

R-270-1980

Policies for Zone Map Change Applications

The following policies for deciding zone map change applications pursuant to the Comprehensive City Zoning Code are hereby adopted:

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

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

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

(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.

(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.

(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.

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

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

(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.

(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.

(Res. 270-1980, approved 12-30-80)

## HISTORY



City of Albuquerque  
Planning Department  
Planning Division  
P.O. Box 1293, Albuquerque, New Mexico 87103

Date: June 25, 1986

NOTIFICATION OF DECISION

Rayco West Investments II  
5608 Alameda Place  
Albuquerque, NM 87108

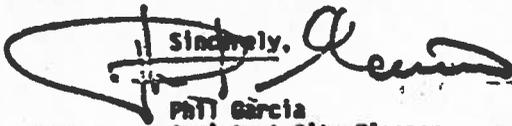
File: ~~AZ-86-6/7-86-43~~  
Location: Tracts 107 B1B, 107 B1A2, 107 B2A1, and a portion  
of 107 B1A1, and a portion of 107 B2A2, 108 A3A1A and 108  
A3A1b, located on the south east corner of the  
Griegas-Comanche Extension and east of Edith Boulevard N.E.

On June 19, 1986, the Environmental Planning Commission voted to withdraw your request for annexation and simultaneous establishment of R-1 zoning.

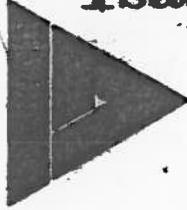
IF YOU WISH TO APPEAL THIS DECISION, YOU MUST DO SO BY JULY 4, 1986. IN THE MANNER DESCRIBED BELOW. A NON-REFUNDABLE FILING FEE OF \$40 IS REQUIRED AT THE TIME THE APPEAL IS FILED.

Appeal to the City Council: Any person aggrieved with any determination of the Environmental Planning Commission acting under this ordinance may file an appeal to the City Council by submitting written application on the Planning Division form to the Planning Division within 15 days of the Planning Commission's decision. The date the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. The City Council may decline to hear the appeal if it finds that all City plans, policies and ordinances have been properly followed. If it decides that all City plans, policies and ordinances have not been properly followed, it shall hear the appeal. Such appeal, if heard, shall be heard within 60 days of its filing.

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

Sincerely,  
  
Phil Garcia  
Assistant City Planner

PS/vb  
cc: Isaacson & Arfman, P.A., 128 Monroe St., N.E., 87108



**Isaacson & Arfman, P.A.**

MUNICIPAL  
DEV. DEPT.  
PLANNING DIV.

#19

Consulting Engineering  
Associates

JUN 4 12 23 PM '86

June 4, 1986

Mr. Bob Wolfe, Chairman  
Environmental Planning Commission  
c/o Planning Department  
City of Albuquerque  
P.O. Box 1293  
Albuquerque, N.M. 87103

Re: AZ-86-6, Z-86-43 (Ribble Business Park)

Dear Mr. Wolfe:

As agent for the applicant, Rayco West Investments, for the referenced case, we request withdrawal of the application for annexation and zoning. The City of Albuquerque has purchased this property for use as a City Yard. Consequently, the applicant has no current interest in the property.

We also request a refund of application fees which Rayco West submitted with the application. We feel this refund is justified since the property was acquired by condemnation.

Very truly yours,

Thomas O. Isaacson

TOI/aq

cc: Rayco West Investments

## ZONING

Refer to Section 14-16-1-5 of the Zoning Code for specifics regarding Definitions, Section 14-16-2-20 for specifics regarding the M-1 Zone, and 14-16-2-22 of the Zoning Code for specifics regarding the SU-1 Special Use Zone.

**APPLICATION INFORMATION**



**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 REGULATORY 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)

[Signature] 8/27/2015  
Applicant signature & Date



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

Application case numbers  
15 EPC - 40051

Revised: June 2011

[Signature] 8-27-15  
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)

- n/a* \_\_\_ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
- Site Plan and related drawings (folded to fit into an 8.5" by 14" pocket) 20 copies.
- n/a* \_\_\_ 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)
- n/a* \_\_\_ 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 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 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 8/27/15  
Applicant signature / date



Form revised November 2010

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

Application case numbers  
15 - EPC - 40052

[Signature] 8-27-15  
Planner signature / date  
Project #: 1010582

# CITY OF ALBUQUERQUE

## TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Savina Garcia, Wilson & Co. DATE OF REQUEST: 8/20/2015 ZONE ATLAS PAGE(S): G-15-Z

CURRENT:  
ZONING M-1  
PARCEL SIZE (AC/SQ. FT.) ± 22 acres

LEGAL DESCRIPTION: 107B1A1, 107B1A2, 107B2A1, 108A3A, 108A3A1, 108A3B, 108A1A2, 108A1A2B1, 108A1A2B1  
LOT OR TRACT # ↑ BLOCK #  
SUBDIVISION NAME MREGD MAP 33

REQUESTED CITY ACTION(S):  
ANNEXATION [ ]  
ZONE CHANGE [X]: From M-1 To SM-1  
SECTOR, AREA, FAC, COMP PLAN [ ]  
AMENDMENT (Map/Text) [ ]

SITE DEVELOPMENT PLAN:  
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 8/20/2015  
(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -  
2<sup>ND</sup> Floor West, 600 2<sup>ND</sup> St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [ ] NO [ ] BORDERLINE [X]

THRESHOLDS MET? YES [ ] NO [X] MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: [ ]  
Notes: -TIS submitted for benefit of COA, Bernalillo County, and NMDOT due to zone change, change in usage.

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.

[Signature]  
TRAFFIC ENGINEER  
08-20-15  
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 08/18/15  
-FINALIZED    /   /     
[Signature]  
TRAFFIC ENGINEER  
08-20-15  
DATE

# CITY OF ALBUQUERQUE



August 27, 2015

Mr. Peter D. Nicholls, 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)  
Tracts 107B1A1, 107B1A2; and tracts 108A3A1A, 108A3A1B, 108A3B; together with all  
of tracts 108A1A2B2, 108A1A2B1B, and 108A1A2B1A and tract 107B2A1;  
MRGCD MAP 33 Subdivision  
ZONE ATLAS PAGE: G-15-Z

Dear Chairman Nicholls:

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.

PO Box 1293

The City of Albuquerque is the property owner of record for Tracts 107B1A1, 107B1A2; and tracts 108A3A1A, 108A3A1B, 108A3B; together with all of tracts 108A1A2B2, 108A1A2B1B, 108A1A2B1A and tract 107B2A1 of the MRGCD MAP 33 Subdivision.

