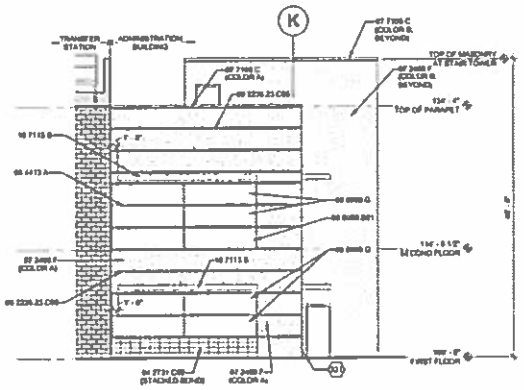
WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348-4000

December 1, 2016
SHEET No. SC-1

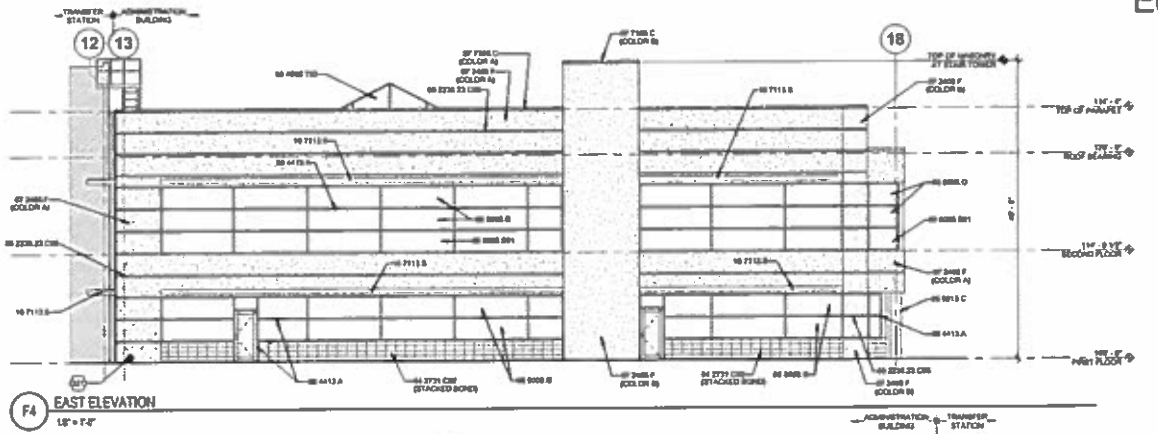
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

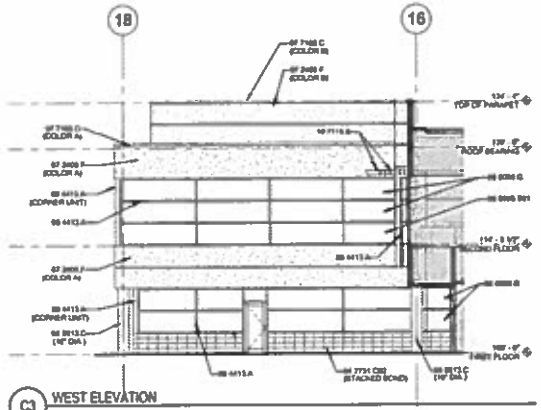
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



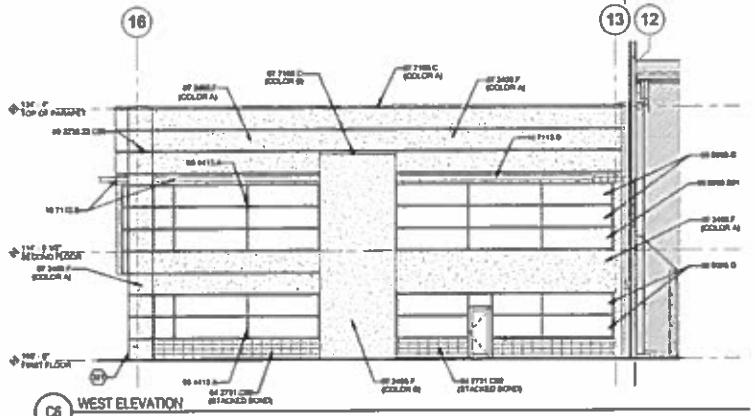
H7 SOUTH ELEVATION
1/8" = 1'-0"



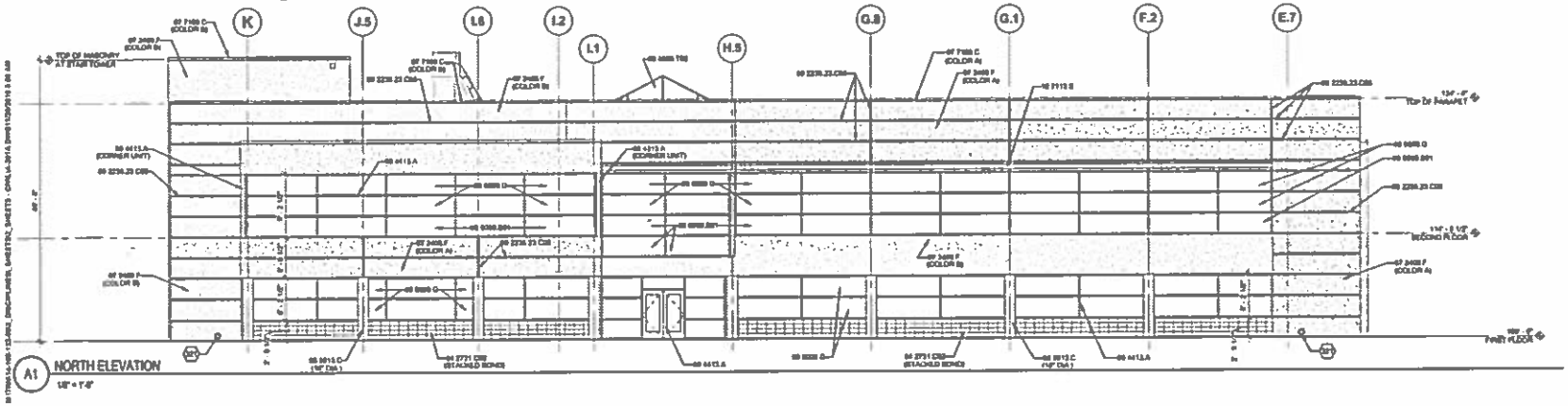
F4 EAST ELEVATION
1/8" = 1'-0"



C1 WEST ELEVATION
1/8" = 1'-0"



C6 WEST ELEVATION
1/8" = 1'-0"



A1 NORTH ELEVATION
1/8" = 1'-0"

GENERAL SHEET NOTES

REFERENCE KEYNOTES

04 2731 CB2	CONCRETE MASONRY UNITS TYPE II
05 5213 C	COLUMN ENCLOSURE
07 2400 F	FINISH COAT
07 7100 C	COPING
08 4313 A	ALUMINUM FRAMED STOREFRONT
08 4413 A	ALUMINUM FRAMED CURTAIN WALL
08 6000 TSE	TRANSLUCENT ROOF ASSEMBLY
08 8000 G	GLAZING
08 8345 SH1	SPANDRIL GLASS
09 2236.23 CB6	CHANNEL SCREED
10 7113 S	SUN CONTROL DEVICE

SHEET KEYNOTES

321 PLUMBING DOWNSPOUT NOZZLE

LEGEND

EXTERIOR INSULATION AND FINISH SYSTEM FINISH COAT - COLOR A

EXTERIOR INSULATION AND FINISH SYSTEM FINISH COAT - COLOR B

EXTERIOR INSULATION AND FINISH SYSTEM ARCHITECTURAL JOINT - MATCH ADJACENT FIELD COLOR

ADMINISTRATION BUILDING EXTERIOR ELEVATIONS

JR MILLER R & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 524 1270

WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-201A

COA PROJECT No. 7006.92 JRMA No. 4907

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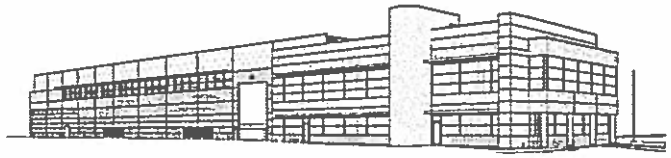
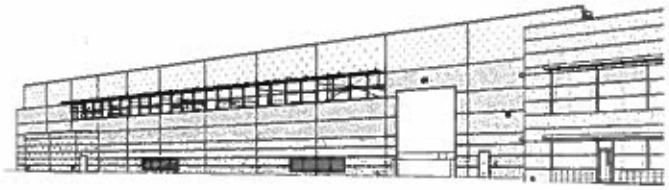
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



H1 PERSPECTIVE VIEW

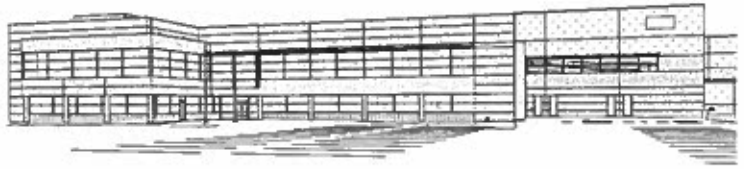
H6 PERSPECTIVE VIEW



F1 PERSPECTIVE VIEW

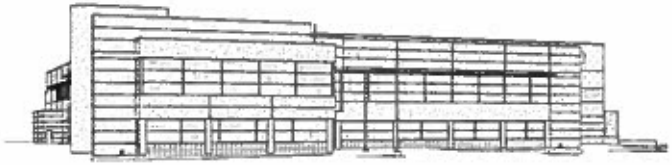
F6 PERSPECTIVE VIEW

C1 PERSPECTIVE VIEW



C6 PERSPECTIVE VIEW

A1 PERSPECTIVE VIEW



A6

ADMINISTRATION BUILDING & TRANSFER STATION PERSPECTIVE VIEWS

JR MILLER & ASSOCIATES
3788 SATURN STREET
BREA, CA 92821
714 854 1278

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-201B

CCA PROJECT No. 7006.92 JRMA No. 4907

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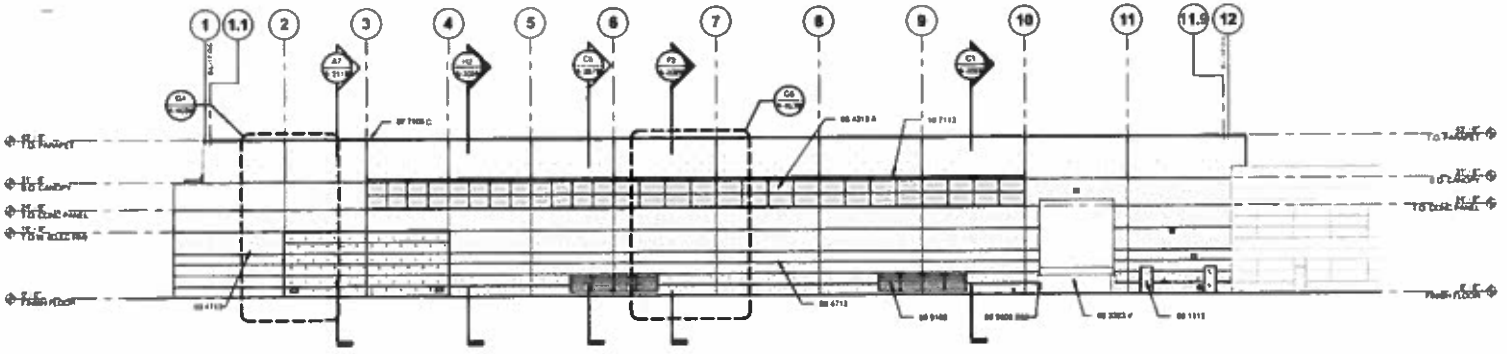
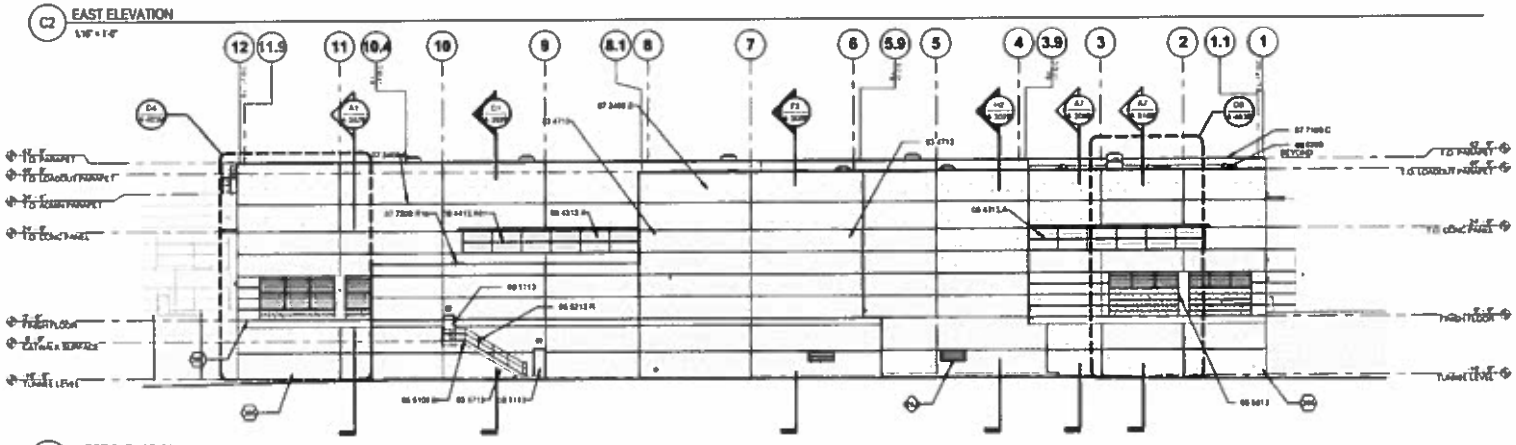
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



C2 EAST ELEVATION
1/16" = 1'-0"



A2 WEST ELEVATION
1/16" = 1'-0"

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES

REFERENCE KEYNOTES

03 4713	TILT-UP CONCRETE
05 5000.D02	BOLLARD
05 5400 M	METAL STAIRS
05 5213 R	RAILING
05 5913	COLUMN COVERS
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
07 7100 C	COPING
07 7200 PR9	ROOF HATCH SAFETY RAILING SYSTEM
07 9513 B	EXPANSION JOINT COVER
08 1113	HOLLOW METAL DOORS AND FRAMES
08 1113 S	STEEL DOOR
08 3323 V	OVERHEAD COILING DOOR
08 4313 A	ALUMINUM FRAMED STOREFRONT
08 4413 A09	
08 5200	UNIT SKYLIGHTS
08 9100	LOUVERS
10 1400 B	BUILDING IDENTIFICATION SIGN
10 7113	SUN CONTROL DEVICES

SHEET KEYNOTES

100	DASHED LINE INDICATES ROOF LINE
103	ELECTRICAL LIGHT FIXTURE
203	MECHANICAL LOUVER
301	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
308	STRUCTURAL CAST-IN-PLACE CONCRETE WALL

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EPS - WHITE COLOR
- EPS - TAN COLOR
- EPS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR

TRANSFER STATION EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2 PACIFIC TURN & PINNACLE
BREA, CA 92821
714-524-1979

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 1, 2016

SHEET No. A-202B

COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
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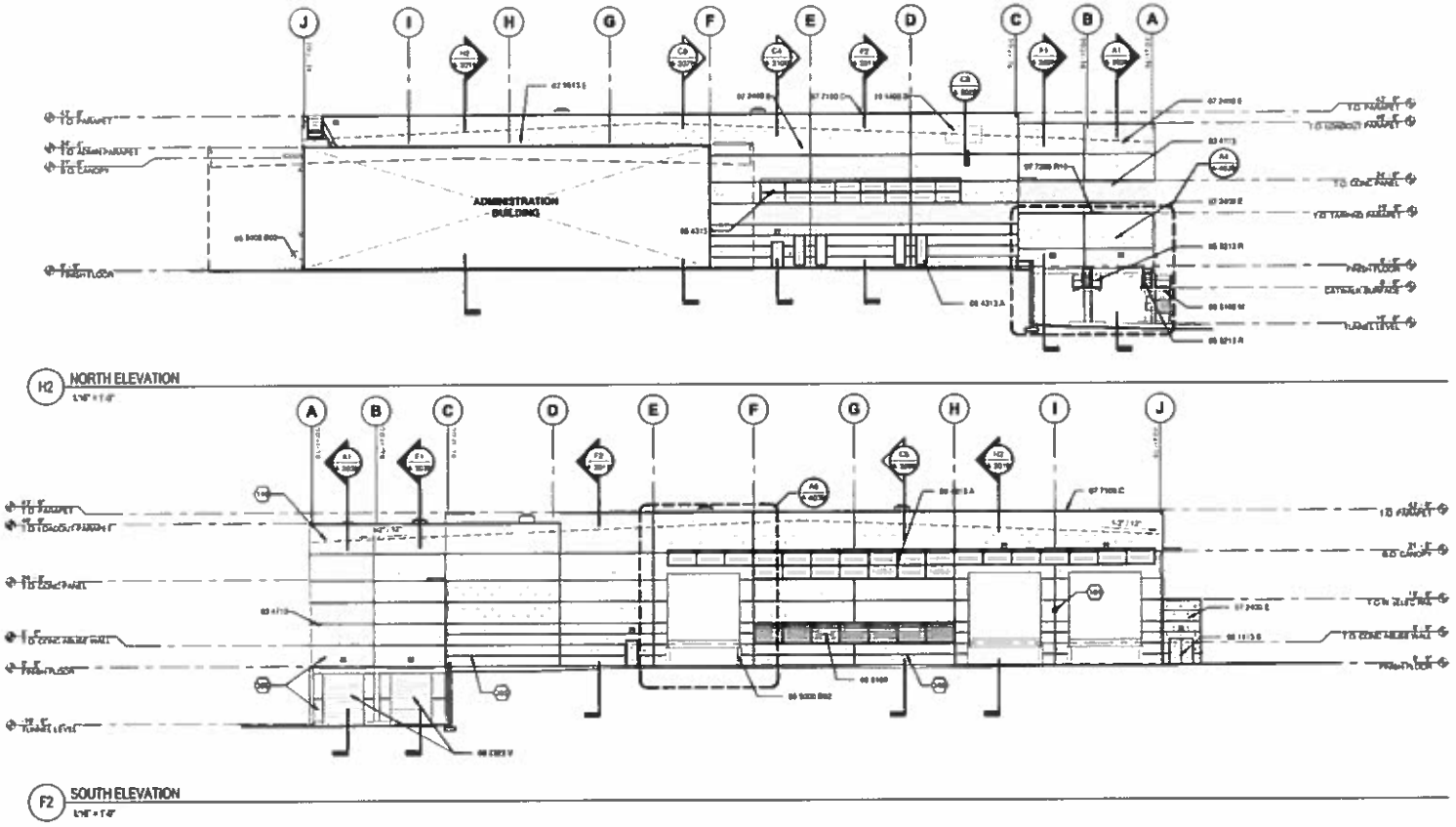
07 7100 C	COPING
07 7200 R10	ROOF HATCH SAFETY RAILING SYSTEM
07 9513 E	EXPANSION JOINT COVER
08 1113	HOLLOW METAL DOORS AND FRAMES
08 1113 S	STEEL DOOR
08 3323 V	OVERHEAD COILING DOOR
08 4313 A	ALUMINUM FRAMED STOREFRONT
08 4413 ASH	
08 5366	UNIT SKYLIGHTS
08 5400	LOUVERS
10 1400 B	BUILDING IDENTIFICATION SIGN
10 7113	SUN CONTROL DEVICES

SHEET KEYNOTES

140	DASHED LINE INDICATES ROOF LINE
160	ELECTRICAL LIGHT FIXTURE
200	MECHANICAL LOUVER
301	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
302	STRUCTURAL CAST-IN-PLACE CONCRETE WALL

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EPS - WHITE COLOR
- EPS - TAN COLOR
- EPS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR



H2 NORTH ELEVATION
1/4" = 1'-0"

F2 SOUTH ELEVATION
1/4" = 1'-0"

TRANSFER STATION EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-526-1678

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LAND AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No A-202BA

COA PROJECT No. 7006.92 JRMA No. 4907

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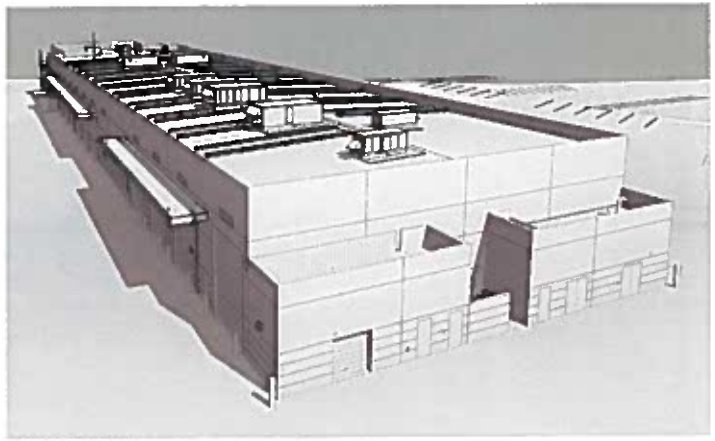
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



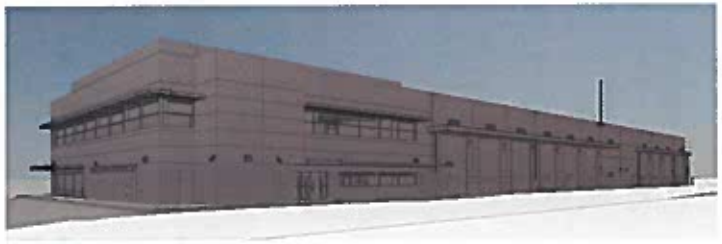
G1 AERIAL VIEW - NE

G2 AERIAL VIEW - SW

D1 PERSPECTIVE VIEW

D7 PERSPECTIVE VIEW

A1 PERSPECTIVE VIEW



A7 PERSPECTIVE VIEW

VEHICLE MAINTENANCE
PPERSPECTIVE VIEWS

JR MILLER & ASSOCIATES
3700 SATURN STREET
BRE A, CA 92807
714 624-1570

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
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505 348 4000

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SHEET No. A-201C

COA PROJECT No. 7006.92 JRMA No. 4907

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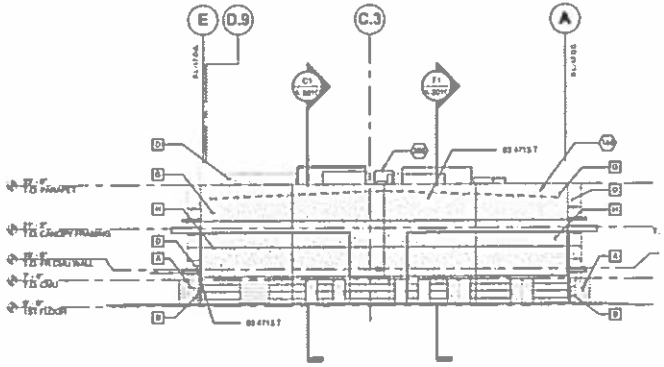
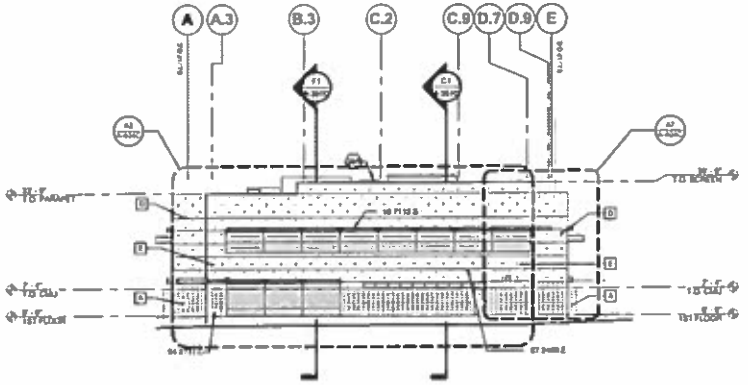
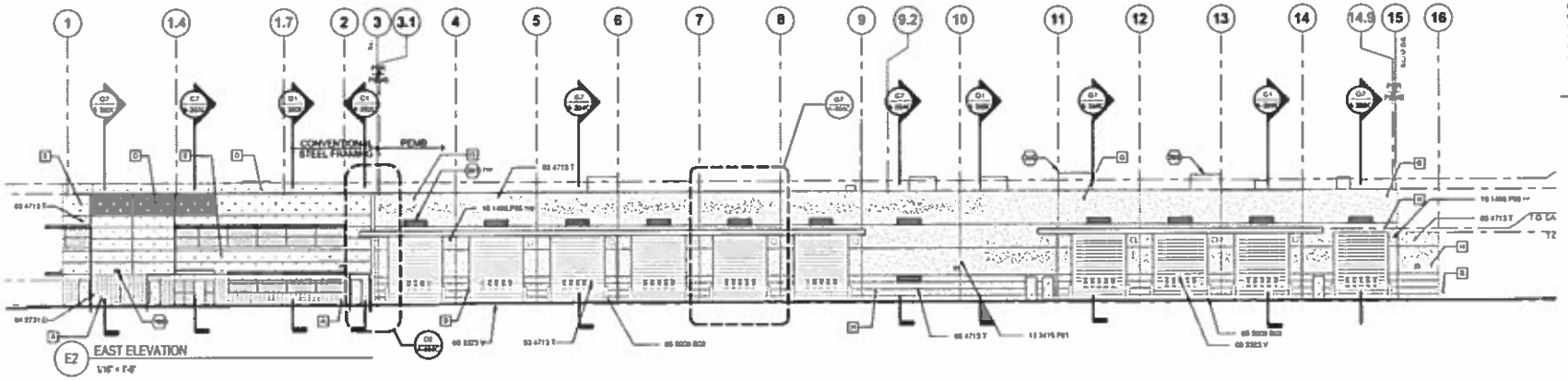
Department of Municipal Development
Solid Waste Management Department



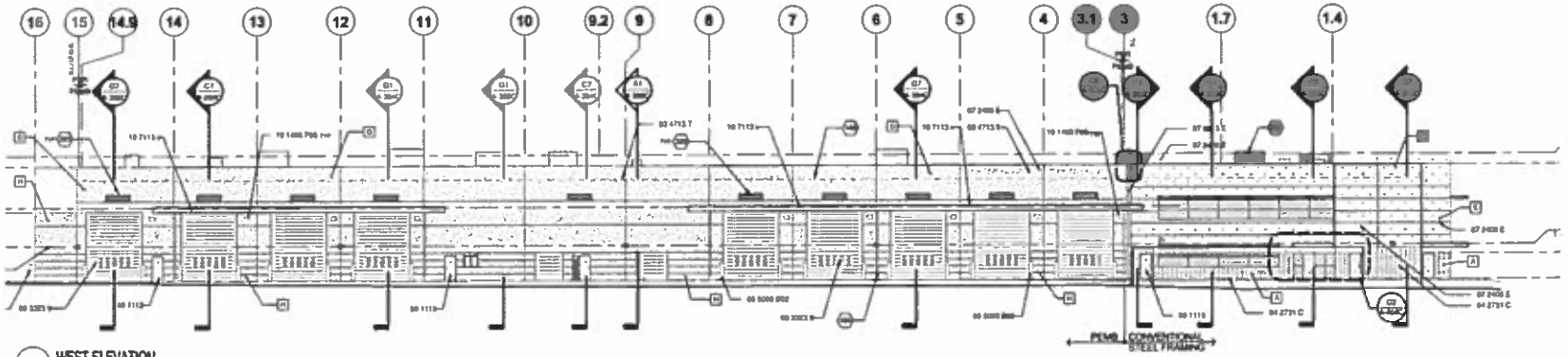
H2 NORTH ELEVATION
1/16" = 1'-0"



H8 SOUTH ELEVATION
1/16" = 1'-0"



E2 EAST ELEVATION
1/16" = 1'-0"



C2 WEST ELEVATION
1/16" = 1'-0"

FINISH KEYNOTES

#	MANUFACTURER	PRODUCT/ COLOR
B		PAINTED CAUTION YELLOW
C		EIFS: PAINTED GRAY
D		EIFS: PAINTED WHITE
E		EIFS: PAINTED TAN
Q		PAINTED TO MATCH EIFS WHITE
M		PAINTED TO MATCH EIFS TAN

REFERENCE KEYNOTES

03 4713 T	TILT UP PRECAST CONCRETE UNITS
04 2721 C	CONCRETE MASONRY UNITS
05 5000 B02	BOLLARD
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
07 9513 E	EXPANSION JOINT COVER
08 1111	HOLLOW METAL DOORS AND FRAMES
08 3323 V	OVERHEAD COILING DOOR
10 1400 P05	PLAQUE
10 7113 S	SUN CONTROL DEVICE
10 7113 >	METAL ROOF CANOPY
13 3419 P01	PRE ENGINEERED BUILDING FRAME

SHEET KEYNOTES

100	DASHED LINE INDICATES ROOF LINE.
200	ELECTRICAL LIGHT FIXTURE
300	MECHANICAL EQUIPMENT.
350	MECHANICAL LOUVER.
400	PLUMBING ROOF DRAIN DOWNSPOUT

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EIFS - WHITE COLOR
- EIFS - TAN COLOR
- EIFS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR

VEHICLE MAINTENANCE EXTERIOR ELEVATIONS

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WILSON & COMPANY INC.
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505 348 4000

December 1, 2016

SHEET No. A-202C

COA PROJECT No. 7008.92 JRMA No. 4907

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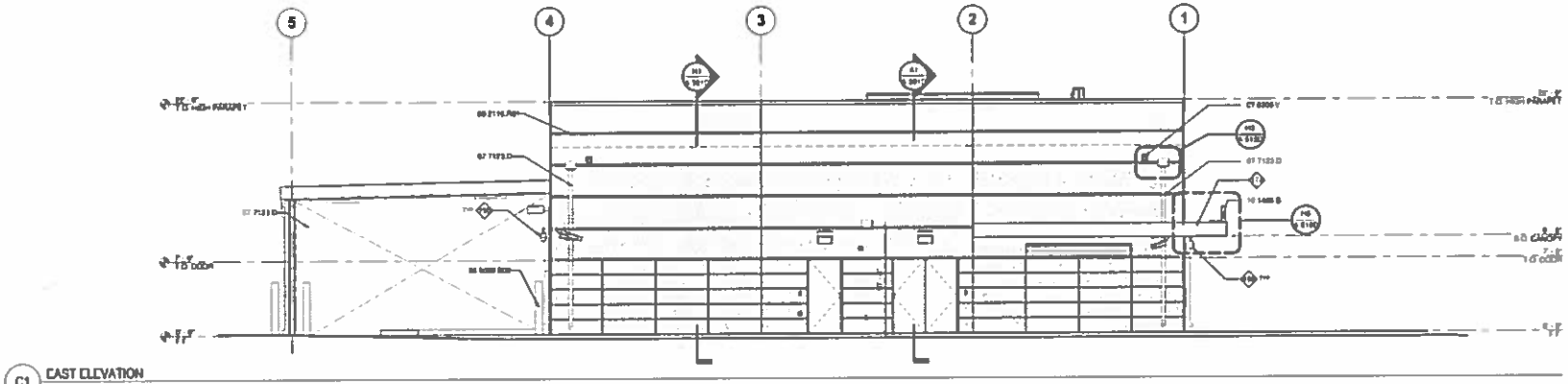
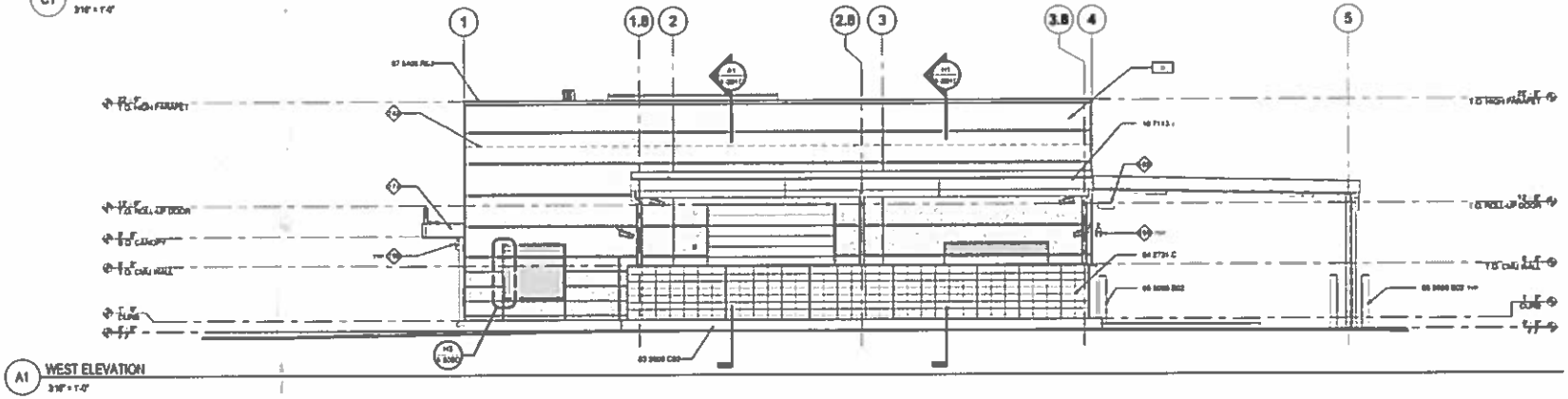
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department





GENERAL SHEET NOTES

1. SACK & PATCH ALL EXPOSED CONCRETE
2. DOOR SIGNAGE TO BE PROVIDED FOR SERVICE EQUIPMENT AREAS, FIRE RISER AND ELECTRICAL ROOMS

REFERENCE KEYNOTES

03 3000.C20	CONCRETE CURB
03 4711.T	TILT-UP PRECAST CONCRETE UNIT(S)
04 2721.C	CONCRETE MASONRY UNITS
05 5000.S50	BOLLARD
07 5465.P08	ROOFING FLASHING CAP
07 7123.V	OVERFLOW SCUPPERS
07 7123.D	DOWNSPOUT
07 7123.G	GUTTER
09 7116.RH	REVEAL
10 1400.B	BUILDING IDENTIFICATION SIGN
10 7113.x	METAL ROOF CANOPY

SHEET KEYNOTES

140	DASHED LINE INDICATES ROOF LINE.
174	DASHED LINE INDICATES CANOPY ABOVE
180	ELECTRICAL LIGHT FIXTURE
190	SECURITY CAMERA

LEGEND

PRECAST CONCRETE - WHITE COLOR

PRECAST CONCRETE - TAN COLOR

PRECAST CONCRETE - GRAY COLOR

HOUSEHOLD HAZARDOUS WASTE DROP OFF EXTERIOR ELEVATIONS

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505 348 4000

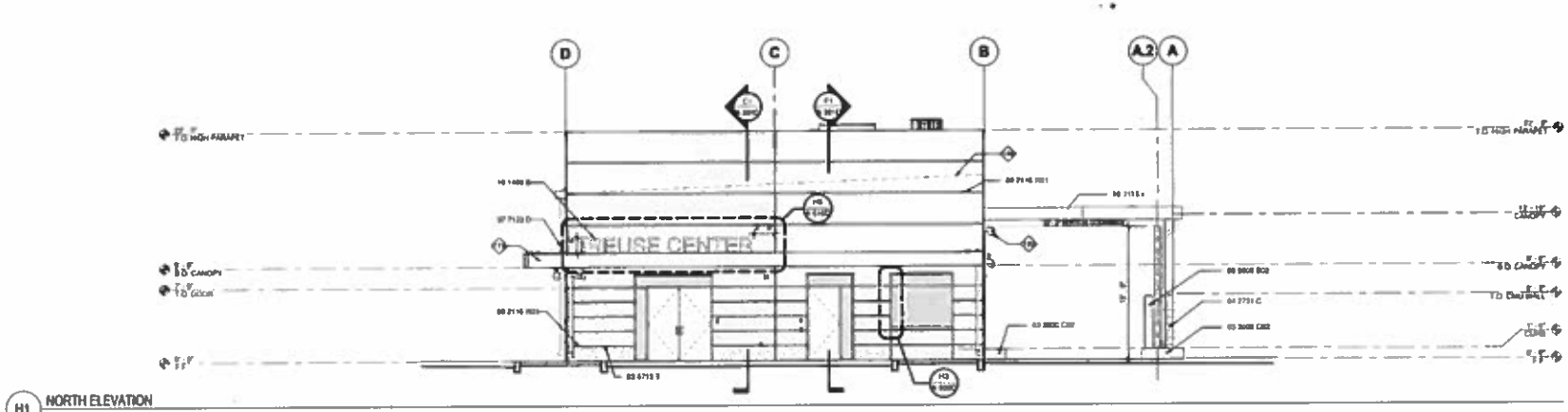
December 1, 2016

SHEET No. A-202D

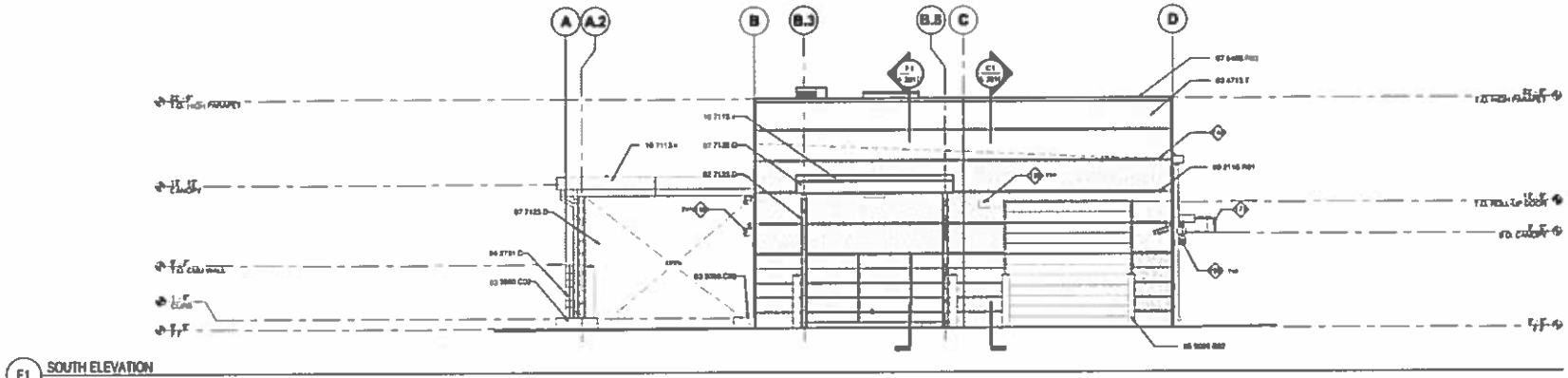
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



H1 NORTH ELEVATION
3/16" = 1'-0"



F1 SOUTH ELEVATION
3/16" = 1'-0"

GENERAL SHEET NOTES

1 BACK & PATCH ALL EXPOSED CONCRETE

2 DOOR SIGNAGE TO BE PROVIDED FOR SERVICE EQUIPMENT AREAS, FIRE RISER AND ELECTRICAL ROOMS

REFERENCE KEYNOTES

03 3000.C00	CONCRETE CURB
03 4713.T	TILT-UP PRECAST CONCRETE LINTEL
04 2721.C	CONCRETE MASONRY UNITS
05 5000.B02	BOLLARD
07 1400.R03	ROOFING FLASHING CAP
07 7200.V	OVERFLOW SCUPPERS
07 7123.D	DOWNSPOUT
07 7123.G	GUTTER
09 2116.R01	REVEAL
10 1400.S	BUILDING IDENTIFICATION SIGN
10 7113.x	METAL ROOF CANOPY

SHEET KEYNOTES

149	DASHED LINE INDICATES ROOF LINE.
174	DASHED LINE INDICATES CANOPY ABOVE
189	ELECTRICAL LIGHT FIXTURE
199	SECURITY CAMERA

LEGEND

PRECAST CONCRETE - WHITE COLOR

PRECAST CONCRETE - TAN COLOR

PRECAST CONCRETE - GRAY COLOR

HOUSEHOLD HAZARDOUS WASTE
DROP OFF EXTERIOR ELEVATIONS

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WILSON & COMPANY INC
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ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016
SHEET NoA-202DA

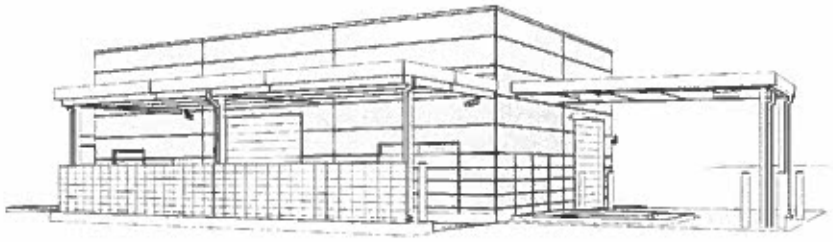
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

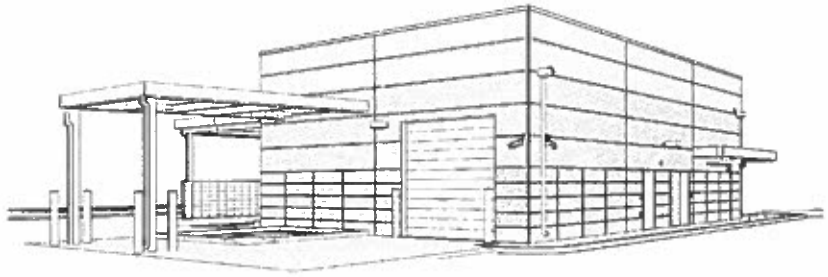
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

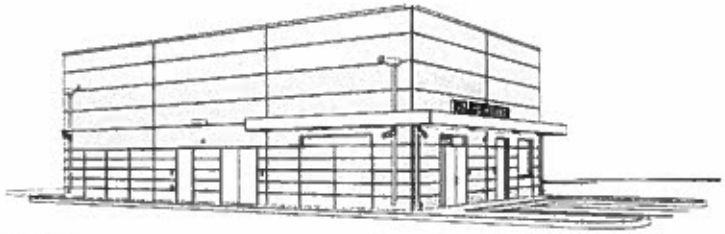
1. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
2. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES
3. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED - VERIFY COLOR WITH ARCHITECT
4. FOR WALL MOUNTED CABINETS, PLUMBING FIXTURES, RESTROOM ACCESSORIES AND LOCKERS - PROVIDE BLOCKING PER DETAIL A6.4-600.