Albuquerque

Thank you for your attention concerning this matter. If you should have any questions please contact me at [jfrancis@cabq.gov](mailto:jfrancis@cabq.gov) or 505.768.3083; or Savina Garcia, Wilson & Company at [sgarcia@wilsonco.com](mailto:sgarcia@wilsonco.com) or 505.348.4018.

NM 87103

Sincerely,

[www.cabq.gov](http://www.cabq.gov)

Jerry Francis, RA  
Project Manager  
Department of Municipal Development

## PRE-APPLICATION REVIEW TEAM (PRT) DISCUSSION

NOTE: Pre-Application Discussion meetings are available to help applicants obtain information about procedures and requirements pertaining to their request. The interpretation of specific uses allowed in various zones is the responsibility of the Zoning Enforcement Officer, as provided for by the Zoning Code. Any Statements regarding zoning at the Pre-Application Discussion are not Certificates of Zoning.

PA#: 15-022 Received By: Tanya Turner Date: 1-30-15

Applicant Name: Savina Garcia, Wilson & Company Phone# 505.348.4018

APPOINTMENT DATE & TIME: 2/10/15 @ 3:00 pm

PLEASE CONTACT THE PLANNING DEPARTMENT AT 924-8860 TO SCHEDULE AN APPOINTMENT.  
Appointment requests, including this completed form and zone atlas page, received by Friday at noon will be scheduled for Tuesday the following week, if times are available.

BRIEFLY DESCRIBE YOUR REQUEST: (What do you plan to develop on this site?)  
Redevelopment of existing site incl. solid waste transfer station (~70,000 sf), administration (~9,000 sf), maintenance facility (~80,000 sf), household hazardous waste (~2,000 sf), reuse (~3,000 sf), and recycling (~3,000 sf) buildings; site improvements (access, parking).

### PLEASE RESPOND TO THE FOLLOWING QUESTIONS:

Size of Site: ~ 22 ac Existing Zoning: M-1 Proposed Zoning: SU-1

Previous zone change or site plan approval case number(s) for this site: n/a

Applicable Area or Sector Plans: North Valley Area Plan

Residential: Type and No. of Units Proposed: n/a

Commercial: Estimated building square footage: \_\_\_\_\_ No. of Employees: \_\_\_\_\_

### LOCATION OF REQUEST:

Physical Address: 4600 Edith Boulevard NE

Please provide Zone Atlas Page (Identify the subject site) G-15

### LIST ANY QUESTIONS OR CONCERNS YOU HAVE REGARDING THIS REQUEST:

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**PRE-APPLICATION REVIEW TEAM (PRT) MEETING**

PA# 15- 022

Date: 2/10/2015

Time: 3:00PM

**1. AGENCY REPRESENTATIVES PRESENT AT MEETING**

Planning:  Kym Dicone  Catalina Lehner  
 Others: \_\_\_\_\_  
Transportation:  Jeanne Wolfenbarger  Other: \_\_\_\_\_  
Code Enforcement:  Ben McIntosh  Other: \_\_\_\_\_  
Others: \_\_\_\_\_

**2. TYPE OF APPLICATION ANTICIPATED / APPROVAL AUTHORITY**

- |                                                         |                                       |                                                                               |
|---------------------------------------------------------|---------------------------------------|-------------------------------------------------------------------------------|
| <input type="checkbox"/> Zone Map Amendment             | <input type="checkbox"/> EPC Approval | <input type="checkbox"/> City Council Approval                                |
| <input type="checkbox"/> Sector Dev. Plan Amendment     | <input type="checkbox"/> EPC Approval | <input type="checkbox"/> City Council Approval                                |
| <input type="checkbox"/> Site Dev. Plan for Subdivision | <input type="checkbox"/> EPC Approval | <input type="checkbox"/> DRB Approval <input type="checkbox"/> Admin Approval |
| <input type="checkbox"/> Site Dev. Plan for Bldg Permit | <input type="checkbox"/> EPC Approval | <input type="checkbox"/> DRB Approval <input type="checkbox"/> Admin Approval |
| <input type="checkbox"/> Other _____                    |                                       |                                                                               |

**3. SUMMARY OF PRT DISCUSSION:**

Current Zoning: M-1  
Applicable Plans: \_\_\_\_\_  
Applicable Design Regulations: \_\_\_\_\_  
Other Applicable Regulations: \_\_\_\_\_  
Previously approved site plans/project #s: \_\_\_\_\_  
Proposed Use/Zone: SU-1  
Requirements for application: (R-270-1980, Notification, as-built drawings, TIS, Check Lists, Other) \_\_\_\_\_  
Handouts Given:  
 Zone Map Amendment Process  R-270-1980  AA Process  EPC Schedule  
Further input needed: (Sketch Plat Review @ DRB, DRT, ZEO, ONC, pre-application facilitated meeting, other) \_\_\_\_\_

**Additional Notes:**

PROPOSING TO REDEVELOP AS ?  
IF PROPOSING A ZONE CHANGE TO SU-1, REQUIRES  
ACTION BY EPC. MUST SUBMIT A SITE DEVELOPMENT  
PLAN. AT THE VERY LEAST A SITE DEV. PLAN FOR  
SUBDIVISION. IF NOT SUBDIVIDING THAN SDP FOR BP.

**4. SIGN & DATE TO VERIFY ATTENDANCE & RECEIPT OF THIS SUMMARY.**

[Signature]  
PRT CHAIR

[Signature]  
APPLICANT OR AGENT

**\*\*\*Please Note: PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY: THEY ARE NON-BINDING AND DO NOT CONSTITUTE ANY KIND OF APPROVAL. Statements regarding Zoning are not Certificates of Zoning. Additional research may be necessary to determine the exact type of application and/or process needed. It is possible that factors unknown at this time and/or thought of as minor could become significant as the case progresses.**

FORMS AVAILABLE ON LINE @ WWW.CABG.GOV/PLANNING/  
ONLINE-  
ON LINE  
FORMS

MTG:

• EXISTING SITE PLAN LAYOUT:

DMD/SOLIDWASTE W/ WILSON

REPLACING BUILDINGS.

SU.1 (SITE PLAN) THRU EPC, THEN DRB.

PLATTING ACTION THRU DRB - W/ FINAL

LOOKING AT EPC EITHER AUG/SEPT.

M.I USES TO INCLUDE A TRANSFER STATION

SU.1 FOR UNDERLYING ZONE?

WHY A ZONE CHANGE? LEGAL SAID NO CHANGE - BUT TO  
BE TRANSPARENTS

\* EAGLE ROCK - PROJECT #. HISTORY

TRANSFER STATION - STATE DEFN.

DRAFT TIA - WILSON + CO. EXISTING ACCESS.

EPC NOTIFICATION TO NA, PROPERTIES, ETC... FACILITATED  
~~FACILITATED~~ MTG.