(N4) SOUTHWEST PERSPECTIVE



(N3) SOUTHEAST PERSPECTIVE



(C4) NORTHEAST PERSPECTIVE

(A4) NORTHWEST PERSPECTIVE

HOUSEHOLD HAZARDOUS WASTE DROP OFF PERSPECTIVE VIEWS

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WILSON & COMPANY INC
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505-348-4000

December 1, 2016

SHEET No. A-201D

COA PROJECT No. 7006.92 JRMA No. 4907

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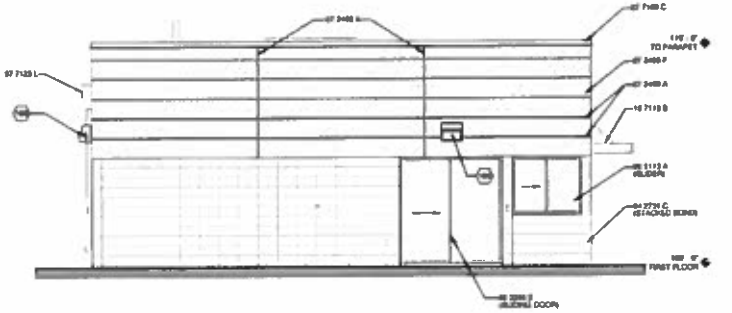
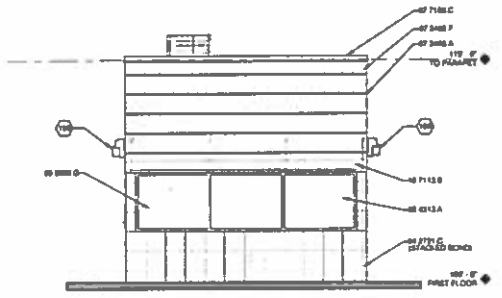
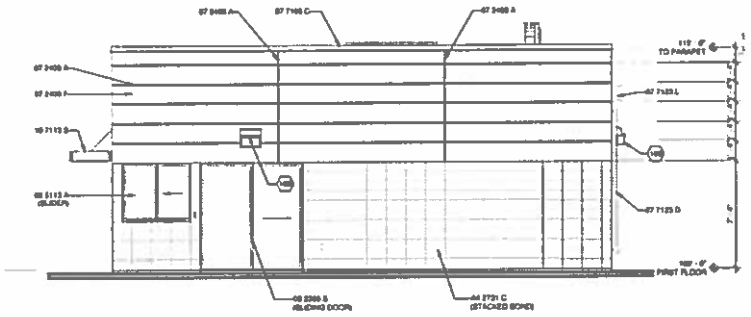
Department of Municipal Development
Solid Waste Management Department



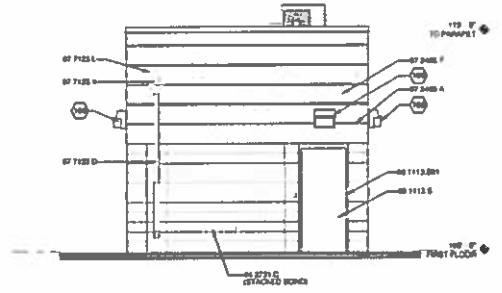
C7 EAST ELEVATION
1/4" = 1'-0"



H8 NORTH ELEVATION
1/4" = 1'-0"



A7 WEST ELEVATION
1/4" = 1'-0"



F8 SOUTH ELEVATION
1/4" = 1'-0"

GENERAL SHEET NOTES

1 FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 100'-0" = REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION
2 REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING

REFERENCE KEYNOTES

04 2721 C	CONCRETE MASONRY UNITS
04 2721 D	SOLID CONCRETE MASONRY UNIT
05 5000 FXH	FASTENER
05 5000 LSR	LADDER SIDE RAIL
05 5000 LSR	LADDER CLEAT
05 5000 LWB	LADDER WALL BRACKET
05 5000 LSB	LADDER BOTTOM SUPPORT
05 5000 LSF	LADDER SAFETY POST
06 1000 B	BLOCKING
06 1000 FRX	FIRE RETARDENT TREATMENT PLYWOOD
06 1000 PRX	PLYWOOD
06 1000 W	WALL SHEATHING
07 2100 B	BLANKET INSULATION
07 2100 P	PERIMETER INSULATION
07 2400 A	AESTHETIC JOINT
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
07 2400 F	FINISH COAT
07 2400 W	WATERPROOF BASE COAT
07 5400 C	COVER BOARD
07 5400 CRX	CRICOR I
07 5400 R	ROOF INSULATION
07 5400 T	TPO MEMBRANE
07 7100 C	COPING
07 7100 CEX	CLEAT
07 7100 FSX	FASTENER
07 7125 D	DOWNSPOUT
07 7125 L	LEADERHEAD
07 7125 V	OVERFLOW CUP CUT
07 7200 R	ROOF HATCH
07 7200 RRX	ROOF HATCH CURB
07 9200 J	JOINT SEALANT
08 1113 S	STEEL DOOR
08 1113 SFR	STEEL FRAME
08 3900 S	SLIDING DOOR
08 4313 A	ALUMINUM FRAMED STOREFRONT
08 4313 B	BREAK METAL
08 5113 A	ALUMINUM WINDOW
08 5413 F	FIXED ALUMINUM WINDOW
09 2900 IS	GLAZING
09 2116 ABX	ACOUSTIC INSULATION
09 2116 CBX	CEMENTITIOUS BACKER BOARD
09 2116 FRX	FIRE RATED GYPSUM BOARD
09 2190 G	GYPSUM BOARD
09 2116 GBX	GYPSUM BOARD SUSPENSION SYSTEM
09 2116 M	METAL STUD
09 2116 T	TRACK
09 3000 RES	RESILIENT BASE
10 7113 S	SUN CONTROL DEVICE
12 3000 SBF	SOLID SURFACING COUNTERTOP
12 3000 SBS	SUPPORTING SUBSTRATE
12 3000 SSS	SOLID SURFACING STOOL

SHEET KEYNOTES

113	CEILING AS SCHEDULED
157	DASHED LINE INDICATES ROOF HATCH ABOVE
169	ELECTRICAL LIGHT FIXTURE
277	STRUCTURAL CAST IN PLACE CONCRETE FOUNDATION
351	STRUCTURAL CAST IN PLACE CONCRETE SLAB
367	STRUCTURAL DECK
401	STRUCTURAL FRAMING MEMBERS
413	STRUCTURAL STEEL STUD
423	

SCALE BUILDING-ELEVATIONS

JR MILLER & ASSOCIATES
2785 SATURN STREET
BREA, CA 92821
714-524-1570

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

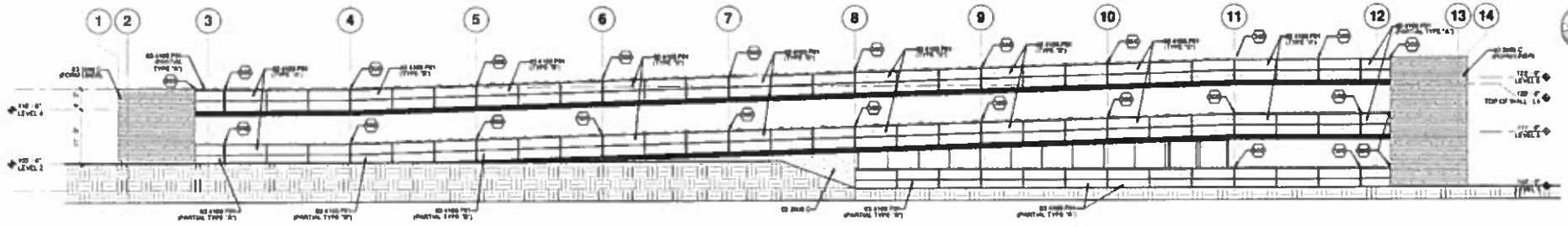
December 1, 2016

SHEET No. A-201E

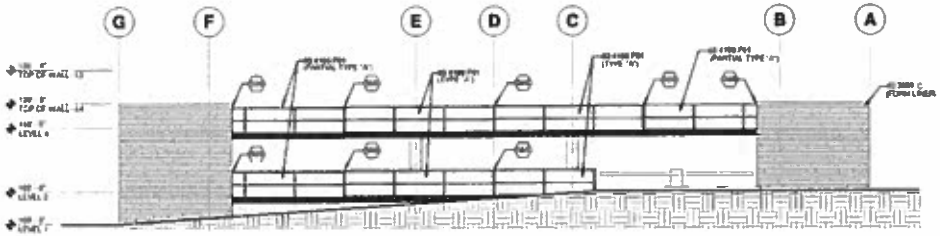
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

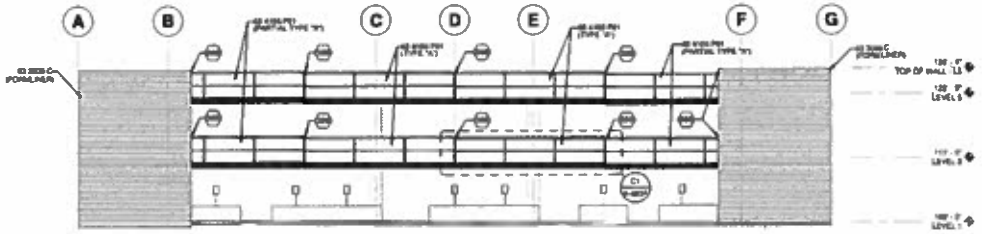
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



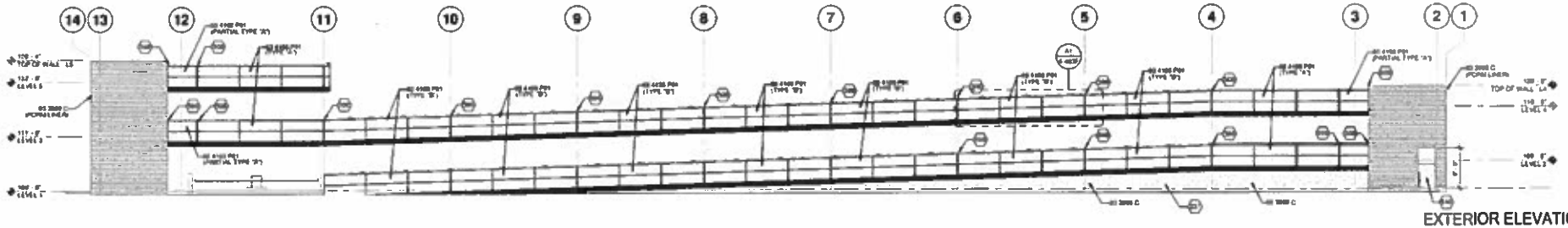
F1 EAST ELEVATION
1" = 10'-0"



C1 SOUTH ELEVATION
1" = 10'-0"



C7 NORTH ELEVATION
1" = 10'-0"



A1 WEST ELEVATION
1" = 10'-0"

EXTERIOR ELEVATIONS

GENERAL SHEET NOTES

1. FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 100'-0" - REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION.
2. REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING.

REFERENCE KEYNOTES

03 3000 C	CAST-IN-PLACE CONCRETE
03 4100 PSH	PRECAST STRUCTURAL CONCRETE WALL PANEL
237	FINISH GRADE, REFER TO CIVIL PLANS FOR ELEVATIONS

SHEET KEYNOTES

305	PROVIDE 1.5" GAP BETWEEN PRECAST PANELS
308	PROVIDE 1.5" GAP BETWEEN PRECAST CONCRETE PANELS AND CAST-IN-PLACE SHEAR WALLS
510	OPENING TO STAIRS

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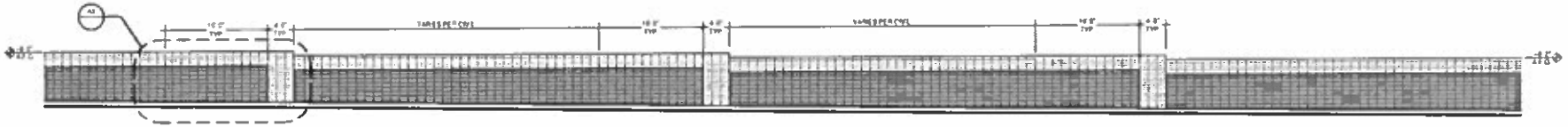
505 349 4000

December 1, 2016
SHEET No. A-201F

COA PROJECT No. 7008.92 JRMA No. 4907

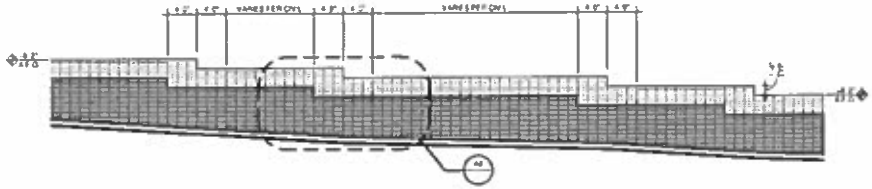
Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



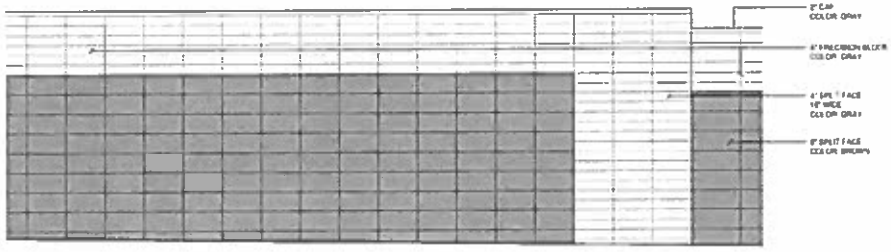
E3 SCREEN WALL ELEVATION
1" = 1'-0"

SCREEN WALL HEIGHT INFORMATION: 05: SCREEN WALL HEIGHT = 8-FT 06: SCREEN WALL HEIGHT = 8-FT 07: SCREEN WALL HEIGHT = 8-FT

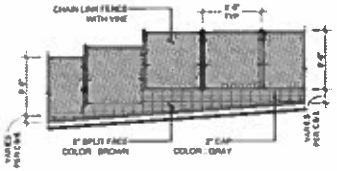


C3 SCREEN WALL ELEVATION
1" = 1'-0"

SCREEN WALL HEIGHT INFORMATION: 01: RETAINING WALL HEIGHT = 4-FT TO 6.5-FT (SITE IS HIGHER THAN SURROUNDING AREA)
SCREEN WALL HEIGHT = 6-FT
TOTAL HEIGHT = VARIES 10-FT TO 12.5-FT



A3 SCREEN WALL DETAIL
1" = 1'-0"



C8 RETAINING WALL & CHAINLINK FENCE ELEVATION
1" = 1'-0"

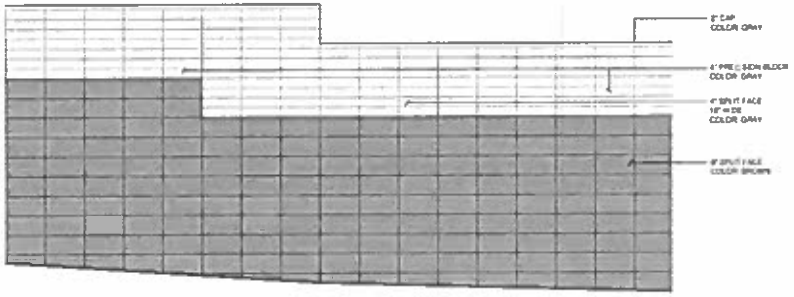
RETAINING WALL HEIGHT INFORMATION:

02: RETAINING WALL HEIGHT = 4.5-FT TO 7.5-FT (SITE IS HIGHER THAN RANKIN RD)
CHAINLINK HEIGHT = 8-FT

03: RETAINING WALL HEIGHT = 2-FT TO 7-FT (SURROUNDING AREA IS HIGHER THAN SITE)
CHAINLINK HEIGHT = 8-FT

04: RETAINING WALL HEIGHT = 2-FT (SURROUNDING AREA IS HIGHER THAN SITE)
CHAINLINK HEIGHT = 8-FT

08: RETAINING WALL HEIGHT = 3-FT (SITE IS HIGHER THAN SURROUNDING AREA)
CHAINLINK HEIGHT = 8-FT



A8 SCREEN WALL DETAIL
1" = 1'-0"

SCREEN WALL ELEVATIONS

JR MILLER & ASSOCIATES
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BREA, CA 92821
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505 348-4000

December 29, 2016

SHEET No. C-501

COA PROJECT No. 7008.92 JRMA No. 4907

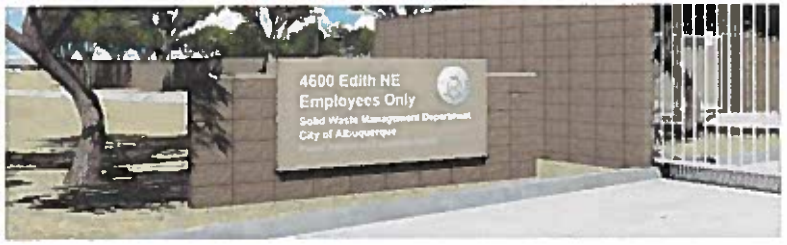
Edith Transfer Station

City of Albuquerque
Solid Waste Management Department

COMANCHE ENTRY

EDITH ENTRY

NORTHBOUND



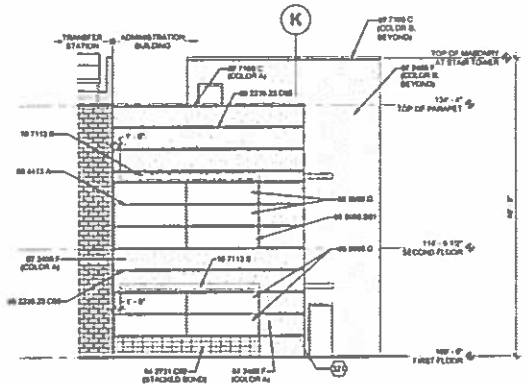
SOUTHBOUND

Signing Elevations
December 1, 2016

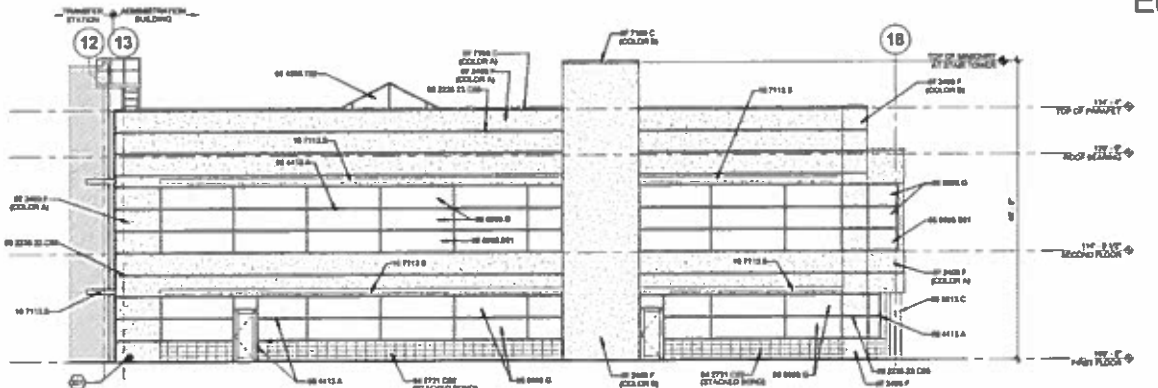
SWMD No. 7006.92 JRMA No. 4907

Edith Transfer Station

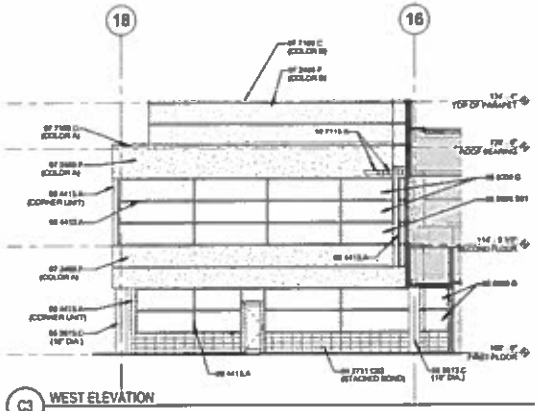
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



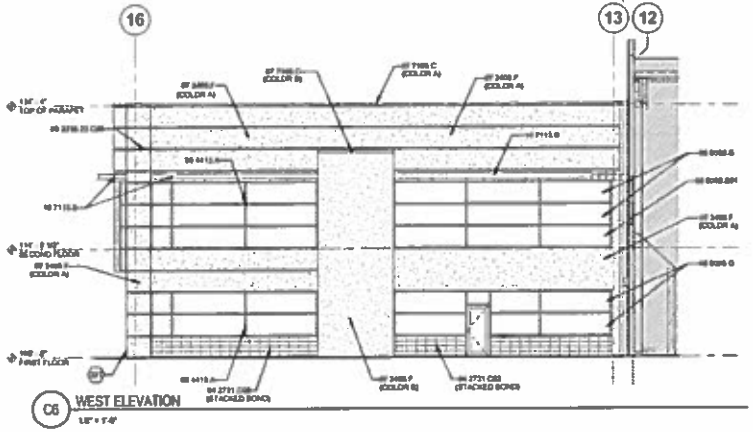
H7 SOUTH ELEVATION
1/8" = 1'-0"



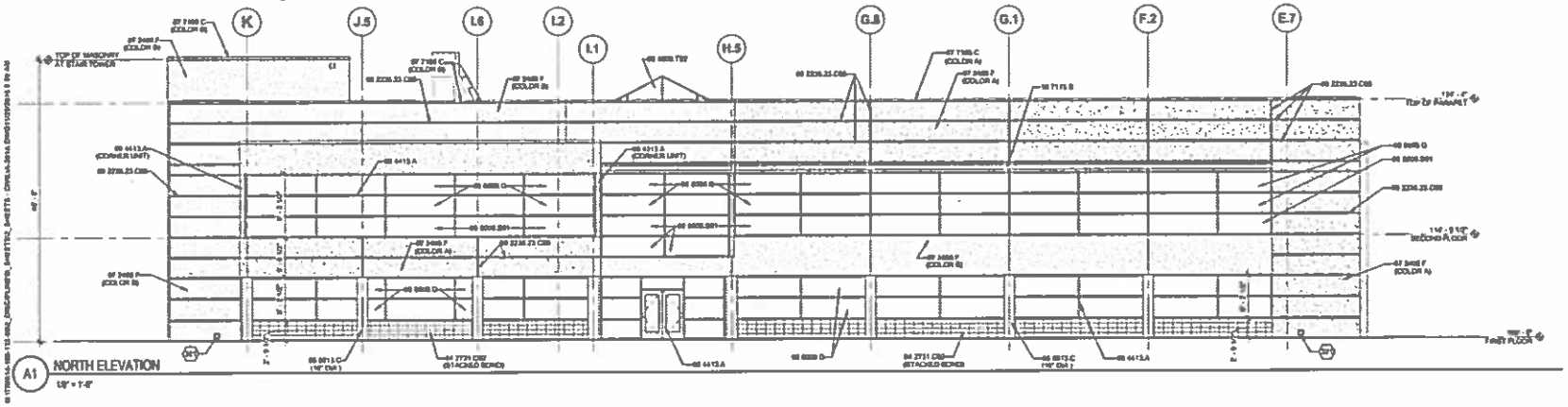
F4 EAST ELEVATION
1/8" = 1'-0"



C3 WEST ELEVATION
1/8" = 1'-0"



C6 WEST ELEVATION
1/8" = 1'-0"



A1 NORTH ELEVATION
1/8" = 1'-0"

GENERAL SHEET NOTES

REFERENCE KEYNOTES

04 2731 C80	CONCRETE MASONRY UNITS TYPE B
05 5213 C	COLUMN ENCLOSURE
07 2400 F	FINISH COAT
07 7200 C	COPING
08 4313 A	ALUMINUM FRAMED STOREFRONT
08 4413 A	ALUMINUM FRAMED CURTAIN WALL
08 4600 T02	TRANSLUCENT ROOF ASSEMBLY
08 8800 G	GLAZING
08 8300 B01	SPANDREL GLASS
09 2736.23 C80	Drywall, SCRATCH
10 7113 B	SUN CONTROL DEVICE

SHEET KEYNOTES

321	PLUMBING DOWNSPOUT NOZZLE

LEGEND

- EXTERIOR INSULATION AND FINISH SYSTEM FINISH COAT - COLOR A
- EXTERIOR INSULATION AND FINISH SYSTEM FINISH COAT - COLOR B
- EXTERIOR INSULATION AND FINISH SYSTEM AESTHETIC JOINT - MATCH ADJACENT FIELD COLOR

ADMINISTRATION BUILDING EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2708 LA TURA STREET
SAN JOSE, CA 95121
(408) 294-1976

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
(505) 348-4000

December 1, 2016

SHEET No. A-201A

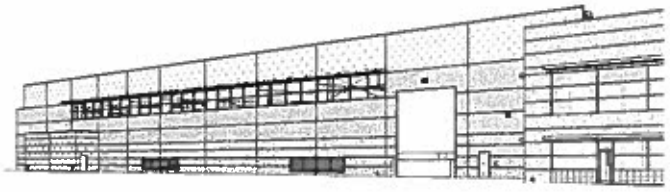
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

H1 PERSPECTIVE VIEW

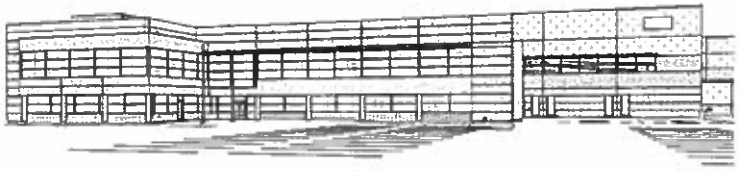
H6 PERSPECTIVE VIEW



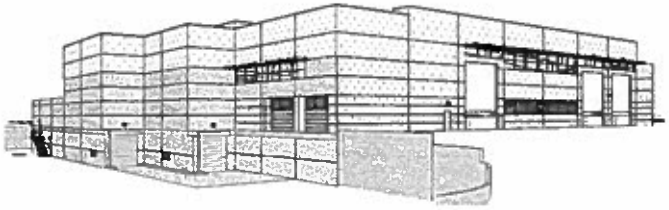
F1 PERSPECTIVE VIEW

F6 PERSPECTIVE VIEW

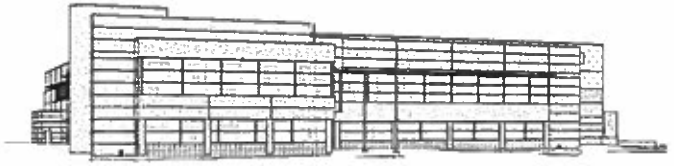
C1 PERSPECTIVE VIEW



C6 PERSPECTIVE VIEW



A1 PERSPECTIVE VIEW



A6

ADMINISTRATION BUILDING & TRANSFER STATION PERSPECTIVE VIEWS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 994 1670

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-201B

COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 6' OF ALL OTHER PLUMBING FIXTURES

REFERENCE KEYNOTES

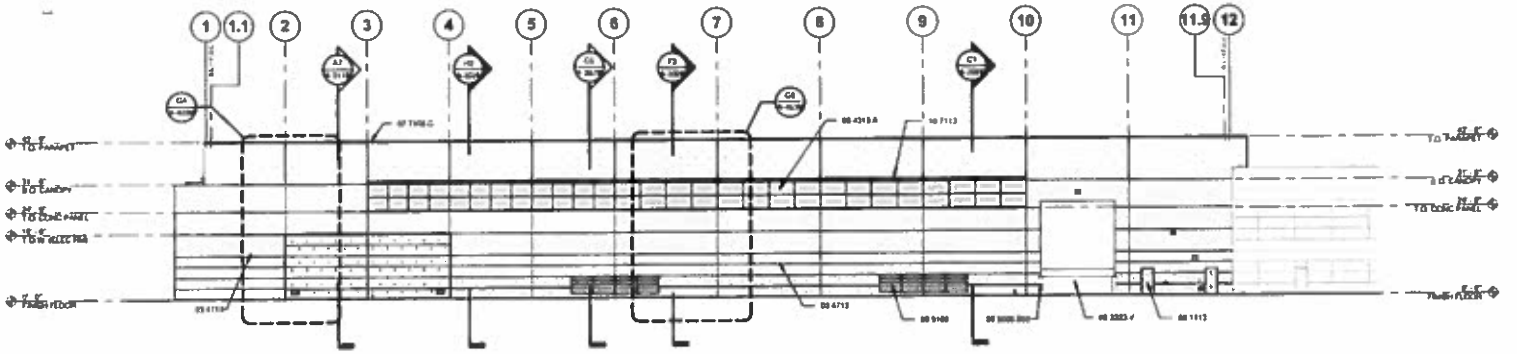
03 4713	TILT-UP CONCRETE
05 5100.50	BOLLARD
05 5100.54	METAL STAIRS
05 5213.R	RAILING
05 5213	COLUMN COVERS
07 2400.S	EXTERIOR INSULATION AND FINISH SYSTEM
07 7100.C	COPING
07 7200.R10	ROOF HATCH SAFETY RAILING SYSTEM
07 9015.E	EXPANSION JOINT COVER
08 1113	HOLLOW METAL DOORS AND FRAMES
08 1153.S	STEEL DOOR
08 3323.V	OVERHEAD COILING DOOR
08 4313.A	ALUMINUM FRAMED STOREFRONT
08 4413.A01	
08 6300	UNIT SKYLIGHTS
09 0100	LOUVERS
10 1400.B	BUILDING IDENTIFICATION SIGN
10 7113	SUN CONTROL DEVICES

SHEET KEYNOTES

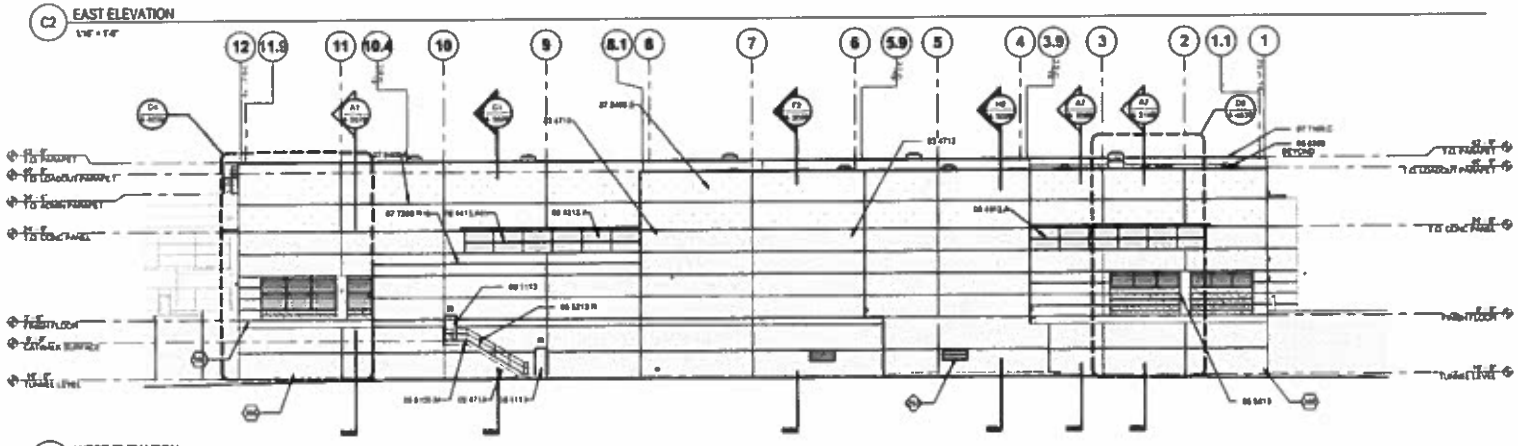
140	DASHED LINE INDICATES ROOF LINE
160	ELECTRICAL LIGHT FIXTURE
200	MECHANICAL LOUVER
301	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
302	STRUCTURAL CAST-IN-PLACE CONCRETE WALL

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EIFS - WHITE COLOR
- EIFS - TAN COLOR
- EIFS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR



C2 EAST ELEVATION
1/16" = 1'-0"



A2 WEST ELEVATION
1/16" = 1'-0"

TRANSFER STATION EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1270

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

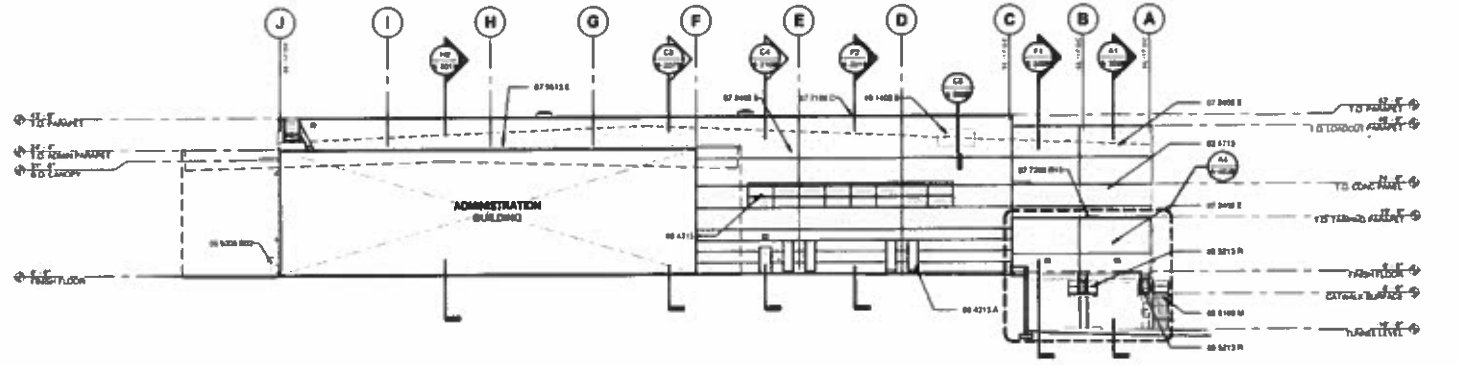
December 1, 2016

SHEET No. A-202B

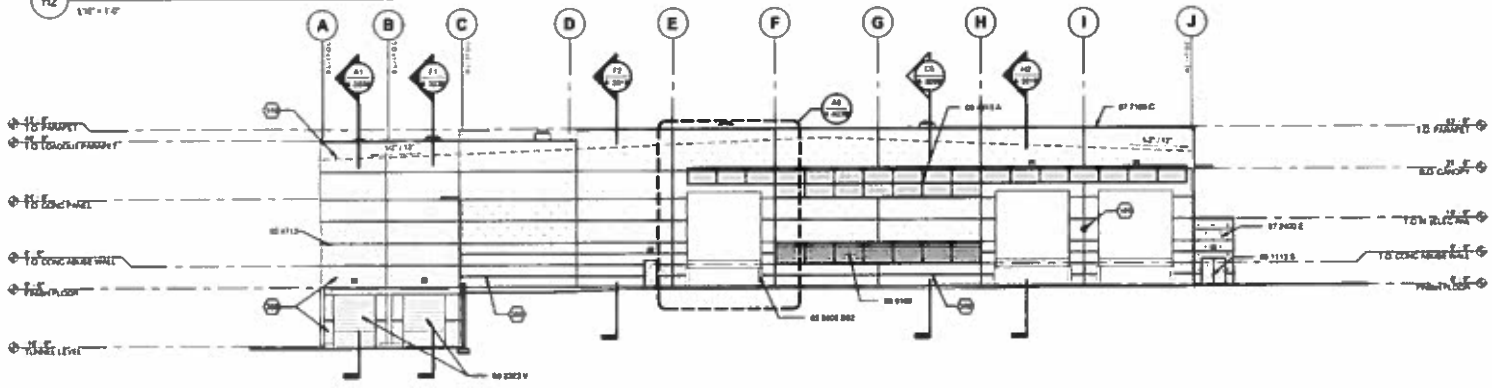
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



H2 NORTH ELEVATION
1/16" = 1'-0"



F2 SOUTH ELEVATION
1/16" = 1'-0"

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AD SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES

REFERENCE KEYNOTES

03 4713	TILT UP CONCRETE
05 5000.B02	BOLLARD
05 5100 M	METAL STAIRS
05 5213 R	RAILING
05 5213	COLUMN COVERS
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
07 7100 C	COPING
07 7200.R10	ROOF HATCH SAFETY RAILING SYSTEM
07 9513 E	EXPANSION JOINT COVER
08 1113	HOLLOW METAL DOORS AND FRAMES
08 1313 S	STEEL DOOR
08 3323 V	OVERHEAD COILING DOOR
08 4213 A	ALUMINUM-FRAMED STOREFRONT
08 4413 A01	
08 6200	UNIT SKYLIGHTS
09 9100	LOUVERS
10 1400.B	BUILDING IDENTIFICATION
10 7113	SUN CONTROL DEVICES

SHEET KEYNOTES

140	DASHED LINE INDICATES ROOF LINE
160	ELECTRICAL LIGHT FIXTURE.
200	MECHANICAL LOUVER.
301	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
305	STRUCTURAL CAST-IN-PLACE CONCRETE WALL

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EIFS - WHITE COLOR
- EIFS - TAN COLOR
- EIFS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR

TRANSFER STATION EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2758 SATURN STREET
BREA, CA 92821
714-524-1870

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

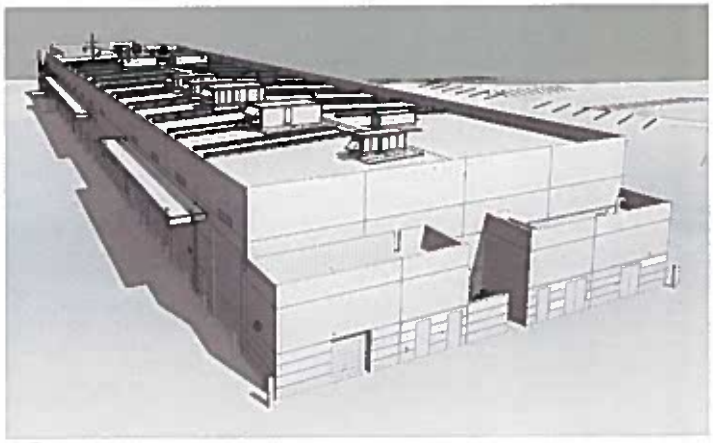
December 1, 2016

SHEET No A-202BA

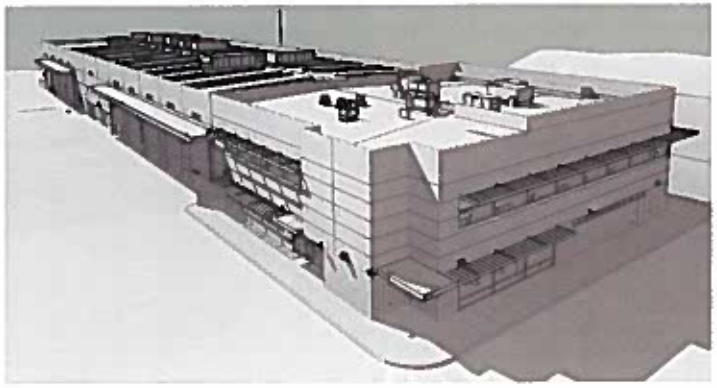
COA PROJECT No. 7008.92 JRSA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

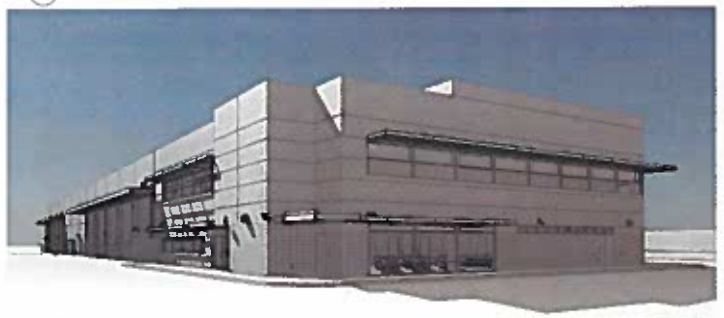


G1 AERIAL VIEW - NE



G2 AERIAL VIEW - SW

D1 PERSPECTIVE VIEW



D2 PERSPECTIVE VIEW

A1 PERSPECTIVE VIEW

A2 PERSPECTIVE VIEW

VEHICLE MAINTENANCE PPERSPECTIVE VIEWS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 524-1070

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

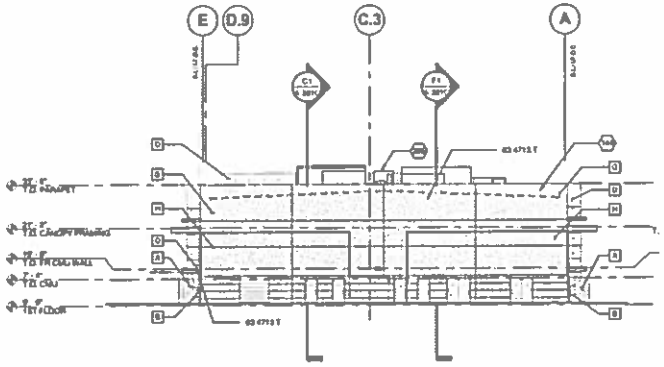
December 1, 2016

SHEET No. A-201C

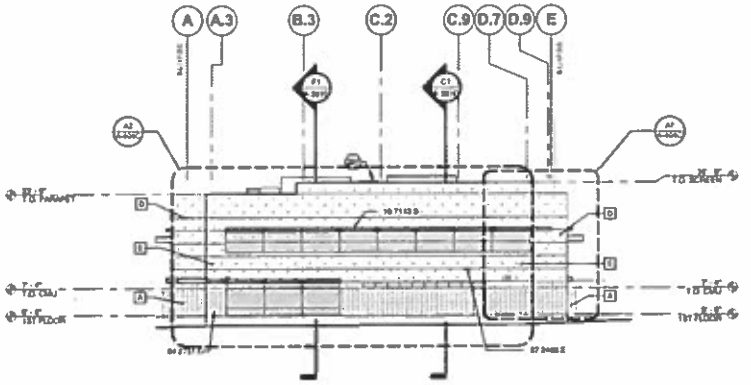
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

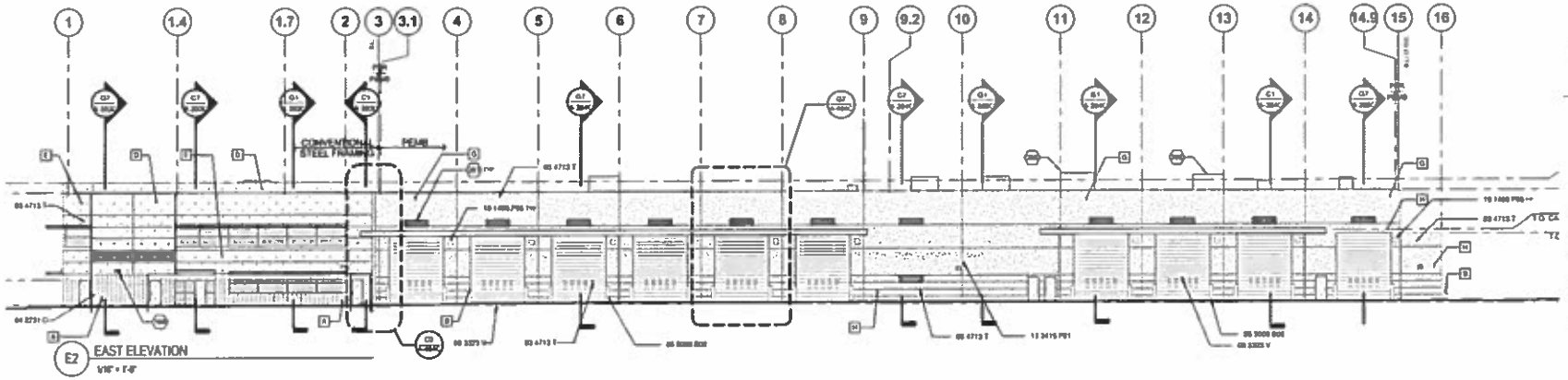
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