STEPHANI WINKLEPUECK - NA CONTACT.

EPC → LANDSCAPING, STREET TREE ORDINANCE, SCREENING.

↳ 1 TREE @ 30' OFF CURB.

DRB SKETCH PLAN FOR OFF ST. IMPROVEMENTS.

BIKE LANES - ~~DOWN THE ROAD~~. NEW ALONG COMMERCIAL/

EDITH.



For more current information and details visit <http://www.nabq.gov/gis>



**AGIS**  
Albuquerque Geographic Information System

Map amended through: 6/7/2013



Note: Gray Shading Represents Area Outside of the City Limits

Zone Atlas Page  
**G-15-Z**

Selected Symbols

SECTOR PLANS	Encampment
Design Overlay Zones	2 Mile Airport Zone
City Historic Zones	Airport Noise Contours
H-1 Buffer Zone	Wall Overlay Zone
Petroglyph Mon.	



0 750 1,500 Feet

## Torres, Taryn

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**From:** Garcia, Savina G <Savina.Garcia@wilsonco.com>  
**Sent:** Friday, January 30, 2015 3:10 PM  
**To:** Torres, Taryn  
**Subject:** RE: PRT 2-10-2015 @ 3:00pm - 4600 Edith Boulevard NE

Thank you Taryn. At this time we don't have any questions. Just want to sit down with Planning and discuss the project and EPC/approval processes needed for the project.

Savina G. Garcia, PE  
Senior Project Manager | Wilson & Company, Inc., Engineers & Architects | 505.348.4018 Direct

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**From:** Torres, Taryn [<mailto:taryntorres@cabq.gov>]  
**Sent:** Friday, January 30, 2015 2:39 PM  
**To:** Garcia, Savina G  
**Subject:** PRT 2-10-2015 @ 3:00pm - 4600 Edith Boulevard NE

Hello Savina,

I have received your application and zone atlas page. Thank you for getting this information over so promptly. I did notice on the application that you don't have any questions listed, would you like to add some before I process the application?

Thank you,

*Taryn Torres*

Senior Office Assistant  
City of Albuquerque  
Planning Department  
(505) 924-3860  
[taryntorres@cabq.gov](mailto:taryntorres@cabq.gov)

---

**From:** Garcia, Savina G [<mailto:Savina.Garcia@wilsonco.com>]  
**Sent:** Friday, January 30, 2015 2:27 PM  
**To:** Torres, Taryn  
**Subject:** PRT Meeting Request - 4600 Edith Boulevard NE

Hi Taryn,

As discussed this morning, I have attached the PRT form and zone atlas map page with our site highlighted. Thank you for scheduling us for February 10<sup>th</sup> at 3:00 pm. The project is owned by the City's Solid Waste Management Department and DMD. Please let me know that you receive this email. And give me a call or email if you have any questions or need any additional information.

Talk to you soon!

Thank you,  
Savina

Savina G. Garcia, PE  
Senior Project Manager

Wilson & Company, Inc., Engineers & Architects



**Legend**

- Municipal Limits**
- GERRALEN
  - EDGEWOOD
  - LOS RANCHOS
  - RED RANCHO
  - TULSAS
  - UNINCORPORATED AREAS
- World Street Map**



**Notes**

0.1 0 0.01 0.1 Miles

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
87102210 © City of Alhambra

This map is a user generated static output from www.cityofal.com and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
**THIS MAP IS NOT TO BE USED FOR LEGAL PURPOSES**

# **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

## **Written Project Summary**

### **Site Development Plan for Building Permit Checklist**

August 27, 2015

Revised September 24, 2015

### **ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**

#### **Project #1010582**

**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**

#### **Site Location**

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 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. The proposed use of the site would remain very similar to its current use 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.

#### **Selection of Site for Transfer Station**

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).

In 2006, Gordon Environmental, Inc. completed a feasibility study that used this existing SWMD site as a representative transfer station location near the centroid of waste generation for modeling purposes. 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 the update to the feasibility analysis 2014). The siting of the proposed transfer station was based on several criteria that are key to the success of this type of facility. Criteria are as follows:

- 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 3-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).

Based on these criteria, six sites were found for consideration for the proposed transfer station. The sites considered are shown on the attached figure titled *2011 Potential Transfer Station Sites Considered*, and included the current SWMD site located at 4600 Edith Boulevard NE. The site at 4600 Edith Boulevard NE was ultimately selected because it met all of these criteria. In addition, the other SWMD services and facilities were already located at this site, and the project would allow the consolidation of the SWMD operations at one site. The feasibility analysis was presented to City Council (EC-14-11) on May 19, 2014.

#### **New Mexico Environment Department 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](http://www.nmenv.state.nm.us)). Therefore, a permit application will be prepared and submitted to the NMED that addresses siting criteria, design requirements, and operating requirements as detailed in 20 NMAC 9.1 (Solid Waste Rules). The permit application will include site maps, facility drawings, operating plans, contingency plans, waste screening plans, traffic and parking management, litter control, record keeping and reporting, and other necessary documents. The notice of filing of the permit application (in English and Spanish) will be prepared in accordance with 20.9.3.8.G NMAC. 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 & Proposed Site Operations**

SWMD services are currently accomplished from the facilities located on this approximately 22-acre property. This includes the following current weekday site operations:

- Commercial collection trucks 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 then hauled out to the Cerro Colorado Landfill (located west of the City, approximately 20 miles from the subject site). The commercial 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 commercial collection trucks take 272 trips to and from the landfill (138 in/138 out). The existing driveway on Comanche is used by these trucks for entrance and exit from the site. They utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.

- Residential collection trucks 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, it is then hauled out to the Cerro Colorado Landfill. The residential 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 residential collection trucks take 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. They utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing 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, and include drivers, administrative staff, 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.

Current weekend operations consist of a small number of collection trucks (commercial and residential) and some vehicle maintenance and service operations. They utilize the driveways as previously described for weekday operations.

The proposed project will add two services to these current operations. The addition of the transfer station and the convenience center to the site will include additional collection truck trips to and from the site, new transfer truck trips to and from the site, and convenience center visitors 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. They 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. They 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 and exit to the site. Their route will consist of Edith and Comanche to Interstate 25. They will not enter any neighborhoods.
- The convenience center 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 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 there.

The proposed weekend operations will include collection (commercial and residential), convenience center visitors, and transfer station. 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 site currently serves as a truck terminal for all solid waste and recycling collection vehicles and service vehicles.

The proposed site buildings and appurtenances are very similar to that of the existing site but will be constructed as state-of-the-art, energy efficient and aesthetically pleasing buildings and facilities. They include 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 scalehouse; parking for employees and collection vehicles; bin repair area; and recycling drop-off area. 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 proposed site 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 be located to 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 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.

#### 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. 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.
3. The Rankin Road access is located along the south side of the property. Driver and maintenance employees would enter/exit from this location.

#### Traffic Impact

While the site generated traffic does not meet the warranting criteria for a Traffic Impact Study (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), we did complete a traffic impact study for the proposed site development plan and its uses.



Based on the new activities described previously under Current & Proposed Site Operations, there will be additional vehicle trips to and from the site. As compared to the average weekday (ADT) and weekend (weekend-ADT) traffic volumes on Comanche and Edith, the increases are as follows:

- Comanche:
    - 16,500 ADT (MRCOG) 653 total new trips = 3.96% increase in ADT  
428 new truck trips only = 2.6% increase
    - 10,000 weekend-ADT 732 total new trips = 7.32% increase in weekend-ADT  
32 new truck trips only = 0.32% increase
  - Edith:
    - 14,400 ADT (MRCOG) 428 total new trips = 2.97% increase in ADT\*  
428 new truck trips only = 2.97% increase\*
    - 4,500 weekend-ADT 32 total new trips = 0.80% increase in weekend-ADT\*  
32 new truck trips only = 0.80% increase \*
- \* New trips and new truck trips are the same because only trucks will enter/exit at Edith.

The signalized intersections of Edith and Comanche, 2<sup>nd</sup> 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 4<sup>th</sup> 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 areas are 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 as well 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.

The south area is a two level parking structure with 210 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 2-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.

Total parking spaces provided is 319 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.

The south area of the site provides 173 spaces for collection trucks, while there are two areas provided for light duty trucks (44 spaces). They include 20 light duty truck spaces along the south property line, and 24 light duty truck spaces 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 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 architecture will be defined by use of light-green-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 light-green-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 an integral dark tan color and finished with a light sandblast to provide architectural 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. 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

#### **Existing Conditions:**

The site is not located within a designated FEMA flood plain map, see firm maps 35001C0119G and 35001C0332G. 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" 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 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 site's existing grade. The offsite flows will flow directly to the west. The northern half of the offsite flows eventually drain into the north pond and the southern half of the offsite flows drain into the south retention pond. The area to the north of the site is Comanche Road and it has existing drainage infrastructure in place to prevent flows from being discharged to the project site. Rankin Road to the south drains east to west and the flows do not enter the property. The area to the west of the site drains east to west and those flows will enter Edith Boulevard and its existing drainage infrastructure.

#### **Proposed Conditions:**

The proposed site 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. This pond will be 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.

### Landscaping

The landscape is designed to screen and soften the visual and environmental impact of the proposed facility. This will be accomplished in-depth 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

Alaska  
Arizona  
California  
Colorado  
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Minnesota  
Missouri  
Nebraska  
New Mexico  
Texas  
Utah

August 27, 2015  
Revised September 24, 2015

Mr. Peter D. Nicholls, Chair  
Environmental Planning Commission  
City of Albuquerque  
P.O. Box 1293  
Albuquerque, NM 87103

**RE: ZONE MAP AMENDMENT; SITE DEVELOPMENT PLAN FOR BUILDING PERMIT**

**Project #1010582**

**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 Chairman Nicholls:

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.

**Site Location**

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.

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**HIGHER**  
*Relationships*



### **Selection of Site for Transfer Station**

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Based on these criteria, six sites were found for consideration for the proposed transfer station. The sites considered are shown on the attached figure titled *2011 Potential Transfer Station Sites Considered*, and included the current SWMD site located at 4600 Edith Boulevard NE. The site at 4600 Edith Boulevard NE was ultimately selected because it met all of these criteria. In addition, the other SWMD services and facilities were already located at this site, and the project would allow the consolidation of the SWMD operations at one site. The feasibility analysis was presented to City Council (EC-14-11) on May 19, 2014.

### **New Mexico Environment Department 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](http://www.nmenv.state.nm.us)). Therefore, a permit application will be prepared and submitted to the NMED that addresses siting criteria, design requirements, and operating requirements as detailed in 20 NMAC 9.1 (Solid Waste Rules). The permit application will include site maps, facility drawings, operating plans, contingency plans, waste screening plans, traffic and parking management, litter control, record keeping and reporting, and other necessary documents. The notice of filing of the permit application (in English and Spanish) will be prepared in accordance with 20.9.3.8.G NMAC. 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 & Proposed Site Operations**

SWMD services are currently accomplished from the facilities located on this approximately 22-acre property. This includes the following current weekday site operations:

- Commercial collection trucks 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 then hauled out to the Cerro Colorado Landfill (located west of the City, approximately 20 miles from the subject site). The commercial 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 commercial collection trucks take 272 trips to and from the landfill (138 in/138 out). The existing driveway on Comanche is used by these trucks for entrance and exit from the site. They utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing site.
- Residential collection trucks 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, it is then hauled out to the Cerro Colorado Landfill. The residential 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 residential collection trucks take 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. They utilize Comanche to and from Interstate 25 for their routes unless they are collecting nearby to the west of the existing 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, and include drivers, administrative staff, 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.

Current weekend operations consist of a small number of collection trucks (commercial and residential) and some vehicle maintenance and service operations. They utilize the driveways as previously described for weekday operations.

The proposed project will add two services to these current operations. The addition of the transfer station and the convenience center to the site will include additional collection truck trips to and from the site, new transfer truck trips to and from the site, and convenience center visitors 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. They 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. They 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 and exit to the site. Their route will consist of Edith and Comanche to Interstate 25. They will not enter any neighborhoods.
- The convenience center 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 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 there.

The proposed weekend operations will include collection (commercial and residential), convenience center visitors, and transfer station. 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 site currently serves as a truck terminal for all solid waste and recycling collection vehicles and service vehicles.

The proposed site buildings and appurtenances are very similar to that of the existing site but will be constructed as state-of-the-art, energy efficient and aesthetically pleasing buildings and facilities. They include 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 scalehouse; parking for employees and collection vehicles; bin repair area; and recycling drop-off area. 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 proposed site 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 be located to 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 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.

### **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. 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.

- 3. The Rankin Road access is located along the south side of the property. Driver and maintenance employees would enter/exit from this location.

**Traffic Impact**

While the site generated traffic does not meet the warranting criteria for a Traffic Impact Study (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), we did complete a traffic impact study for the proposed site development plan and its uses.