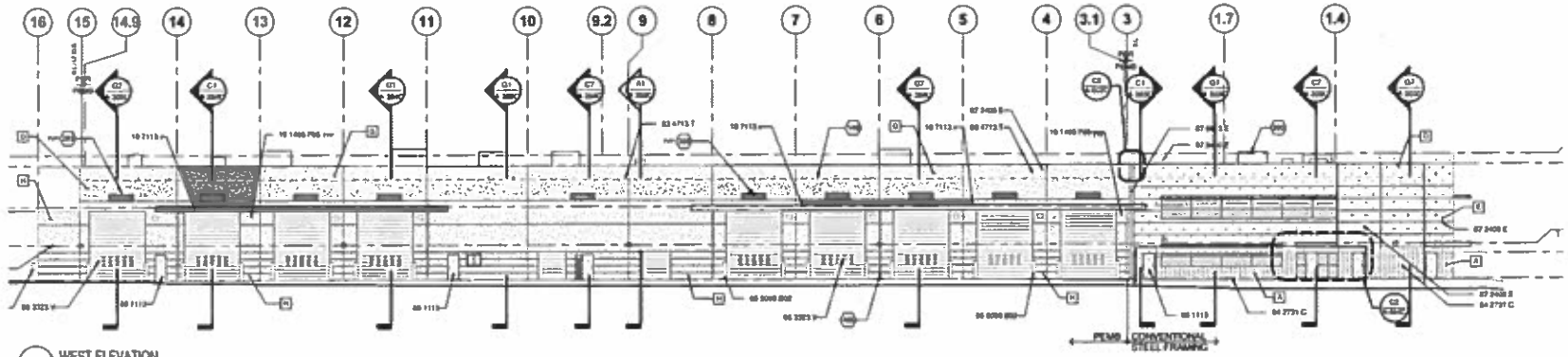
H2 NORTH ELEVATION
1/16" = 1'-0"



H3 SOUTH ELEVATION
1/16" = 1'-0"



E2 EAST ELEVATION
1/16" = 1'-0"



C2 WEST ELEVATION
1/16" = 1'-0"

FINISH KEYNOTES

	MANUFACTURER	PRODUCT/ COLOR
B		PAINTED CAUTION YELLOW
C		EIFS: PAINTED GRAY
D		EIFS: PAINTED WHITE
E		EIFS: PAINTED TAN
G		PAINTED TO MATCH EIFS WHITE
H		PAINTED TO MATCH EIFS TAN

REFERENCE KEYNOTES

03 4713 E	TILT UP PRECAST CONCRETE LINTOR
04 2721 C	CONCRETE MASONRY UNITS
05 5000 B02	BOLLARD
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
07 9513 E	EXPANSION JOINT COVER
08 1113	HOLLOW METAL DOORS AND FRAMES
08 3323 V	OVERHEAD COILING DOOR
10 1400 P05	PLAQUE
10 7113 S	SUN CONTROL DEVICE
10 7113 x	METAL ROOF CANOPY
13 3415 P01	PRE ENGINEERED BUILDING FRAME

SHEET KEYNOTES

149	DASHED LINE INDICATES ROOF LINE
199	ELECTRICAL LIGHT FIXTURE
205	MECHANICAL EQUIPMENT
250	MECHANICAL LOUVER
450	PLUMBING ROOF DRAIN DOWNSPOUT

LEGEND

- PRECAST CONCRETE - WHITE COLOR
- PRECAST CONCRETE - TAN COLOR
- PRECAST CONCRETE - GRAY COLOR
- EIFS - WHITE COLOR
- EIFS - TAN COLOR
- EIFS - GRAY COLOR
- CAST-IN-PLACE CONCRETE - WHITE COLOR
- CAST-IN-PLACE CONCRETE - TAN COLOR
- CAST-IN-PLACE CONCRETE - GRAY COLOR

VEHICLE MAINTENANCE EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
2788 SATURN STREET
BREA, CA 92821
714 854 1678

WILSON & COMPANY INC.
4908 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

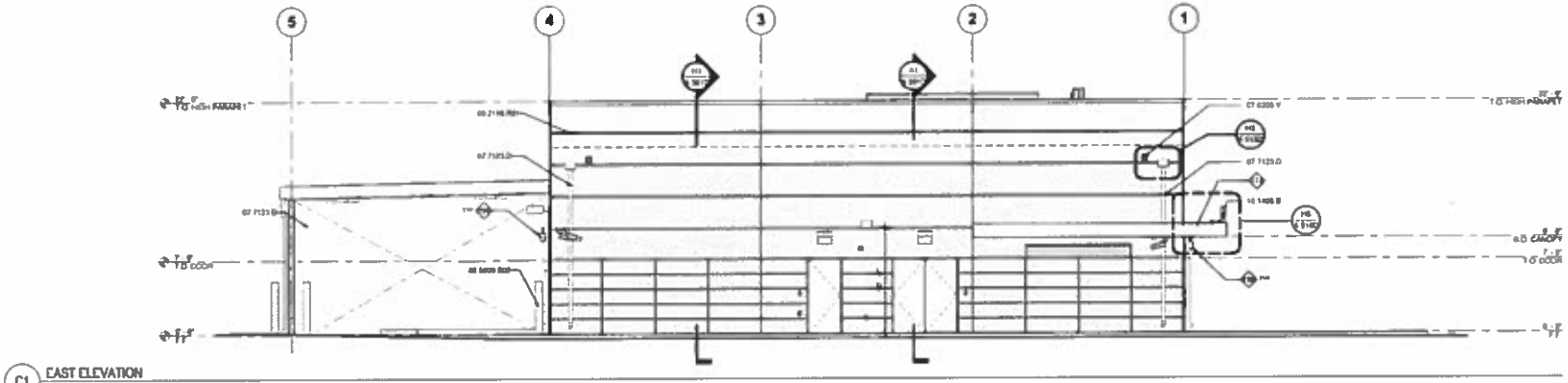
December 1, 2016

SHEET No. A-202C

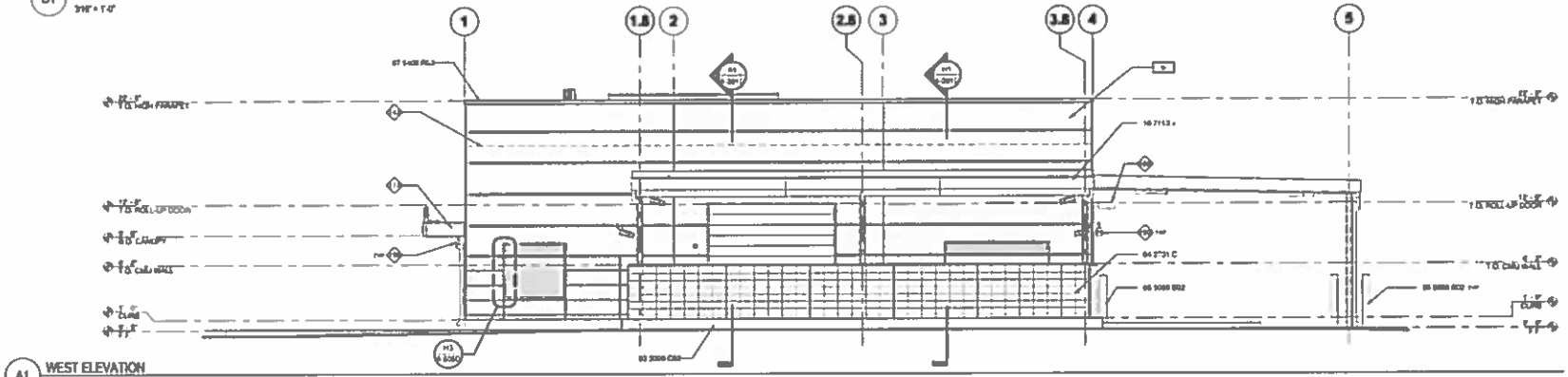
COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



C1 EAST ELEVATION
3/16" = 1'-0"



A1 WEST ELEVATION
3/16" = 1'-0"

GENERAL SHEET NOTES

1. BACK & PATCH ALL EXPOSED CONCRETE
2. DOOR SIGNAGE TO BE PROVIDED FOR SERVICE EQUIPMENT AREAS, FIRE RISER AND ELECTRICAL ROOMS

REFERENCE KEYNOTES

03 3000 C02	CONCRETE CURB
03 4713 T	TILT-UP PRECAST CONCRETE WALL
04 2721 C	CONCRETE MASONRY UNITS
05 5000 B02	BOLLARD
07 5400 R06	ROOFING FLASHING CAP
07 7200 F	OVERFLOW SCUPPERS
07 7123 D	DOWNSPOUT
07 7123 E	GUTTER
09 2116 R04	REVEAL
10 1400 S	BUILDING IDENTIFICATION SIGN
10 7113 x	METAL ROOF CANOPY

SHEET KEYNOTES

148	DASHED LINE INDICATES ROOF LINE.
174	DASHED LINE INDICATES CANOPY ABOVE
188	ELECTRICAL LIGHT FIXTURE
198	SECURITY CAMERA

LEGEND

PRECAST CONCRETE - WHITE COLOR

PRECAST CONCRETE - TAN COLOR

PRECAST CONCRETE - GRAY COLOR

HOUSEHOLD HAZARDOUS WASTE DROP OFF EXTERIOR ELEVATIONS

JR MILLER & ASSOCIATES
3760 SATURN STREET
BREA, CA 92821
714-524-1870

WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

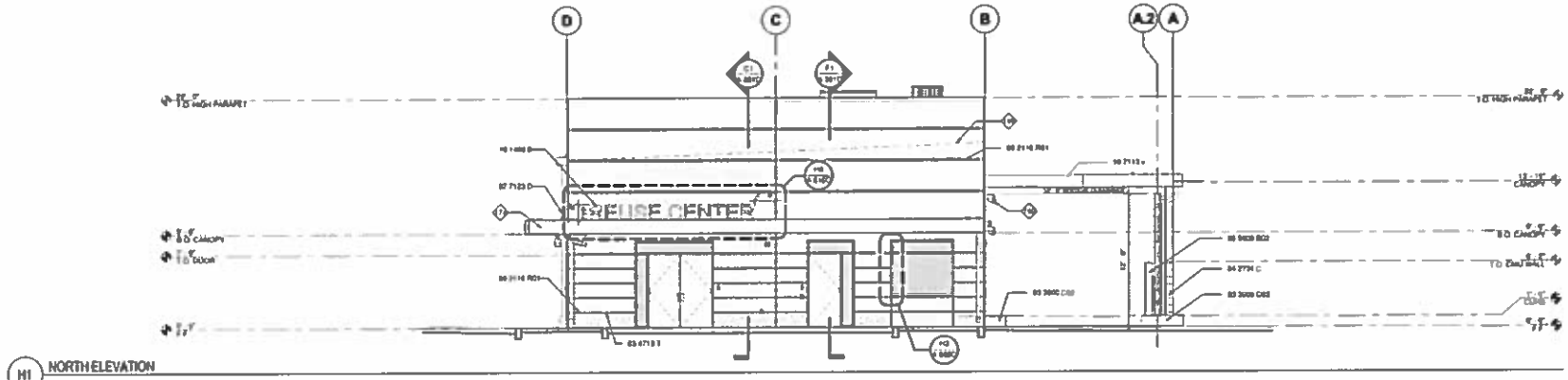
December 1, 2016

SHEET No. A-202D

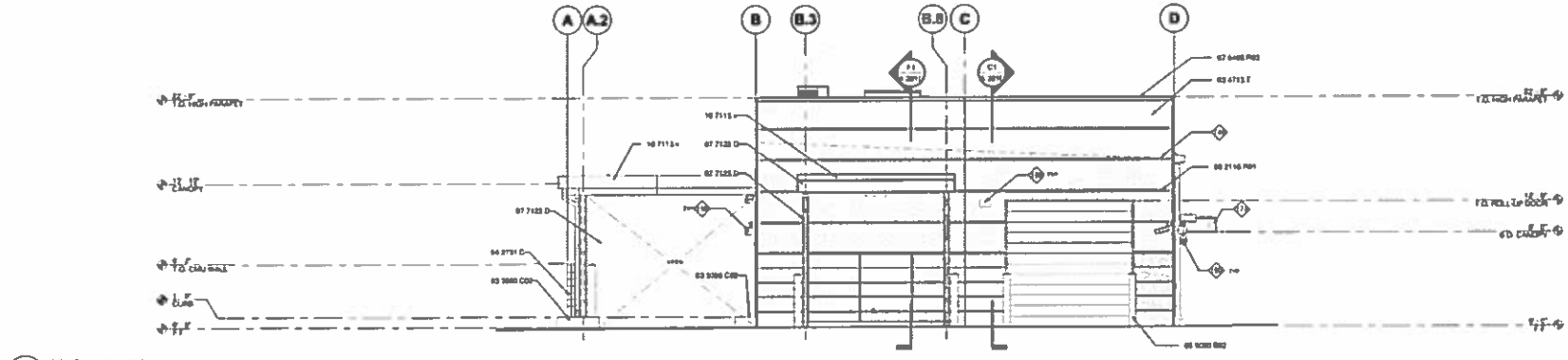
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



H1 NORTH ELEVATION
3/16" = 1'-0"



F1 SOUTH ELEVATION
3/16" = 1'-0"

GENERAL SHEET NOTES

1 BACK & PATCH ALL EXPOSED CONCRETE

2 DOOR SIGNAGE TO BE PROVIDED FOR SERVICE EQUIPMENT AREAS, FIRE RISER AND ELECTRICAL ROOMS

REFERENCE KEYNOTES

03 3000 C00	CONCRETE CURB
03 4713 T	TILT-UP PRECAST CONCRETE WALL
04 2721 C	CONCRETE MASONRY UNITS
05 5000 B00	BOLLARD
07 6400 F03	ROOFING FLASHING CAP
07 7200 V	OVERFLOW SCUPPERS
07 7123 D	DOWNSPOUT
07 7123 G	GUTTER
08 2116 R01	REVEAL
10 1400 B	BUILDING IDENTIFICATION SIGN
10 7113 x	METAL ROOF CANOPY

SHEET KEYNOTES

140	DASHED LINE INDICATES ROOF LINE
176	DASHED LINE INDICATES CANOPY ABOVE
180	ELECTRICAL LIGHT FIXTURE
190	SECURITY CAMERA

LEGEND

PRECAST CONCRETE - WHITE COLOR

PRECAST CONCRETE - TAN COLOR

PRECAST CONCRETE - GRAY COLOR

HOUSEHOLD HAZARDOUS WASTE DROP OFF EXTERIOR ELEVATIONS

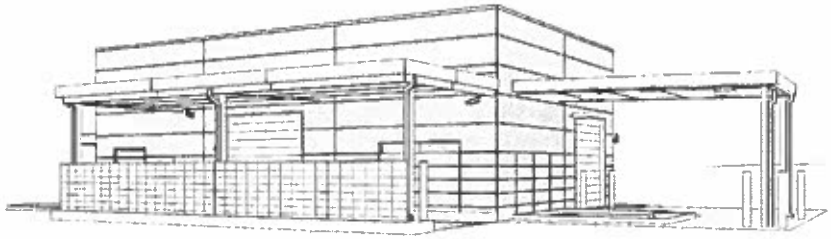
JR MILLER & ASSOCIATES
2798 SATURN STREET
BREA, CA 92821
714-529-1878

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

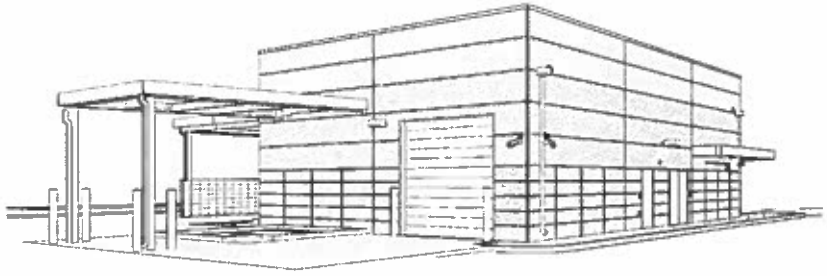
December 1, 2016

SHEET No A-202DA

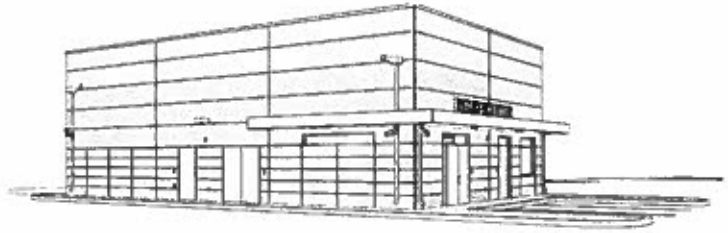
COA PROJECT No. 7006.92 JRMA No. 4907



(H) SOUTHWEST PERSPECTIVE



(F) SOUTHEAST PERSPECTIVE



(G) NORTHEAST PERSPECTIVE

(A) NORTHWEST PERSPECTIVE

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
2. PROVIDE 3.0 GPF WATER RESISTANT "DREAMSEAL" AT RESTROOM LOCATIONS AND WITHIN 2' OF ALL OTHER PLUMBING FIXTURES
3. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED - VERIFY COLOR WITH ARCHITECT
4. FOR WALL MOUNTED CABINETS, PLUMBING FIXTURES, RESTROOM ACCESSORIES AND LOCKERS - PROVIDE BLOCKING PER DETAIL A5 A-606.

HOUSEHOLD HAZARDOUS WASTE DROP OFF PERSPECTIVE VIEWS

JR MILLER & ASSOCIATES
2788 SATURN STREET
BREA, CA 92821
714-524-1678

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

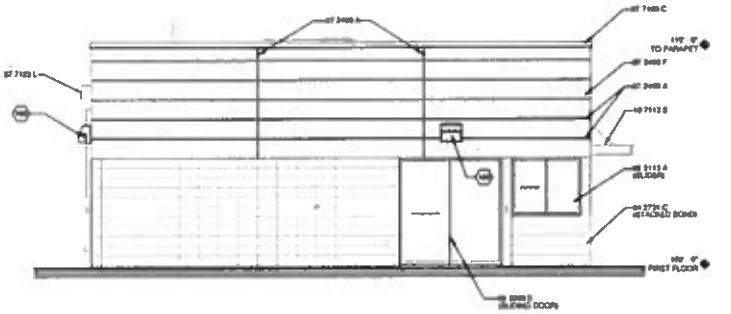
December 1, 2016

SHEET No. A-201D

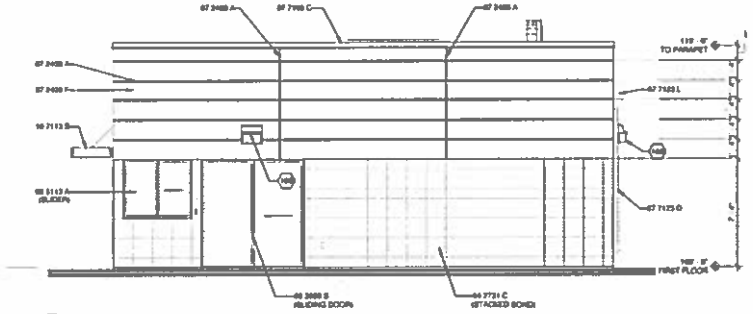
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

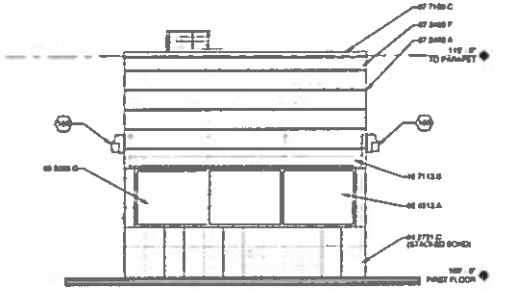
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



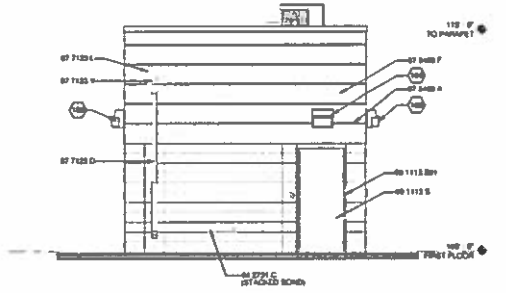
C7 EAST ELEVATION
1/4" = 1'-0"



A7 WEST ELEVATION
1/4" = 1'-0"



H8 NORTH ELEVATION
1/4" = 1'-0"



F8 SOUTH ELEVATION
1/4" = 1'-0"

GENERAL SHEET NOTES

1. FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 100'-0" - REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION.
2. REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING.

REFERENCE KEYNOTES

04 2721 C	CONCRETE MASONRY UNITS
04 2721 S	SOLID CONCRETE MASONRY UNIT
05 0556 FRH	FASTENER
05 1666 LSS	LADDER SIDE RAIL
05 5555 LRT	LADDER TREAT
05 5556 LBS	LADDER WALL BRACKET
05 5556 LBS	LADDER BOTTOM SUPPORT
05 5556 LSP	LADDER SAFETY POST
06 1600 B	BLOCKING
06 1600 FRB	FIRE RETARDENT TREATMENT PLYWOOD
06 1600 PRH	PLYWOOD
06 1600 W	WALL SHEATHING
07 2100 B	BLANKET INSULATION
07 2100 F	PERIMETER INSULATION
07 2400 A	AESTHETIC JOINT
07 2400 B	EXTERIOR INSULATION AND FINISH SYSTEM
07 2400 F	FINISH COAT
07 2400 W	WATERPROOF BASE COAT
07 2400 C	COVER BOARD
07 2400 CSH	CHECK T
07 2400 R	ROOF INSULATION
07 2400 T	TPO MEMBRANE
07 7100 C	COPING
07 7100 CSH	CLEAT
07 7100 FH	FASTENER
07 7125 D	DOWNSPOUT
07 7125 L	LEADERHEAD
07 7125 Y	OVERFLOW CUT-OUT
07 7200 R	ROOF HATCH
07 7200 RRS	ROOF HATCH CURB
07 9200 J	JOINT SEALANT
08 1113 S	STEEL DOOR
08 1113 SFF	STEEL FRAME
08 3600 S	SLIDING DOOR
08 4513 A	ALUMINUM FRAMED STOREFRONT
08 4713 B	BREAK METAL
08 5113 A	ALUMINUM WINDOW
08 5113 F	FIXED ALUMINUM WINDOW
08 8000 G	GLAZING
09 2116 ASH	ACOUSTIC INSULATION
09 2116 CBS	CEMENTITIOUS BACKER BOARD
09 2116 FRH	FIRE RATED GYPSUM BOARD
09 2116 G	GYPSUM BOARD
09 2116 GSS	GYPSUM BOARD SUSPENSION SYSTEM
09 2116 M	METAL STUD
09 2116 T	TRACK
09 9000 PRS	RESILIENT BASE
10 7113 S	SUN CONTROL DEVICE
12 3600 SSC	SOLID SURFACING COUNTERTOP
12 3600 SSS	SUPPORTING SUBSTRATE
12 3600 SSS	SOLID SURFACING STOOL

SHEET KEYNOTES

113	CEILING AS SCHEDULED
157	DASHED LINE INDICATES ROOF HATCH ABOVE.
168	ELECTRICAL LIGHT FIXTURE
377	STRUCTURAL CAST IN PLACE CONCRETE FOUNDATION
391	STRUCTURAL CAST IN PLACE CONCRETE SLAB
397	STRUCTURAL DECK
491	STRUCTURAL FRAMING MEMBERS
419	STRUCTURAL STEEL STUD
423	

SCALE BUILDING-ELEVATIONS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 524 1576

WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-201E

COA PROJECT No. 7008.92 JRMA No. 4907

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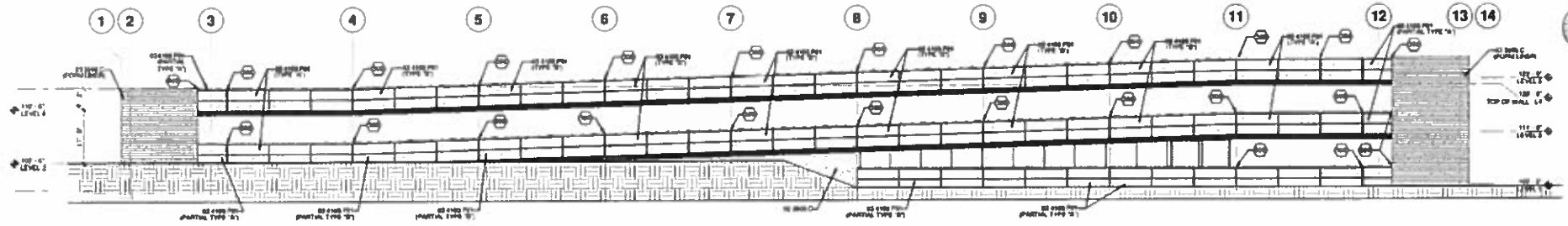
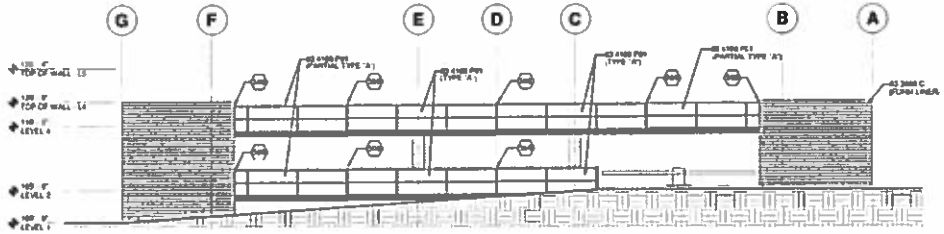
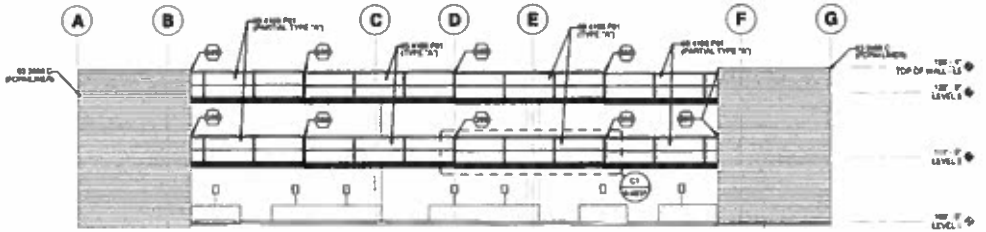
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



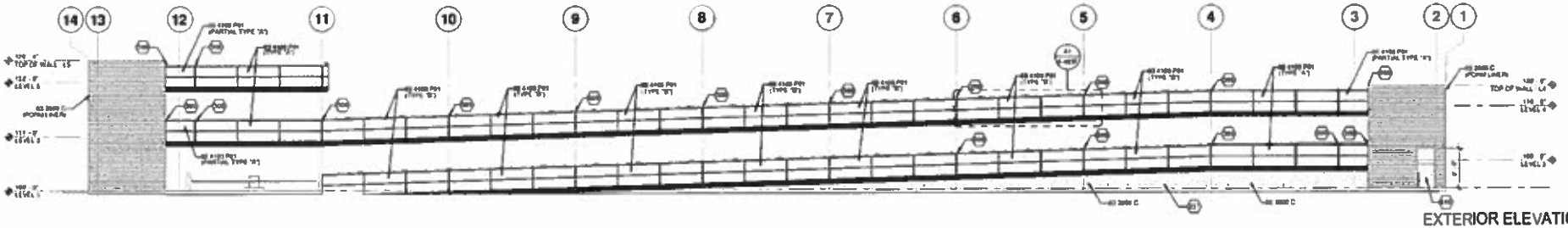
F1 EAST ELEVATION
1" = 10'-0"



C1 SOUTH ELEVATION
1" = 10'-0"



C7 NORTH ELEVATION
1" = 10'-0"



A1 WEST ELEVATION
1" = 10'-0"

EXTERIOR ELEVATIONS

GENERAL SHEET NOTES

1. FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 100'-0" - REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION.
2. REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING.

REFERENCE KEYNOTES

03 3000 C	CAST-IN-PLACE CONCRETE
03 4100 PCI	PRECAST STRUCTURAL CONCRETE WALL PANEL
237	FINISH GRADE. REFER TO CIVIL PLANS FOR ELEVATIONS

SHEET KEYNOTES

500	PROVIDE 1.5" GAP BETWEEN PRECAST PANELS
550	PROVIDE 1.5" GAP BETWEEN PRECAST CONCRETE PANELS AND CAST-IN-PLACE SHEAR WALLS
516	OPENING TO STAIRS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1976

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

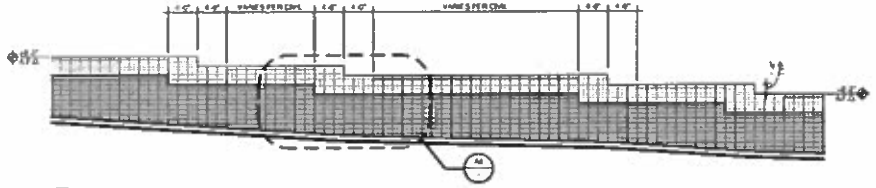
December 1, 2016
SHEET No. A-201F

COA PROJECT No. 7008.92 JRMA No. 4907

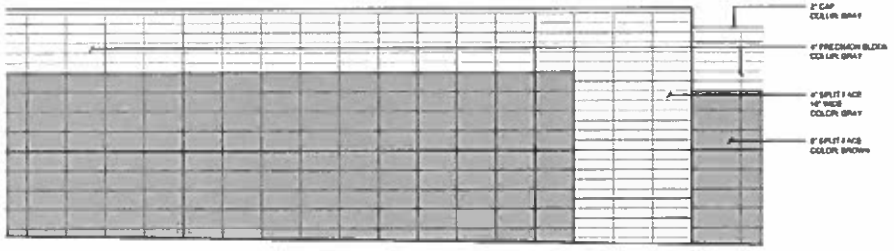
Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

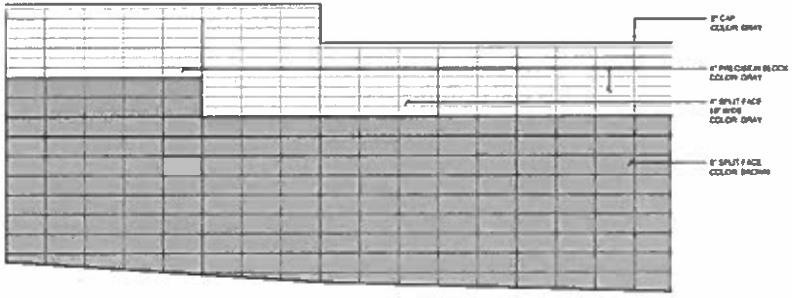
E3 SCREEN WALL ELEVATION
1" = 1'-0"



C3 SCREEN WALL ELEVATION
1" = 1'-0"



A3 SCREEN WALL DETAIL
1" = 1'-0"



A8 SCREEN WALL DETAIL
1" = 1'-0"

SCREEN WALL ELEVATIONS

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 524-1870

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348-4000

December 1, 2016

SHEET No. C-501

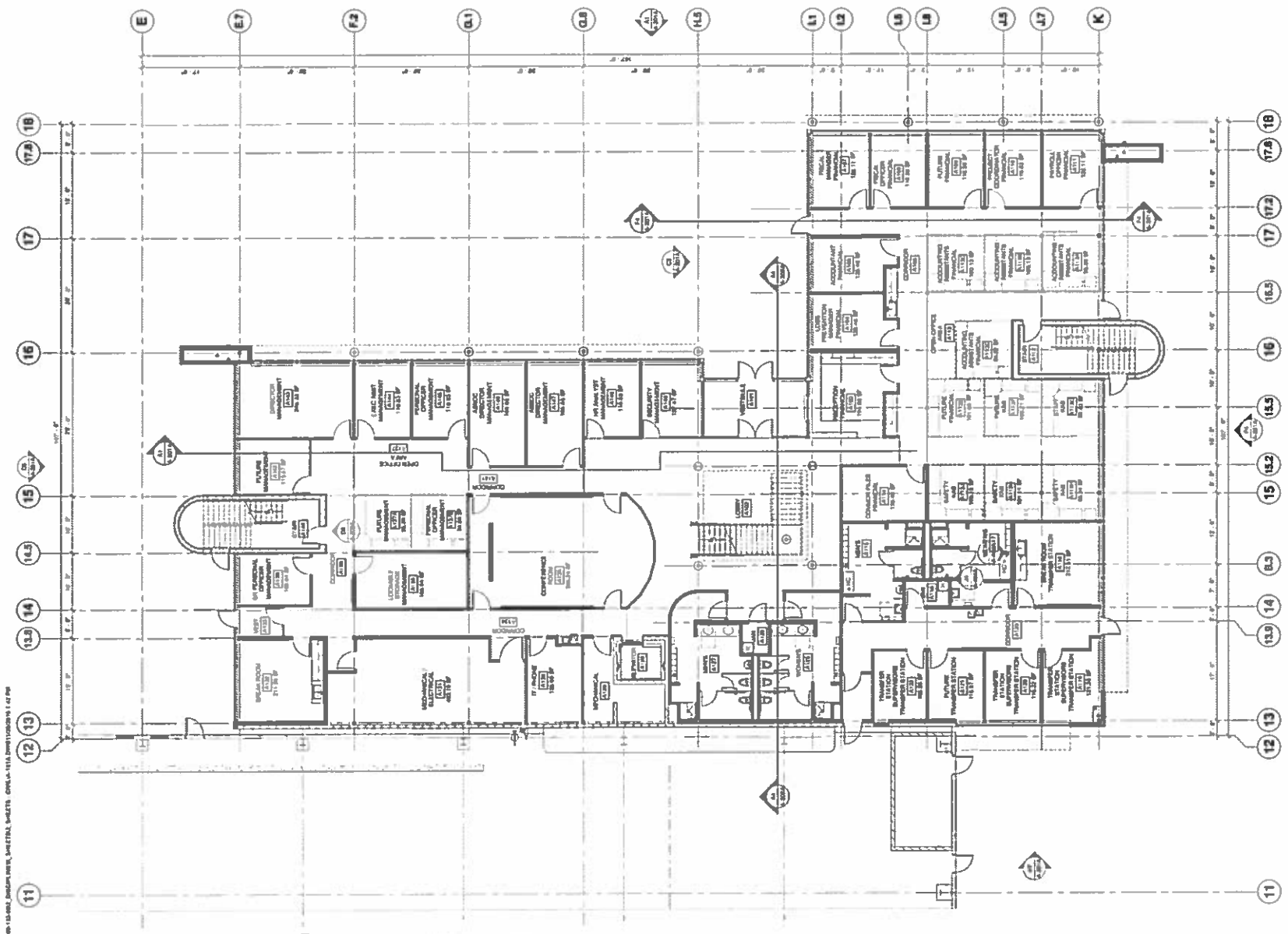
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE
2. REFER TO SHEET A-000 FOR ROOM FINISH SCHEDULE
3. FURNITURE AND MODULAR FURNITURE SYSTEMS ARE SHOWN FOR REFERENCE ONLY; NOT IN CONTRACT (NIC)
4. FIRESTOP PENETRATIONS THROUGH FIRE RATED WALLS IN ACCORDANCE WITH SPECIFICATION SECTION 07 8400



A3 FIRST FLOOR PLAN - ADMINISTRATION BUILDING
1/8" = 1'-0"

ADMINISTRATION BUILDING
FIRST FLOOR PLAN

JR MILLER & ASSOCIATES
3700 SATURN STREET
BREA, CA 92821
714 524 1678

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-101A

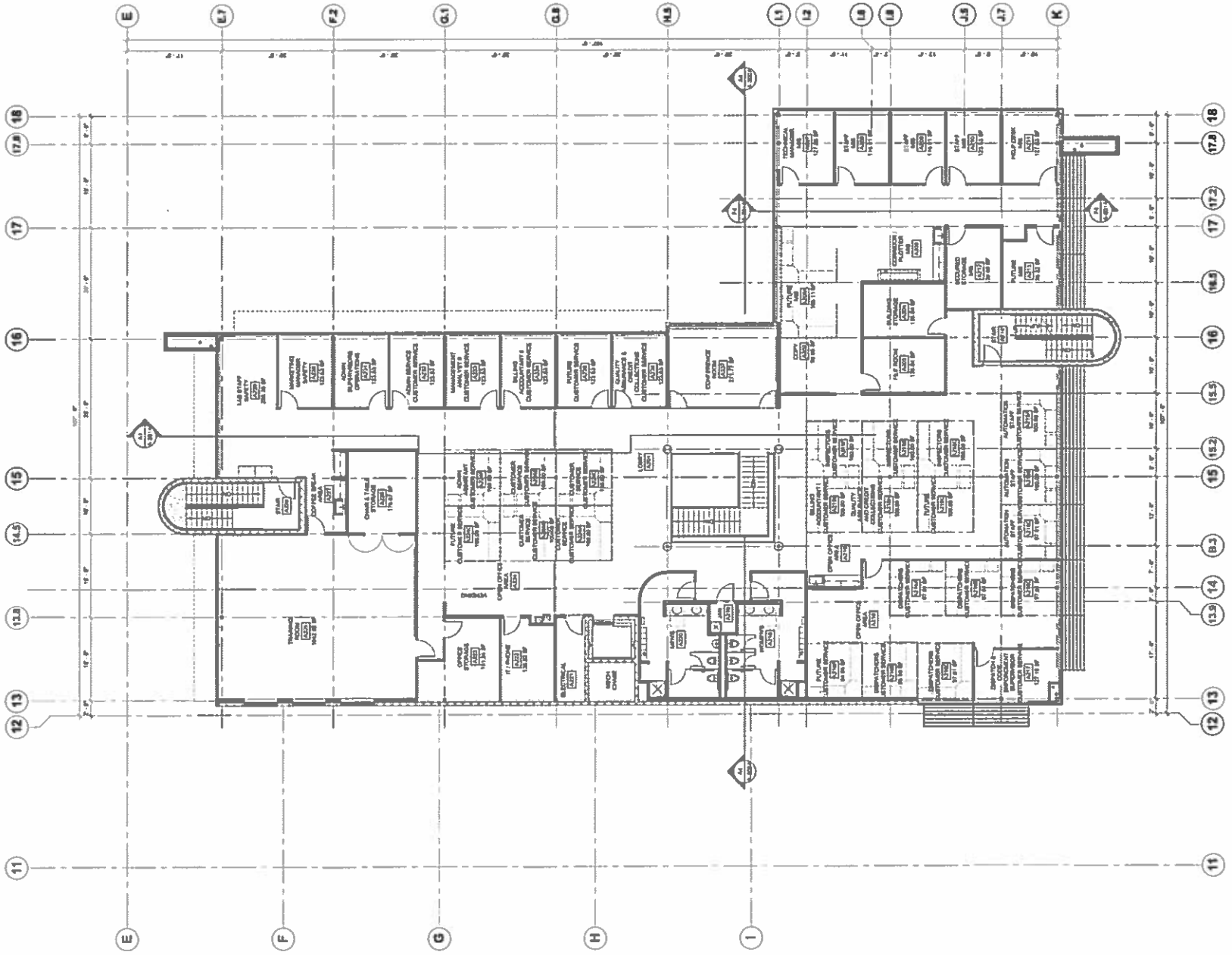
COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE
2. REFER TO SHEET A-601 FOR ROOM FINISH SCHEDULE
3. FURNITURE AND MODULAR FURNITURE SYSTEMS ARE SHOWN FOR REFERENCE ONLY. NOT IN CONTRACT (NIC)
4. FIRESTOP PENETRATIONS THROUGH FIRE RATED WALLS IN ACCORDANCE WITH SPECIFICATION SECTION 07 8400



A3 SECOND FLOOR PLAN - ADMINISTRATION BUILDING
1/8" = 1'-0"

ADMINISTRATION BUILDING
SECOND FLOOR PLAN

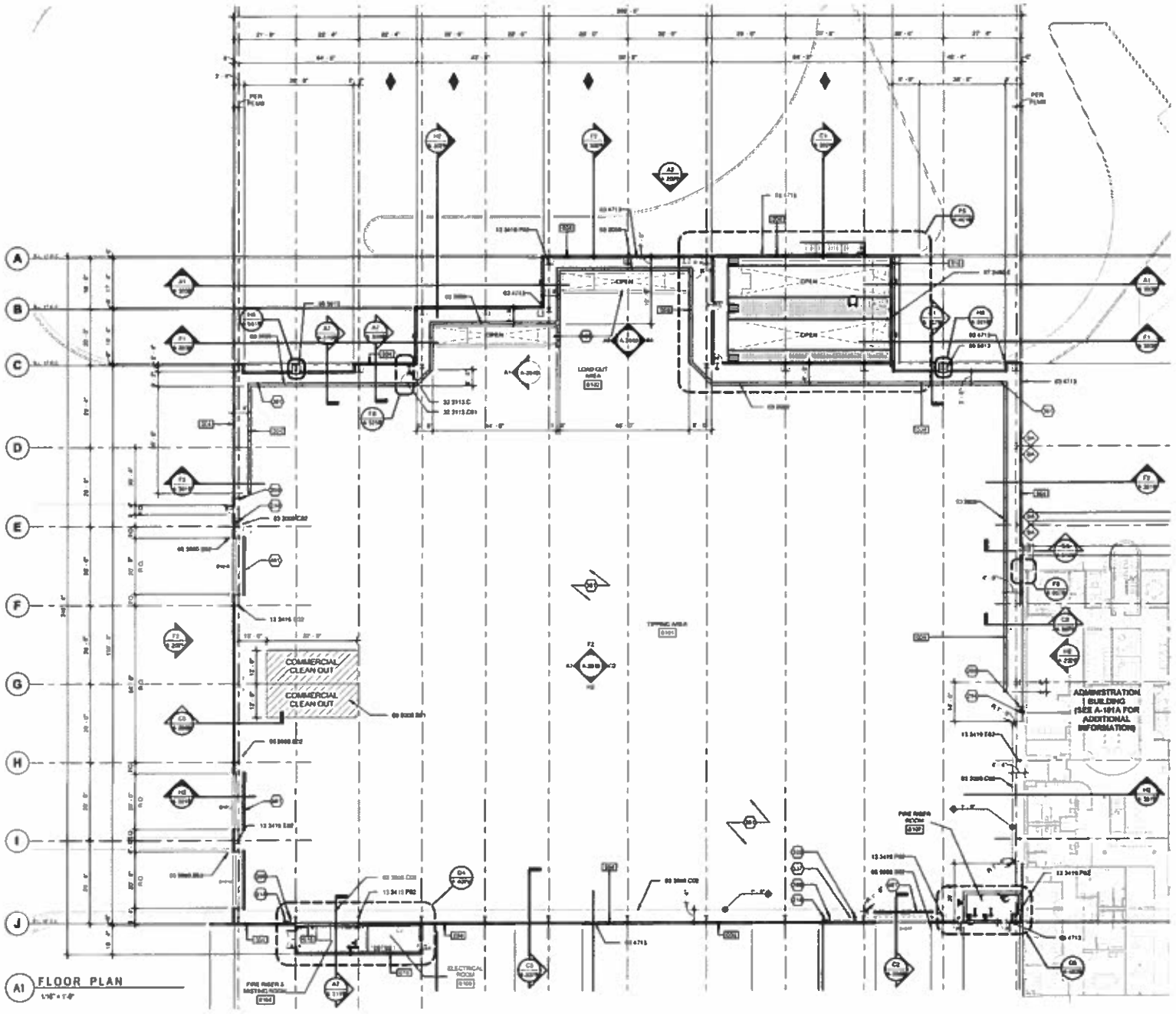
JR MILLER & ASSOCIATES
2789 SATURN STREET
BREA, CA 92821
714 894 1678

WILSON & COMPANY
WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-104A

COA PROJECT No. 7006.92 JRMA No. 4907



A1 FLOOR PLAN
1/16" = 1'-0"

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City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES
4. SEE METAL BUILDING SPECIFICATION FOR ADDITIONAL INFORMATION
5. ALL PRIME PRIMARY COMPONENTS TO HAVE GREY PRIMER. ALL SECONDARY COMPONENTS TO BE GALVANIZED
6. ALL STEEL IS TYP. THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED - VERIFY COLOR WITH ARCHITECT
7. FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 1605'-0" REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION.
8. REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING.
9. UNLESS NOTED, REFER TO EXTERIOR ELEVATIONS FOR EXTERIOR FINISH COLORS.