Based on the new activities described previously under Current & Proposed Site Operations, there will be additional vehicle trips to and from the site. As compared to the average weekday (ADT) and weekend (weekend-ADT) traffic volumes on Comanche and Edith, the increases are as follows:

- Comanche:
    - 16,500 ADT (MRCOG) 653 total new trips = 3.96% increase in ADT  
428 new truck trips only = 2.6% increase
    - 10,000 weekend-ADT 732 total new trips = 7.32% increase in weekend-ADT  
32 new truck trips only = 0.32% increase
  - Edith:
    - 14,400 ADT (MRCOG) 428 total new trips = 2.97% increase in ADT\*  
428 new truck trips only = 2.97% increase\*
    - 4,500 weekend-ADT 32 total new trips = 0.80% increase in weekend-ADT\*  
32 new truck trips only = 0.80% increase \*
- \* New trips and new truck trips are the same because only trucks will enter/exit at Edith.

The signalized intersections of Edith and Comanche, 2<sup>nd</sup> 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 4<sup>th</sup> 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 areas are 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 as well 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.

The south area is a two level parking structure with 210 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 2-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.

Total parking spaces provided is 319 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.

The south area of the site provides 173 spaces for collection trucks, while there are two areas provided for light duty trucks (44 spaces). They include 20 light duty truck spaces along the south property line, and 24 light duty truck spaces 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 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 architecture will be defined by use of light-green-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 light-green-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 an integral dark tan color and finished with a light sandblast to provide architectural 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. 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 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**

##### **Existing Conditions:**

The site is not located within a designated FEMA flood plain map, see firm maps 35001C0119G and 35001C0332G. 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" 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 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 site's existing grade. The offsite flows will flow directly to the west. The northern half of the offsite flows eventually drain into the north pond and the southern half of the offsite flows drain into the south retention pond. The area to the north of the site is Comanche Road and it has existing drainage infrastructure in place to prevent flows from being discharged to the project site. Rankin Road to the south drains east to west and the flows do not enter the property. The area to the west of the site drains east to west and those flows will enter Edith Boulevard and its existing drainage infrastructure.

##### **Proposed Conditions:**

The proposed site 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. This pond will be 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.

### Landscaping

The landscape is designed to screen and soften the visual and environmental impact of the proposed facility. This will be accomplished in-depth 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 (6.5 miles each way between Eagle Rock Convenience Center and Edith Transfer Station). 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, it furthers the applicable goals and policies of the Comprehensive Plan and the North Valley Area Plan (See Section 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.

*The proposed zone change will promote stability of land use and zoning by providing site plan control. This will ensure that 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 existing M-1 zoned site does not currently have a site development plan, so the existing facility could remain and add more M-1 permissive uses without a review process. The existing facilities will continue to decline and the comprehensive improvements of the proposed project cannot be made without the change. A zone change that allows this project will result in the savings of \$75 million over 20 years, the operational advantages of the new facility, the convenience to the citizens of Albuquerque, and the fuel savings and decreased emissions/carbon footprint.*

**(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 Solid Waste Management 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 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 extensive 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 proposed site is already established and several Solid Waste Management Department services such as maintenance facilities, administrative building, bin repair, collection truck and employee parking are located on the site. There are no un-programmed urban facilities or services affecting this site, nor would this be an issue for any future use. This sustainable and resilient facility will allow for the savings of over 2 million miles travelled per year by the collection trucks out to the landfill, decreasing emissions and the carbon footprint. The project will enhance and help ensure the integrity of the surrounding industrial area as well as the City's solid waste management program and improve the efficiency of the system. The savings of \$75 million over the next 20 years will delay future waste collection rate increases, and there will be no increase in truck traffic*



*through any residential neighborhoods. 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).*

**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.*

**Policy II.B.5j:** 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 ducted air filtration systems will also mitigate noise, odors and particulates from leaving the building. Lighting will be designed to minimize light overspill, further 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. While there are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site), landscape and streetscape will be implemented to buffer all 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 has had several public meetings over the last nine months (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](http://www.abqets.com)). We have 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 to discuss the project and answer questions from the public. See attached 2014-2015 Summary of Stakeholder Input/Public Meetings.*

**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.

*While there are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site), landscape and streetscape improvements will be implemented to buffer all adjacent properties and enhance the view of the project from Comanche and Edith (both are arterials). Because the transfer station is enclosed and the operations occur within the building, any*

*noise concerns will be mitigated. The use of quick-close doors, air curtains, and air filtration systems will also mitigate noise, odors and particulates from leaving the building. The established industrial area the site resides in will benefit from the proposed upgrades associated with the zone change request and the site development plan.*

*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 neighborhoods. The transfer trucks will access the interstate at the Comanche and Interstate 25 interchange and will not enter any residential neighborhoods. With the different types of vehicles and drivers entering and exiting the site, keeping them separate was a focus for the design for both the safety of the public and the efficiency of the transfer station/convenience center operations. Access points and site operations have been designed to separate the public self-haulers and employee/visitors from the larger collection trucks and transfer trucks.*

*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 crosses 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 13 miles roundtrip for each public self-hauler (6.5 miles from the subject site to the Eagle Rock Convenience Center).*

**Policy II.B.5I:** 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 crosses 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 13 miles roundtrip for each public self-hauler (6.5 miles 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 Solid Waste Management Department 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 crosses 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 13 miles roundtrip for each public self-hauler (6.5 miles from the subject site to the Eagle Rock Convenience Center). In addition, the Solid Waste Management fleet meets all tailpipe emissions standards and the site has provisions for the future use of alternative fuels (CNG).*

**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.

*The proposed project landscape and streetscape will enhance the site, minimize dust and particulates, and the plants and trees will absorb more carbon. The transfer station is enclosed and the operations occur within the building. Use of quick-close doors, misting systems, air curtains, and ducted air filtration systems will keep odors and particulates from leaving the building. 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 crosses 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 13 miles roundtrip for each public self-hauler (6.5 miles from the subject site to the Eagle Rock Convenience Center). The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution.*

**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 will be designed per the City's Drainage Ordinance and EPA MS-4 permit 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. With the transfer station being enclosed and all of the operations occurring within the building, the opportunity for garbage to leave the facility and enter the water supply is minimized. 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.*

**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 is not in conflict with 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 furthering the life cycle of the Cerro Colorado landfill. Best practices, used nationally and internationally, are used for the design of this project. The proposed project furthers this goal additionally as 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 Solid Waste Management'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 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 service 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 recycling efforts, including the diversion of green waste for mulch and compost, to benefit our community by keeping material out of the landfill that could be recycled or could be harmful to our environment through the household hazardous waste and the recycling drop off facilities.*

**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 will greatly reduce and help prevent illegal dumping in our City. By providing a convenient facility for proper disposal garbage, household hazardous waste items can be disposed of properly and kept out of the landfill and other areas of our City.*

#### **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 below.*

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

*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 STC (Sound Transmission Classification) 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.



*While there are no residential neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site), walls, landscape and streetscape will be implemented to buffer all adjacent properties and enhance the view of the project from Comanche and Edith. 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 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 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.