REFERENCE KEYNOTES

03 3000	CAST-IN-PLACE CONCRETE
03 3000 C02	CONCRETE CURB
03 4713	TILT UP CONCRETE
05 5000 B00	BOLLARD
05 5213	COLUMN COVERS
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
32 0000 B01	STRIPING
13 3419 B	BRACING
13 3419 E00	ENDWALL COLUMN
13 3419 P02	PRE ENGINEERED BUILDING COLUMN
32 3113 C	CHAIN LINK FENCE
32 3113 C01	CHAIN LINK GATE

SHEET KEYNOTES

200	EYEWASH
214	HOSE REEL
220	PLUMBING OVERFLOW ROOF DRAIN
222	PLUMBING ROOF DRAIN
301	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
401	PLUMBING TRENCH DRAIN
406	1 CHID-OUT ROOF OPENING. PROVIDE TEMPORARY COVER PER DETAIL 9/S04-A200

LEGEND

- DOOR TYPE- REFER TO DOOR SCHEDULE
- WINDOW TYPE- REFER TO WINDOW SCHEDULE
- CONCRETE WALL- REFER TO WALL TYPE
- GRATING
- BRACE BAY LOCATION
- ROOM NAME & NUMBER
- WALL TYPE - SEE SHEET A-003

TRANSFER STATION FLOOR PLAN

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714-524-1971

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505-348-4000

December 1, 2016
SHEET No. A-101B

COA PROJECT No. 7006.92 JRMA No. 4907

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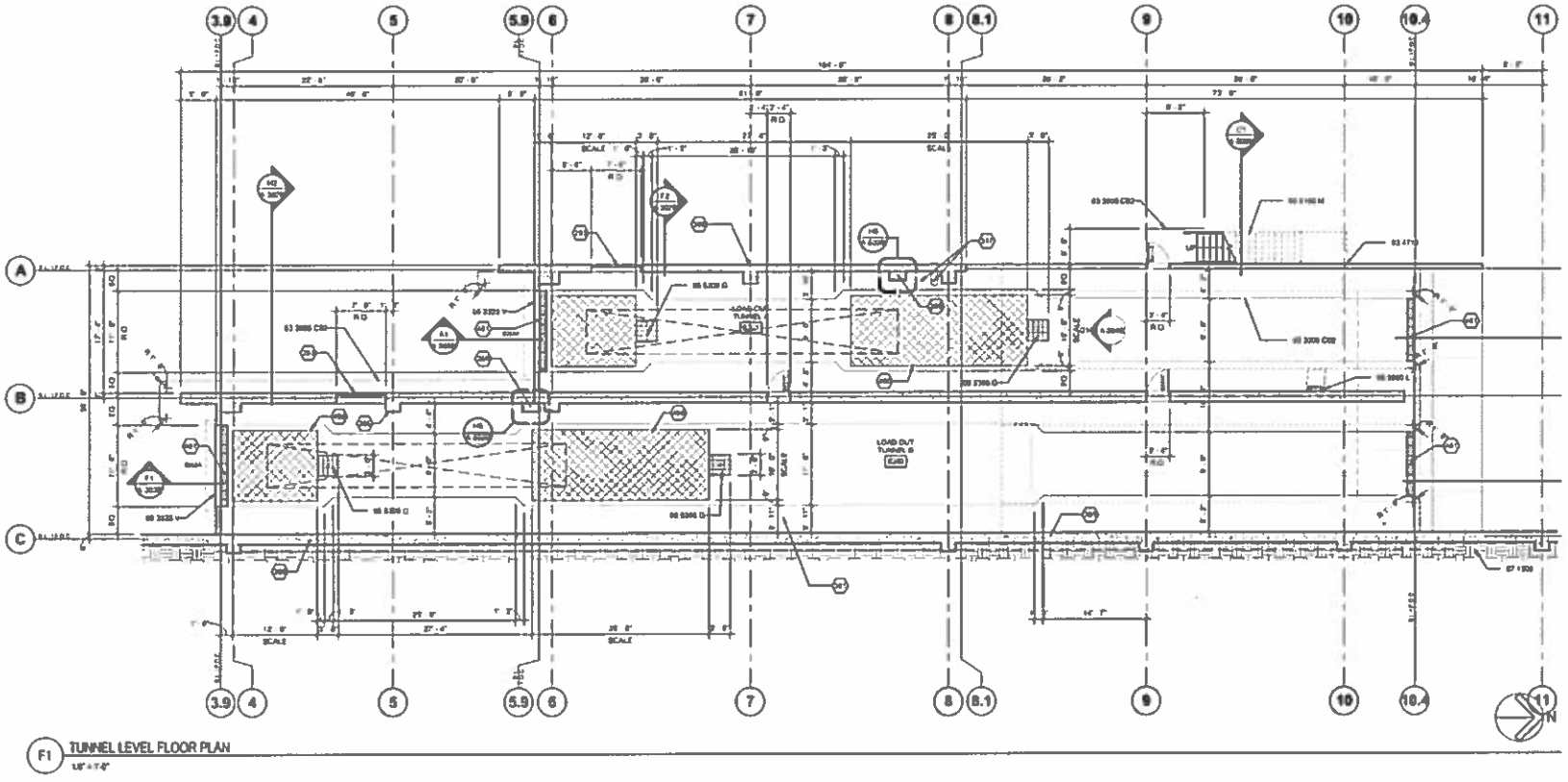
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



F1 TUNNEL LEVEL FLOOR PLAN
1/8" = 1'-0"

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE 3/8" thk TEMPERANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES
4. SEE METAL BUILDING SPECIFICATION FOR ADDITIONAL INFORMATION
5. ALL PEMB PRIMARY COMPONENTS TO HAVE GREY PRIMER. ALL SECONDARY COMPONENTS TO BE GALVANIZED
6. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED. VERIFY COLOR WITH ARCHITECT
7. FINISH FLOOR ELEVATIONS INDICATED ARE BASED ON AN ELEVATION OF 100'-0". REFER TO CIVIL GRADING AND DRAINAGE PLAN FOR CONTROL DATUM AND BENCHMARK INFORMATION
8. REFER TO STRUCTURAL FOUNDATION PLAN FOR CONCRETE AND MASONRY REINFORCING
9. UNLESS NOTED, REFER TO EXTERIOR ELEVATIONS FOR EXTERIOR FINISH COLORS

REFERENCE KEYNOTES

03 3000 C02	CONCRETE CURB
03 4713	TILT UP CONCRETE
05 5000 L	LADDER
05 5100 M	METAL STAIRS
05 5300 D	GRATING
07 1300	SHEET WATERPROOFING
07 2400 E	EXTERIOR INSULATION AND FINISH SYSTEM
08 3323 V	OVERHEAD COILING DOOR

SHEET KEYNOTES

109	ELECTRICAL LIGHT FIXTURE
200	MECHANICAL DUCTWORK
205	MECHANICAL LOUVER
317	PLUMBING DRAIN LINE
375	STRUCTURAL CAST-IN-PLACE CONCRETE COLUMN
381	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
386	STRUCTURAL CAST-IN-PLACE CONCRETE WALL
451	PLUMBING TRENCH DRAIN
465	AXLE SCALES

LEGEND

DOOR TYPE REFER TO DOOR SCHEDULE

WINDOW TYPE REFER TO WINDOW SCHEDULE

CONCRETE WALL REFER TO WALL TYPE

GRATING

SPACE DAT LOCATION

ROOM NAME & NUMBER

WALL TYPE SEE SHEET A-403

TRANSFER STATION
TUNNEL FLOOR PLAN

JR MILLER & ASSOCIATES
3700 SATURN STREET
BREA, CA 92821
714-524-1370

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-102B

COA PROJECT No. 7008.92 JRMA No. 4907

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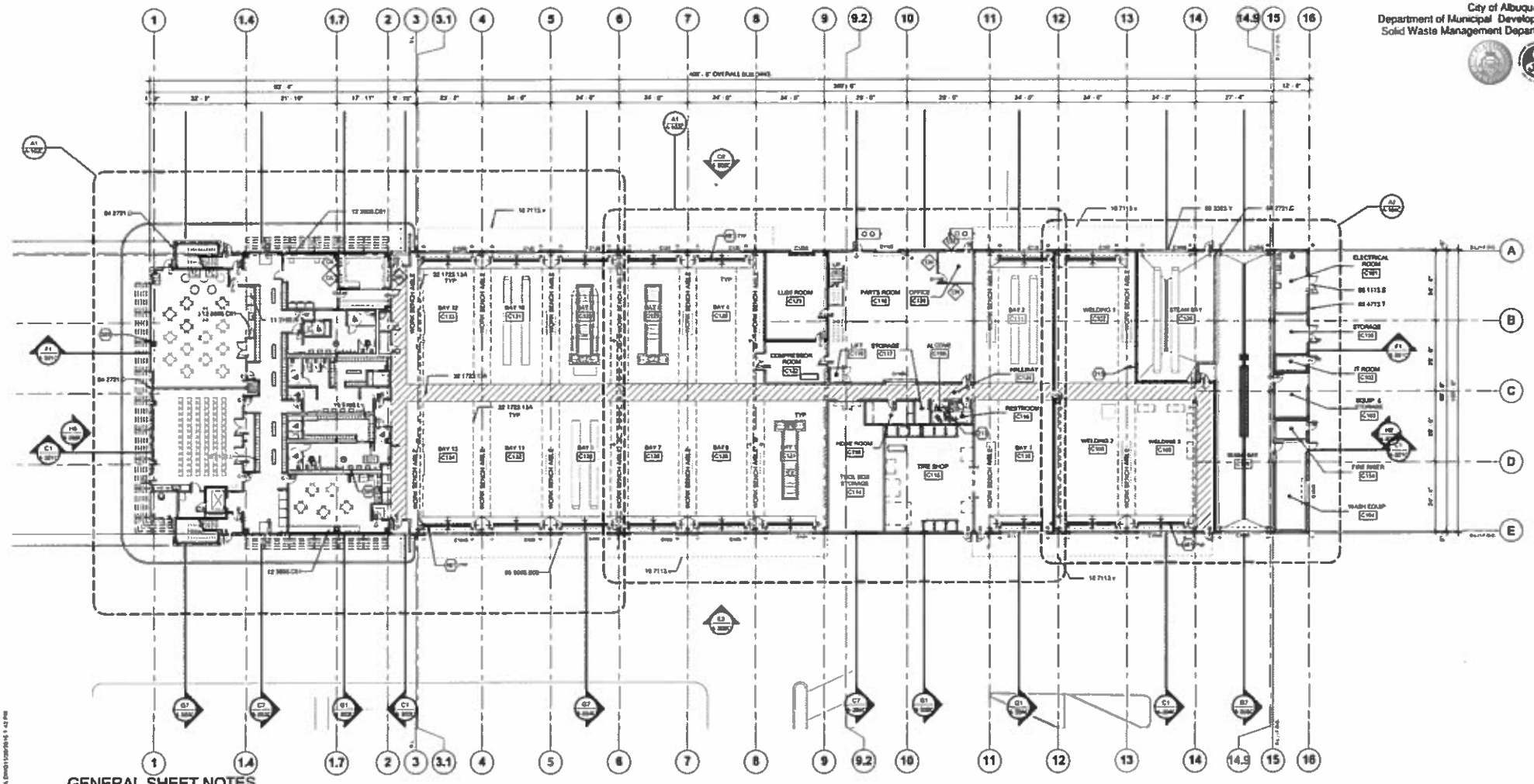
City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



B1 OVERALL FIRST FLOOR PLAN
1/16" = 1'-0"

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE WATER RESISTANT GYPSUM BOARD AT ALL PAINTED RESTROOM WALLS AND WITHIN 4'-0" OF ALL SINKS AND WATER HEATERS. PROVIDE CEMENTITIOUS BOARD AT ALL WET AREAS WITH TILE FINISH
4. SEE METAL BUILDING SPECIFICATION FOR ADDITIONAL INFORMATION
5. ALL PENB PRIMARY COMPONENTS TO HAVE GREY PRIMER. ALL SECONDARY COMPONENTS TO BE GALVANIZED
6. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED - VERIFY COLOR WITH ARCHITECT
7. FOR WALL MOUNTED CABINETS, PLUMBING FIXTURES, RESTROOM ACCESSORIES AND LOCKERS - PROVIDE BLOCKING PER DETAIL A6A-605
8. BUILDING COLUMNS INTERIOR FURRING WALLS ARE WALL TYPE 607. TYP
9. ALL ROOF TOP EQUIPMENT TO BE SHOP PAINTED GRAY UNO.

REFERENCE KEYNOTES

03 4713 T	TILT UP PRECAST CONCRETE UNIT(S)
04 2731 C	CONCRETE MASONRY UNITS
05 5000 BOL	BOLLARD
08 1113 S	STEEL DOOR
08 3323 V	OVER-HEAD COILING DOOR
10 5100 L	LOCKER
10 7113 R	METAL ROOF CANOPY
11 2400 R	REFRIGERATOR
12 3600 CNT	COUNTERTOP
32 1723 13A	PAINTED STRIPES

SHEET KEYNOTES

213	EYEWASH/SHOWER
329	PLUMBING FIXTURE
353	STRUCTURAL COLUMN
401	PLUMBING FRENCH DRAIN

LEGEND

- DOOR TYPE- REFER TO DOOR SCHEDULE
- WINDOW TYPE- REFER TO WINDOW SCHEDULE
- CONCRETE WALL- REFER TO WALL TYPE SCHEDULE
- ROOM NAME & NUMBER
- WALL TYPE- SEE SHEET A-603

O.H. OPPOSITE HAND

1 HR FIRE BARRIER FOR SHAFT ENCLOSURE (PER SECTION [illegible])

2 HR CMU FIRE BARRIER (PER SECTION 906.4)

VEHICLE MAINTENANCE FIRST FLOOR PLAN

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 994-1670

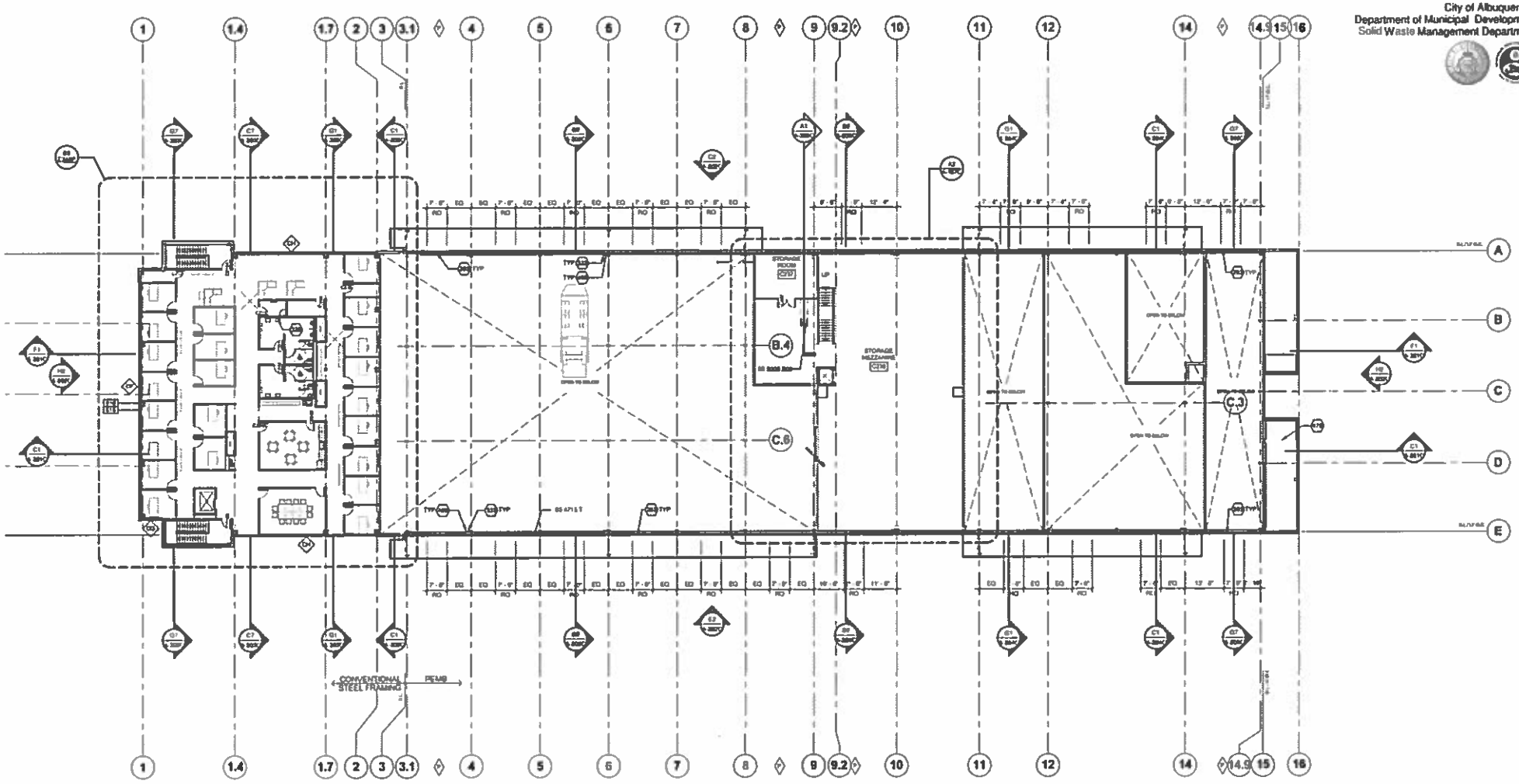
WILSON & COMPANY INC.
6800 LINO AVE NE
ALBUQUERQUE, NM 87109
505 348-4000

December 1, 2016
SHEET No. A-101C

COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department



B1 OVERALL SECOND FLOOR PLAN
1/16" = 1'-0"

GENERAL SHEET NOTES

1. SEE ENLARGED PLANS FOR DETAIL DIMENSIONS
2. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
3. PROVIDE WATER RESISTANT GYPSUM BOARD AT ALL PAINTED RESTROOM WALLS AND WITHIN 4' 0" OF ALL SINKS AND WATER HEATERS. PROVIDE C2 MILDTHCIN BOARD AT ALL WET AREAS WITH TILE FINISH
4. SEE METAL BUILDING SPECIFICATION FOR ADDITIONAL INFORMATION
5. ALL PEMB PRIMARY COMPONENTS TO HAVE GREY PRIMER. ALL SECONDARY COMPONENTS TO BE GALVANIZED
6. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED VERIFY COLOR WITH ARCHITECT
7. FOR WALL MOUNTED CABINETS, PLUMBING FIXTURES, RESTROOM ACCESSORIES AND LOCKERS PROVIDE BLOCKING PER DETAIL A6/A-605
8. BUILDING COLUMNS INTERIOR FURRING WALLS ARE WALL TYPE 607, TYP
9. ALL ROOF TOP EQUIPMENT TO BE SHOP PAINTED GRAY UNO.

REFERENCE KEYNOTES

03 4713 T	TILT UP PRECAST CONCRETE UNIT (S)
05 5000.5000	SHIP LADDER

SHEET KEYNOTES

200	MECHANICAL LOUVER
329	PLUMBING FIXTURE
333	PLUMBING OVERFLOW ROOF DRAIN
479	PARTITIONS DRYWALL on METAL STUD
485	PLUMBING ROOF DRAIN DOWNSPOUT

LEGEND

101	DOOR TYPE- REFER TO DOOR SCHEDULE
A1	WINDOW TYPE- REFER TO WINDOW SCHEDULE
	CONCRETE WALL- REFER TO WALL TYPE SCHEDULE
ROOM NAME 101	ROOM NAME & NUMBER
O.H.	OPPOSITE HAND
	1 HR FIRE BARRIER FOR SHAFT ENCLOSURE (PER SECTION 715.4)
	2 HR CMU FIRE BARRIER (PER SECTION 705.4)

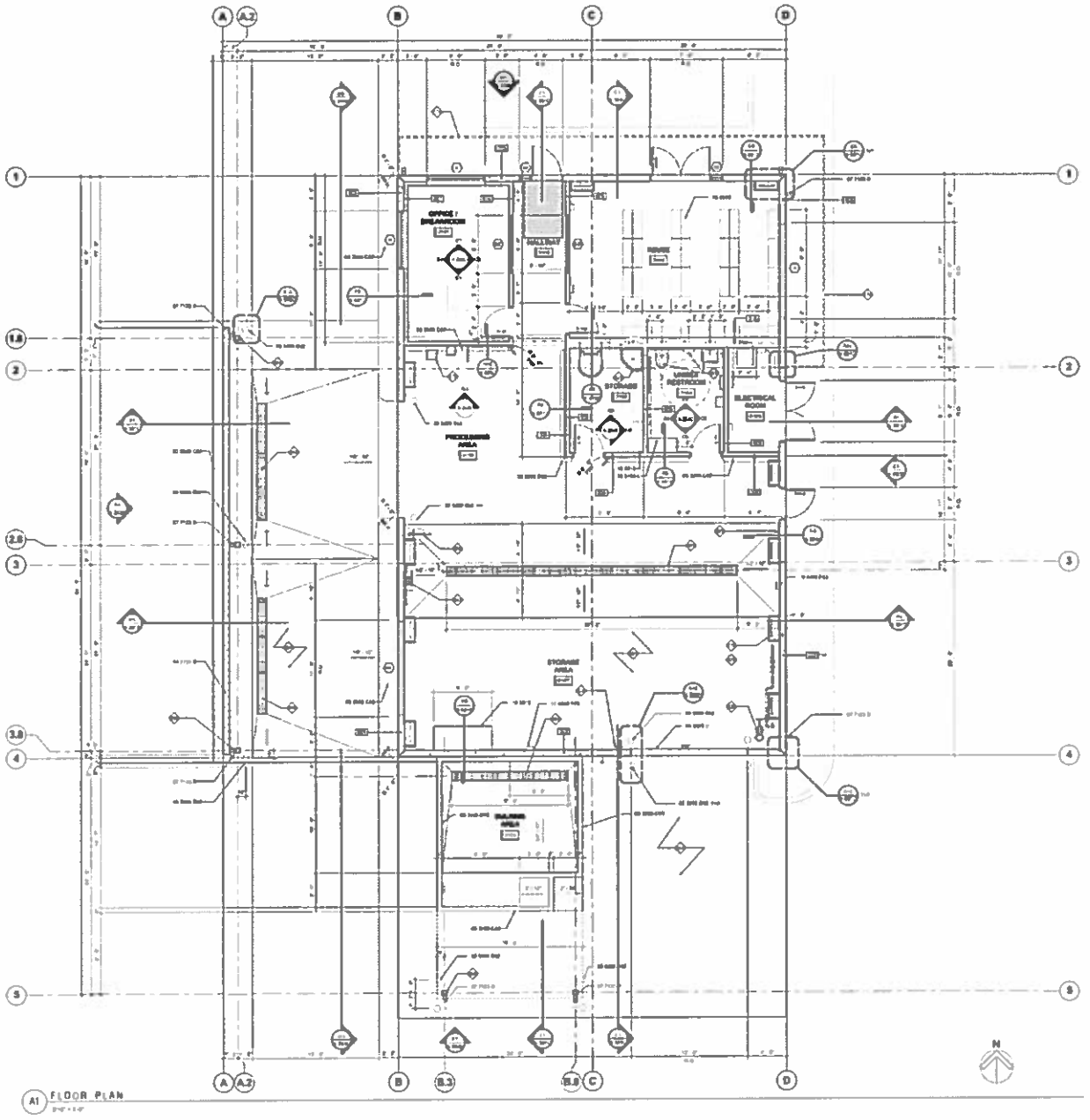
VEHICLE MAINTENANCE SECOND FLOOR PLAN

JR MILLER & ASSOCIATES
2709 SATURN STREET
SPR A, CA 93271
714 894 1678

WILSON & COMPANY INC
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016
SHEET No. A-105C