*Because this project will help to forestall increases in solid waste fees, ratepayers may realize more income to support economic development. The environmental benefits resulting from this project will improve the City's quality of life and enhance economic development. 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.

*Through the savings of over 2 million miles travelled yearly out to the landfill by the collection trucks, the City will save \$75 million over the next 20 years. This would help keep rates the same for solid waste services and delay rate increases, provide sustainable City government and services, and this would allow the City to focus on other investments in our infrastructure and services. By implementing a sustainable and resilient service, the City will have an advantage to withstand and better address future environmental and market changes.*

### **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 program for youth, residents, and businesses that encourage sustainability through waste reduction, recycling (including the diversion of green waste for mulch and compost), 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 ducted 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 ducted 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 proposed zone change will further this goal with a reduction of approximately 2 million miles travelled per year by the collection truck fleet that will be realized, along with its associated reduction in carbon emissions, particulates, wear and tear on the vehicles and roadways. The project will result in a decrease in the number of trucks on Interstate 40 that crosses the North Valley and the Rio Grande travelling to the landfill. Water quality infrastructure will be implemented with the project and further protect the area's water resource.*

*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. While there are no residential*



*neighborhoods adjacent to the site (closest residential neighborhood is approximately 1,300 feet to the west of the project site), landscape and streetscape will be implemented to buffer adjacent properties and enhance the view of the project from Comanche and Edith.*

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 and EPA MS-4 permit 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.*

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 Solid Waste Management 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**

##### **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 crosses 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 will further reduce carbon emissions by saving approximately 13 miles roundtrip for each public self-hauler (6.5 miles each way between Eagle Rock Convenience Center and Edith Transfer Station).*

##### **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, EPA MS-4 permit, 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.*

**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 Solid Waste Management Department 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 crosses 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 will save approximately 13 miles roundtrip for each public self-hauler (6.5 miles each way between Eagle Rock Convenience Center and Edith Transfer Station).*

**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.

*As discussed in item (C) above, this new zoning in an already established industrial area is more advantageous to the community, as articulated in the Comprehensive Plan and the North Valley Area Plan. 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. With the 2011/2014 feasibility study completed by JR Miller & Associates, the site at 4600 Edith Boulevard NE is shown to be the most advantageous for a transfer station and convenience center that could go on to meet these goals and address the public need. The zone change request for this site will allow for the implementation of the transfer station and convenience center to fulfill these goals and address the public need.*

**(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, 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 (The property at the northwest corner of Edith and Comanche is zoned C-1). Generally M-1 permissive uses include automotive sales, rentals, service, repair and storage; manufacturing, assembling, treating, repairing, or rebuilding articles; parking lot; storage structure or yard for equipment, material...; and uses which must be conducted in a completely enclosed building or within an area enclosed on all sides by a wall or fence...which must be solid when it faces or abuts land not zoned C-2, C-3, M-1 or M-2, such as concrete or cement products manufacturing, gravel, sand or dirt removal, stockpiling, processing or distribution, or truck terminal/storage.*

*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. 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 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 service 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.*

**(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 service 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).*

**(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, so the existing facility could remain and add more M-1 permissive uses without a review process. 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](mailto:Savina.Garcia@wilsonco.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Savina Garcia".

Savina G. Garcia, PE  
Wilson & Company, Inc., Engineers & Architects

Enclosures:

2014-2015 Summary of Stakeholder Input / Public Meetings

Cc: Jerry Francis, COA DMD  
Clark Davis, JRMA  
File 1410013200

**City of Albuquerque  
SOLID WASTE MANAGEMENT  
DEPARTMENT (SWMD)  
TRANSFER STATION  
TRAFFIC IMPACT ANALYSIS  
REPORT**

***Summary***

**September 2015**

**Prepared for:**

**City of Albuquerque  
New Mexico Department of Transportation  
Bernalillo County**

**Prepared by  
Wilson & Company  
4900 Lang Avenue, NE  
Albuquerque, NM 87109  
505-348-4000  
Fax 505-348-4055  
12-100-216-03 / 14-100-132-00**

*Received  
9/16/15  
✓*

## 1.0 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 & 4<sup>th</sup> Street

Griegos Road & 2<sup>nd</sup> 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.



0 660 1,320  
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FIGURE

### STUDY AREA



**X** INTERSECTION SUBJECT TO TIA

SOLID WASTE MANAGEMENT DEPARTMENT (SWMD) TRAFFIC IMPACT STUDY  
CITY OF ALBUQUERQUE

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 & 4<sup>th</sup> Street
- Griegos Road & 2<sup>nd</sup> Street
- Griegos Road/Comanche Road & Edith Boulevard.

Additional peak-hour turning movement counts were collected on December 12, 2013, at the following locations:

- Comanche Road & I-25 Pan American Frontage Road S
- Comanche Road & I-25 Pan American Frontage Road N.

The counts covered the AM (6:30–9:30), Mid-Day (11:00-1:30) and PM (3:00-6:30) peak periods. Count data is included in **Appendix B**.

#### **f. FINDINGS AND/OR CONCLUSIONS**

Traffic volumes on the adjacent street system were analyzed for weekday AM, Mid-Day, and PM peak periods. Analyses results for existing traffic operations at study area intersections indicate an acceptable Level of Service (LOS) currently is being attained at each intersection with the exception of 4<sup>th</sup> Street/Griegos Road intersection. This intersection currently operates at LOS F in the PM peak-hour, and it is forecast to operate at LOS F during the PM peak period under the No-Build and With Project conditions, with an intersection delay of 102.9 seconds. The intersection delay does not increase with the addition of project traffic, because no new project trips are expected to enter this intersection during the PM peak period. Analysis results also indicate additional traffic generated following completion of the reconfiguration of the SWMD site in 2018 will not have impacts on forecast year 2018 traffic operations.



**CITY of ALBUQUERQUE  
EIGHTEENTH COUNCIL**

COUNCIL BILL NO. R-09-225 ENACTMENT NO. R-2009-077

SPONSORED BY: Ken Sanchez by request

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**RESOLUTION**

**ESTABLISHING ONE-YEAR OBJECTIVES FOR THE CITY OF ALBUQUERQUE  
IN FISCAL YEAR 2010; TO MEET FIVE-YEAR GOALS.**

**WHEREAS, Section 4-10(b) of the City Charter specifies that the Council  
shall annually review and adopt one-year objectives related to the five year  
goals for the City, which goals and objectives are to serve as a basis for  
budget formulation and other policies and legislation; and**

**WHEREAS, on August 1, 1994 the Council adopted what became  
Ordinance Enactment 35-1994 revising the goals and objectives process, and  
on August 19, 1994 the Mayor approved it; and**

**WHEREAS, on October 20, 1997 the Council amended Enactment 35-1994,  
revising the goals and objectives process (Enactment Number 39-1997), and  
on November 10, 1997, the Mayor approved it; and**

**WHEREAS, on April 25, 2001 the Council repealed Chapter 14, Article 13,  
Part 3 and amended Chapter 2, Article 11 of ROA 1994, adapting the process  
for the establishment of Five Year Goals and Annual Objectives, as part of the  
annual budget process; and**

**WHEREAS, the Mayor and Council adopted five-year goals for the City (R-  
06-137; Enactment Number 122-2006), and are prepared to adopt one-year  
objectives for the City for Fiscal Year 2010 (FY/10).**

**BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
ALBUQUERQUE:**

**Section 1. That the City of Albuquerque adopts the following one-year  
objectives for FY/10, grouped under the eight five-year goals of the City.  
HUMAN AND FAMILY DEVELOPMENT GOAL: People of all ages have the**

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1 opportunity to participate in the community and economy and are well  
2 sheltered, safe, healthy, and educated.

3 OBJECTIVE 1. Using 2009 GO Bond funds, increase the Library's  
4 digital book collection by 5% from 3,100 digital books in FY/09 to 3,255 digital  
5 books by the end of FY/10. Report results in the Performance Plan.  
6 (CSD/Library)

7 OBJECTIVE 2. Develop a training program for Neighborhood  
8 Associations to provide them with resources and information to assist elderly  
9 neighbors to remain in their neighborhoods and Age in Place. The program  
10 will be piloted in up to 5 Neighborhood Associations and results will be  
11 reported to the Mayor and City Council by the end of FY/10. (DSA and  
12 Planning)

13 OBJECTIVE 3. Utilizing the data collected from the 2008  
14 Albuquerque Progress Report, Indicator: 8.1, "Seniors Below the Poverty  
15 Level," collaborate with the COA/Budget Office to develop a community  
16 perception survey for the Department of Senior Affairs. Assess city residents'  
17 (50+) awareness of the Department of Senior Affairs' current services,  
18 satisfaction level and needs of the community that are not being met. Based  
19 on the survey results, assess program responsiveness; submit report  
20 detailing findings and recommendations to the Mayor and City Council by the  
21 end of FY/10. (DSA, Senior Well Being)

22 OBJECTIVE 4. Improve and upgrade the Department of Senior  
23 Affairs website to include a systemized method to collect and maintain  
24 information; investigate the feasibility of including on-line center membership  
25 and class registration and utilization of credit cards. Implement new  
26 collection/maintenance system and make recommendations regarding on-line  
27 registrations and credit cards to the Mayor and City Council, by the end of  
28 second quarter, FY/10. (DSA, Senior Well Being)

29 OBJECTIVE 5. Monitor Department of Senior Affairs Capital  
30 Improvement Projects to include breaking ground on Phase I renovation  
31 construction and landscape of North Valley Senior Center to ensure project is  
32 on schedule and within budget. Select architect to begin design development  
33 of building improvements to the Barelvas and Highland Senior Centers. Submit

1 status report to the Mayor and City Council by the end of FY/10. (DSA, Senior  
2 Well Being)

3 OBJECTIVE 6. Begin construction on the John Marshall Senior  
4 Kitchen Replacement in the summer of FY/10 with an estimated completion by  
5 summer FY/11. Submit status report to the Mayor and City Council by the end  
6 of FY/10. (DSA, Senior Well Being)

7 OBJECTIVE 7. Implement the new ABC food inspection program,  
8 using existing resources and additional revenues developed through the  
9 program. Implementation will include training for health inspection staff &  
10 food establishment owner/operators and hiring of additional health inspectors,  
11 as revenues permit. Submit a report to the Mayor and City Council by the end  
12 of FY/10. Report results annually in the Performance Plan. (EHD, Consumer  
13 Health)

14 OBJECTIVE 8. Using existing CIP funds, replace the drains in all  
15 swimming pools by the end of FY/10 to comply with the new federal act.  
16 Submit a status report to the Mayor and City Council by the end of FY/10.  
17 (PRD, Aquatics)

18 OBJECTIVE 9. Contingent on funds to be appropriated in the FY/10  
19 General Fund Budget, execute a contract with the Roadrunner Food Bank for  
20 operational support. Provide a report to the Mayor and City Council by the  
21 end of the first quarter of FY/10. The report shall include the status of the  
22 contract, how the City funds will be used and how services will be improved or  
23 expanded. (DFCS, Offer Health and Social Services)

24 PUBLIC SAFETY GOAL: Citizens are safe, feel safe and secure, and have trust  
25 and shared responsibility for maintaining a safe environment.

26 OBJECTIVE 1. Develop a plan to achieve CALEA accreditation for  
27 APD's Communications Division in order to reach administrative and  
28 operational goals, as well as to provide direction to personnel. Provide a  
29 status report to the Mayor and City Council by the end of the second and  
30 fourth quarters of FY/10. (APD, Communications and Records)

31 OBJECTIVE 2. Develop a Radio Frequency infrastructure project  
32 that will provide police personnel with wireless access to City systems so that  
33 officers can utilize police databases that are currently unavailable to their

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1 mobile computers. Provide a status report to the Mayor and City Council by  
2 the end of the second and fourth quarters of FY/10. (APD, Communications  
3 and Records)

4 OBJECTIVE 3. Coordinate with the FBI to establish a digital  
5 forensics laboratory where highly trained certified examiners conduct forensic  
6 examinations of digital media. Provide a status report to the Mayor and City  
7 Council by the end of the second and fourth quarters of FY/10. (APD,  
8 Investigative Services)

9 OBJECTIVE 4. Create a central database where all APD employee  
10 accomplishments and advanced training certificates will be stored. Partner  
11 with the Bernalillo County Sheriff's Office to identify a program to suit the  
12 purpose and implement the process and program by the end of FY10. Provide  
13 a status report to the Mayor and City Council by the end of FY/10. (APD,  
14 Neighborhood Policing)

15 OBJECTIVE 5. Increase participation of community/business  
16 partners working with APD to address crime and public safety issues that  
17 impact the City's business community. Provide a status report to the Mayor  
18 and City Council by the end of FY/10. (APD, Officer and Department Support)

19 OBJECTIVE 6. Construct an APD 6th Area Command facility on the  
20 northwest corner of Ellison Road and Cibola Loop NW that meets Leadership  
21 in Energy and Environmental Design (LEED) Green Building Rating System  
22 criteria. Provide a status report to the Mayor and City Council by the end of the  
23 second and fourth quarters of FY/10. (APD, Officer and Departmental Support)