COA PROJECT No. 7008.92 JRMA No. 4907



Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. SEE AC SHEETS FOR ACCESSIBILITY SPECIFICATIONS
2. PROVIDE 5/8" WATER RESISTANT "GREENBOARD" AT RESTROOM LOCATIONS AND WITHIN 4' OF ALL OTHER PLUMBING FIXTURES
3. ALL EXPOSED STEEL THAT IS NOT FINISHED OR GALVANIZED IS TO BE PAINTED - VERIFY COLOR WITH ARCHITECT
4. FOR WALL MOUNTED CABINETS, PLUMBING FIXTURES, RESTROOM ACCESSORIES AND LOCKERS - PROVIDE BLOCKING PER DETAIL AS A-000

REFERENCE KEYNOTES

03 3000 C02	CONCRETE CURB
04 2721 C	CONCRETE MASONRY UNITS
05 5000 B02	BOLLARD
07 7123 D	DOWNSPOUT
08 3323 V	OVERHEAD COILING DOOR
10 4400 F03	FIRE EXTINGUISHER
10 5100 L	LOCKER
10 5513	METAL STORAGE SHELVING

SHEET KEYNOTES

124	DASHED LINE INDICATES CANOPY ABOVE
200	EYEWASH
210	MECHANICAL ELECTRICAL PROTECTION
311	PIPE PENETRATION
325	PLUMBING FIXTURE
342	PLUMBING WATER HEATER
351	STRUCTURAL CAST-IN-PLACE CONCRETE SLAB
352	STRUCTURAL COLUMN
470	DUAL DRINKING FOUNTAIN
491	PLUMBING TRENCH DRAIN

LEGEND

101	DOOR TYPE - REFER TO DOOR SCHEDULE
W	WINDOW TYPE - REFER TO WINDOW SCHEDULE
	WALL TYPE - EXTERIOR 8" CMU
	WALL TYPE - EXTERIOR 6" CONC. TILT UP PANEL
ROOM NAME 101	ROOM NAME & NUMBER
1hr	WALL TYPE - SEE SHEET A-000

HOUSEHOLD HAZARDOUS WASTE DROP OFF BUILDING FLOOR PLAN

JR MILLER & ASSOCIATES
2700 SATURN STREET
BREA, CA 92821
714 524-1979

WILSON & COMPANY
WILSON & COMPANY INC.
4900 LANG AVE NE
ALBUQUERQUE, NM 87109
505 348 4000

December 1, 2016

SHEET No. A-101D

COA PROJECT No. 7006.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE.

REFERENCE KEYNOTES

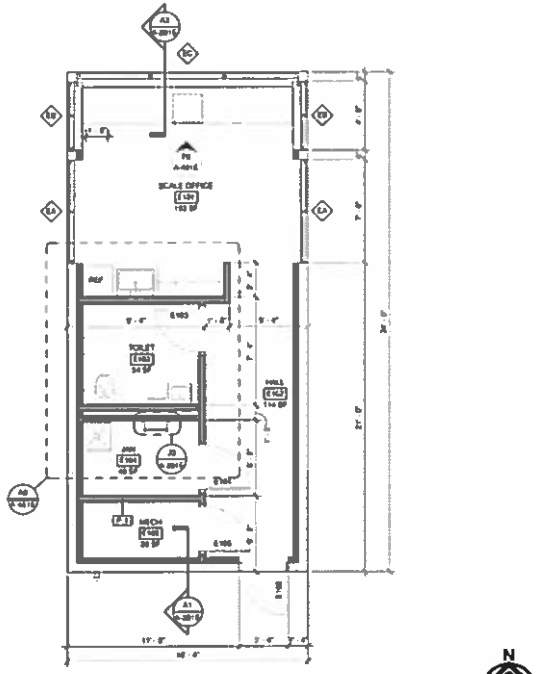
07 5466.CH	CRICKET
07 5466.T	TPO MEMBRANE
07 7466.C	COPING
07 7123.L	LEADER HEAD
07 7366.R	ROOF HATCH
10 7113.S	SUN CONTROL DEVICE

SHEET KEYNOTES

23E	MECHANICAL EQUIPMENT

LEGEND

SCHEDULE ITEM	DESCRIPTION	DESIGNATION
FLOOR		
CPT	CARPET TILE	09 6813
CT1	CERAMIC TILE FLOOR	09 3000
SEALED CONC	SEALED CONCRETE FLOOR	03 3000
VCT	VINYL COMPOSITION TILE	09 6500
BASE		
RB	RESILIENT BASE	09 6500
CTB	CERAMIC TILE BASE	09 3000
WALLS		
P1	Paint	09 9000
CT	CERAMIC TILE	09 3000
FRP	FIBERGLASS REINFORCED PLASTIC PANEL	09 0561
CEILING		
APC	ACOUSTICAL PANEL CEILING	09 5400
GWC	GYPSUM BOARD CEILING	09 2116
EXPOSED	EXPOSED TO STRUCTURE	



A7 FLOOR PLAN - SCALE BUILDING
1/4"=1'-0"

SCALE BUILDING FLOOR PLAN

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December 1, 2016

SHEET No. A-101E

COA PROJECT No. 7008.92 JRMA No. 4907

Edith Transfer Station

City of Albuquerque
Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

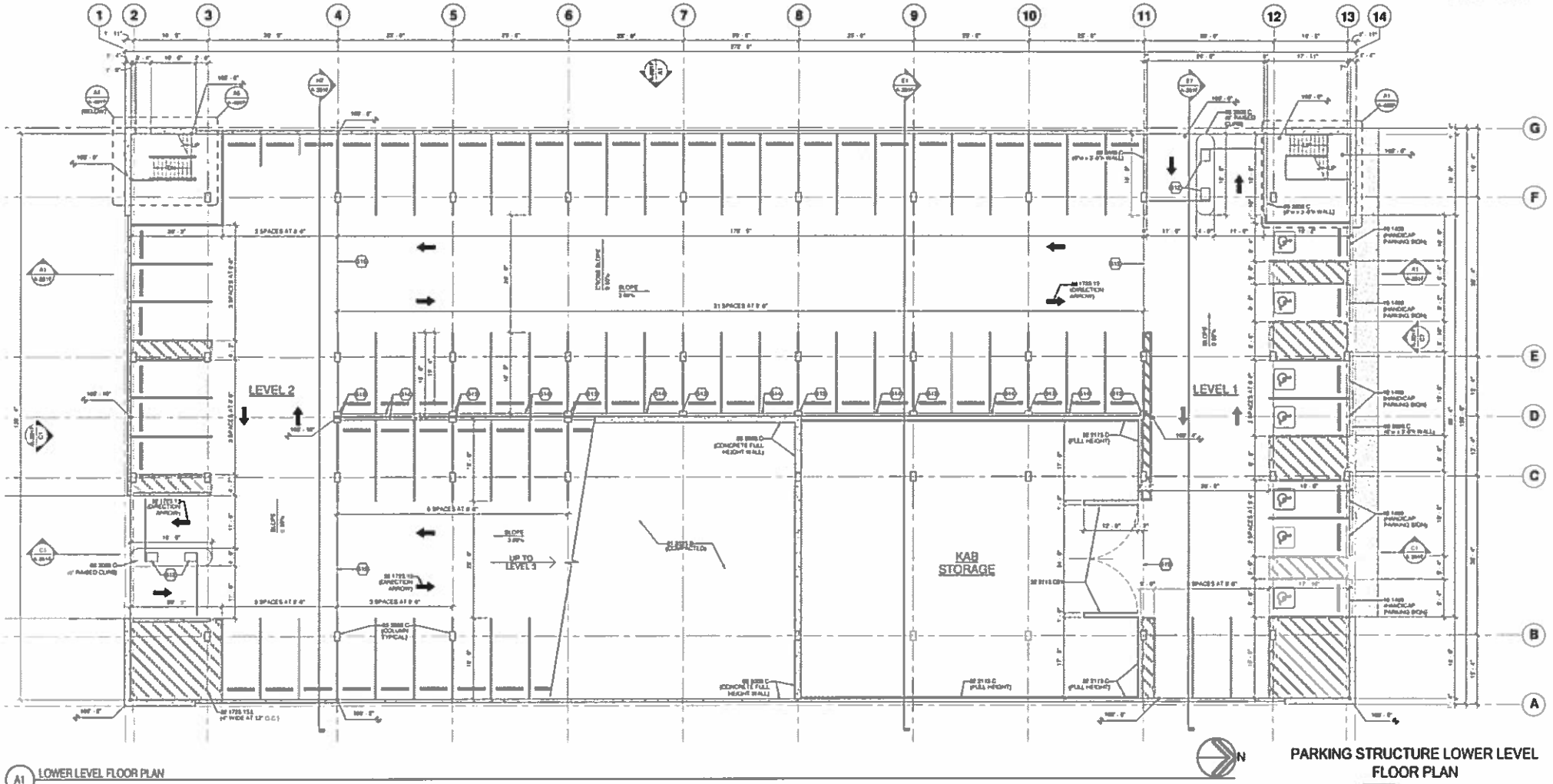
1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE
2. FIRESTOP PENETRATIONS THROUGH FIRE RATED WALLS IN ACCORDANCE WITH SPECIFICATION SECTION 07 8400

REFERENCE KEYNOTES

03 3000 C	CAST IN PLACE CONCRETE
10 1400	SIGNAGE
31 2323.B	BACKFILL
32 1723.13	PAINTED PAVEMENT MARKINGS
32 1723.13.A	LINE AND ZONE MARKING PAINT
32 3113.C	CHAIN LINK FENCE
32 3113.CM	CHAIN LINK GATE

SHEET KEYNOTES

512	PARKING CONTROL DEVICE.
543	CONCRETE POST. SEE DETAIL A9-A-4007
544	1/4" DIAMETER STRUCTURAL STEEL CABLES (GALVANIZED) RUN THROUGH CONCRETE POSTS IN 3-4" PVC SLEEVES. SEE DETAIL A9-A-4007
515	GRADE BREAK, START OF 3.00% SLOPE.



A1 LOWER LEVEL FLOOR PLAN
1" = 10'-0"

PARKING STRUCTURE LOWER LEVEL FLOOR PLAN

JR MILLER & ASSOCIATES
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BREA, CA 92821
714 994-1978

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505 348-4000

December 1, 2016

SHEET No. A-101F

COA PROJECT No. 7006.92 JRMA No. 4907

GENERAL SHEET NOTES

1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE
2. FIRESTOP PENETRATIONS THROUGH FIRE RATED WALLS IN ACCORDANCE WITH SPECIFICATION SECTION 07 8400

REFERENCE KEYNOTES

03 3000.C	CAST-IN-PLACE CONCRETE
10 1400	BRONZE
31 2323.B	BACKFILL
32 1723.13	PAINTED PAVEMENT MARKINGS
32 1723.13.L	LINE AND ZONE MARKING PAINT
32 3113.C	CHAIN LINK FENCE
32 3113.CGH	CHAIN LINK GATE

SHEET KEYNOTES

512	PARKING CONTROL DEVICE.
513	CONCRETE POST, SEE DETAIL A6/A-402F
514	6" DIAMETER STRUCTURAL STEEL CABLES (GALVANIZED) RUN THROUGH CONCRETE POSTS IN 3-4" PVC SLEEVES. SEE DETAIL A6/A-402F
515	GRADE BREAK, START OF 3.00% SLOPE.

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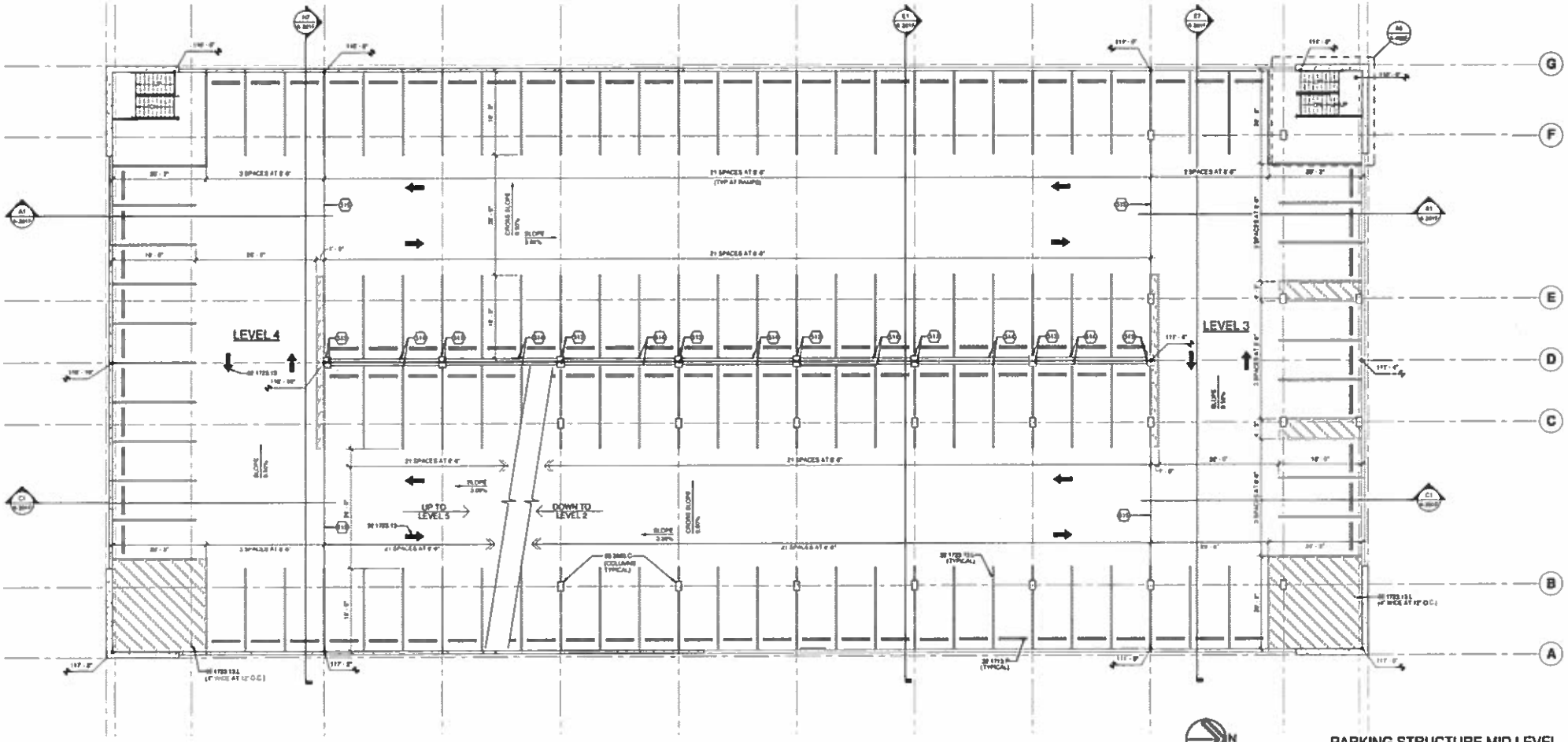

A1 MID LEVEL FLOOR PLAN
1" = 10'-0"

PARKING STRUCTURE MID LEVEL FLOOR PLAN

JR MILLER & ASSOCIATES
3700 SATURN STREET
SNE A, CA 92621
714 894 1878

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505 348 4000

December 1, 2016
SHEET No. A-102F

COA PROJECT No. 7006.92 JRMA No. 4907

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Department of Municipal Development
Solid Waste Management Department

GENERAL SHEET NOTES

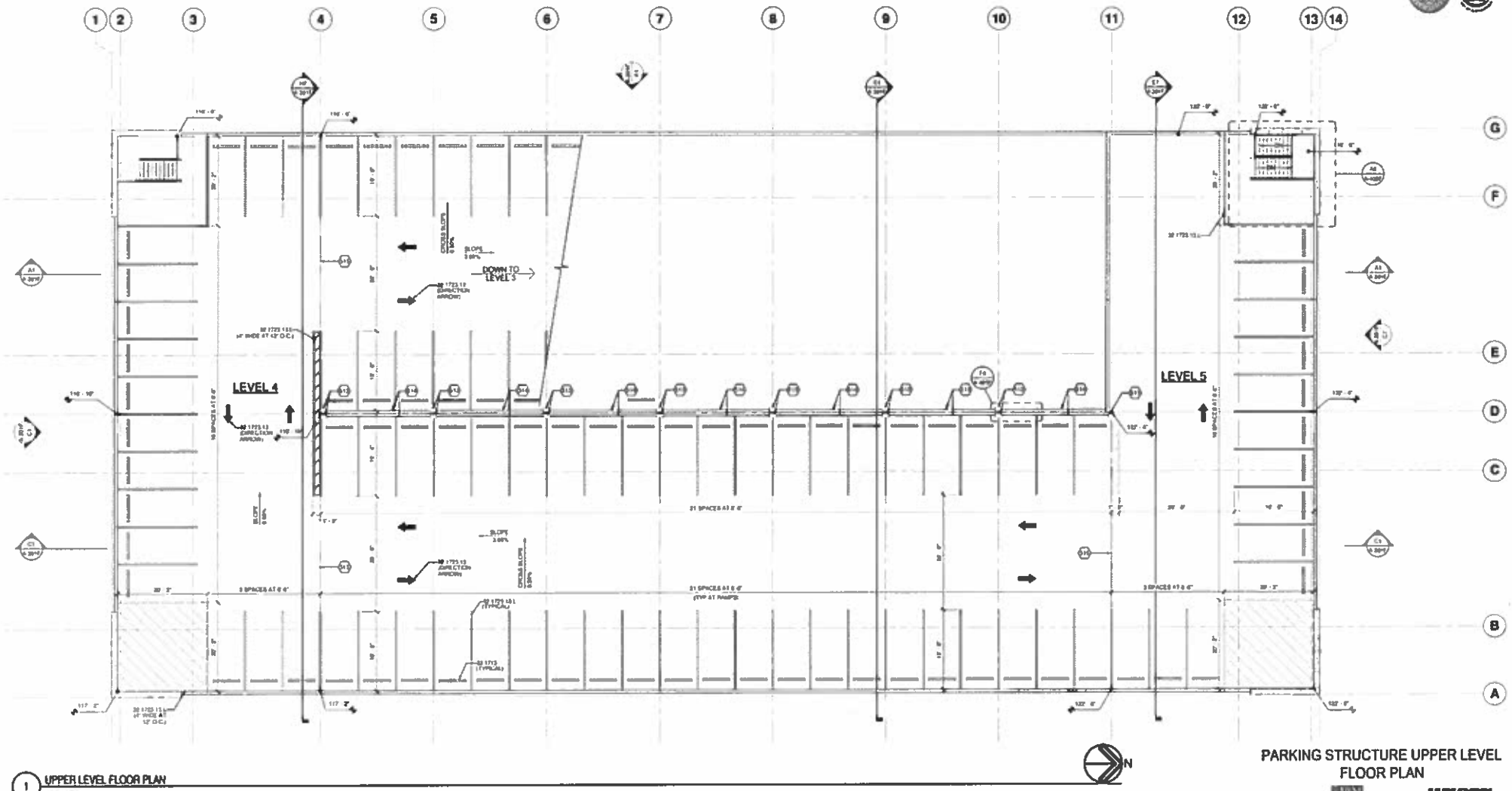
1. DIMENSIONS TO INTERIOR PARTITIONS ARE TO FACE OF STUD UNLESS INDICATED OTHERWISE.
2. FIRESTOP PENETRATIONS THROUGH FIRE-RATED WALLS IN ACCORDANCE WITH SPECIFICATION SECTION 07 8400

REFERENCE KEYNOTES

32 1713	PARKING BUMPERS
32 1723.13	PAINTED PAVEMENT MARKINGS
32 1723.13.L	LINE AND ZONE MARKING PAINT

SHEET KEYNOTES

013	CONCRETE POST SEE DETAIL A8/A-402F
014	1" DIAMETER STRUCTURAL STEEL CABLES (GALVANIZED) RUN THROUGH CONCRETE POSTS IN 2-1/4" PVC SLEEVES. SEE DETAIL A8/A-402F
015	GRADE BREAK. START OF 3.00% SLOPE.



1 UPPER LEVEL FLOOR PLAN
1" = 16'-0"

PARKING STRUCTURE UPPER LEVEL FLOOR PLAN

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December 1, 2016

SHEET No. A-103F

COA PROJECT No. 7008.92 JRMA No. 4907

ADDITIONAL STAFF INFORMATION