24 OBJECTIVE 7. Relocate APD's Prisoner Transport Unit to a larger  
25 facility in order to expand the services that the unit provides; to become a  
26 "one-stop shop" for bookings and prisoner transportation. Expand service  
27 hours and staffing as appropriate. Report pertinent performance measures in  
28 the Performance Plan. Submit a status report to the Mayor and City Council by  
29 the end of the second quarter FY/10. (APD, Officer and Departmental Support)

30 OBJECTIVE 8. In order to identify and develop a solution for the high  
31 number of calls for service and nuisance properties, create a database of  
32 problem locations and develop strategies to address the problems within a  
33 community policing framework. Submit a status report to the Mayor and City



1 Council by the end of the fourth quarter FY/10. (APD, Officer and  
2 Departmental Support)

3 OBJECTIVE 9. Complete the renovation and expansion of the East  
4 Side Animal shelter facilities, including a veterinary clinic, an adoption-  
5 processing area, and modernized animal displays and housing. Submit a  
6 report to the Mayor and City Council by the end of the third quarter of FY/10.  
7 (AWD and DMD)

8 OBJECTIVE 10. Increase in-house spay/neuter surgeries by 95  
9 percent from 5,000 in FY/09 to 9,750 in FY/10, then increase by 33 percent to  
10 13,000 in FY/11. Report the results in the City's Performance Plan and provide  
11 status reports to the Mayor and City Council at the end of FY/10 and FY/11.  
12 (AWD, Animal Welfare)

13 OBJECTIVE 11. Work with City Council to acquire land for the  
14 reconstruction of Fire Station 7 at an alternate site. Fire Station 7, located at  
15 47th and Central NW, was originally built in 1951 to house a single engine  
16 company; it was later expanded to include apparatus and living space for a  
17 rescue company. The station has become one of the busiest in the city, and  
18 the current property has no room for needed expansion. Report progress to  
19 the Mayor and City Council by the end of fourth quarter FY/10. (FIRE,  
20 Emergency Response)

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21 PUBLIC INFRASTRUCTURE. Ensure that all existing communities are  
22 adequately and efficiently served with well planned, coordinated, and  
23 maintained infrastructure. Ensure that new development is efficiently  
24 integrated into existing infrastructures and that the costs are balanced with  
25 the revenues generated.

26 OBJECTIVE 1. Continue construction of the Terminal Optimization  
27 project, which includes reconstruction of food and beverage areas, enlarge  
28 and modernize restrooms; enlarge passenger hold rooms; enhance special  
29 systems; and modify communication center. Submit a status report to the  
30 Mayor and City Council by the end of FY/10. (AVI, Airport Operations,  
31 Maintenance, Security)

32 OBJECTIVE 2. Complete the reconstruction and rehabilitation of the  
33 East Terminal Apron by second quarter of FY/10. Submit status reports to the

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1 Mayor and City Council at the end of 3rd and 4th quarters of FY/10. (AVI,  
2 Airport Operations, Maintenance, Security)

3 OBJECTIVE 3. Begin reconstruction and rehabilitation of the South  
4 General Aviation Ramp by end of FY/10. Submit a status report to the Mayor  
5 and City Council by the end of FY/10. (AVI, Airport Operations, Maintenance,  
6 Security)

7 OBJECTIVE 4. Begin the construction of the Bear Canyon Arroyo  
8 Pedestrian Bridge over I-25. Report progress to the Mayor and City Council by  
9 the end of fourth quarter FY/10. (DMD, Storm-Transport)

10 OBJECTIVE 5. Begin the construction of the I-40 Pedestrian and  
11 Bicycle Bridge over the Rio Grande. Report progress to the Mayor and City  
12 Council by the end of fourth quarter FY/10. (DMD, Design Recovered Storm  
13 Drainage and Transport)

14 OBJECTIVE 6. Review FY/10 bridge inspection reports provided by  
15 the NMDOT and develop a priority listing for both maintenance and contract  
16 projects. Report progress to the Mayor and City Council by the end of fourth  
17 quarter FY/10. (DMD, Street Services)

18 OBJECTIVE 7. Utilizing Congestion Mitigation and Air-Quality  
19 (CMAQ) funding, and other additional revenue, if available, extend Rapid Ride  
20 service along Central Avenue east of Wyoming. Report progress to the Mayor  
21 and City Council by the end of fourth quarter, FY10. (Transit, ABQ Ride)

22 OBJECTIVE 8. Utilizing existing or available revenue or funding,  
23 develop a phased timetable for land acquisition, bidding, contract award and  
24 proposed construction contract for the development of a Central and Unser  
25 Park and Ride Southwest Transit Center. This facility will act as a major  
26 intermodal interchange for several routes, provide private vehicle parking, and  
27 secure bicycle storage. Report timetable, and achievement of land acquisition  
28 along with other progress to the Mayor and City Council by the end of FY10.  
29 (Transit, ABQ Ride)

30 OBJECTIVE 9. Develop a plan to improve Security at all park and  
31 ride facilities, bus stops and bus routes, and implement the plan. Report  
32 improvement in the Performance Plan. Report implementation of the plan and  
33 progress to the Mayor and City Council by the end of second quarter, FY10.

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1 (Transit, ABQ Ride)

2 OBJECTIVE 10. Reduce the number of customer service complaints  
3 received by 5% through better trained staff, increased security at park and  
4 rides, bus stops and routes and more on time routes. Continue to make  
5 improvements to the automated announcement systems, driver training  
6 programs and ADA compliance. Report progress to the Mayor and City  
7 Council by the end of second quarter, FY10, and in the Performance Plan,  
8 beginning second quarter FY/10. (Transit, ABQ Ride)

9 SUSTAINABLE COMMUNITY DEVELOPMENT. Guide growth to protect the  
10 environment and the community's economic vitality and create a variety of  
11 livable, sustainable communities throughout Albuquerque.

12 OBJECTIVE 1. Develop two new off-leash dog exercise areas.  
13 Report progress to the Mayor and City Council by the end of fourth quarter  
14 FY/10. (DMD, Design Recovered Parks and CIP)

15 OBJECTIVE 2. Complete phase 4 (Segment D) of Big I Landscaping.  
16 Report progress to the Mayor and City Council by the end of fourth quarter  
17 FY/10. (DMD, Design Recovered Parks and CIP)

18 OBJECTIVE 3. Using existing resources, manage the upgrade of the  
19 current point-of-sale and scheduler system used by the Aquatics, Golf,  
20 Recreation Services, and Strategic Support Divisions to improve financial  
21 management, accountability, customer service, and marketing of the  
22 Department's services. Complete the upgrade and submit a report to the  
23 Mayor and City Council by the end of FY/10. (PRD, Strategic Support)

24 OBJECTIVE 4. With existing resources, amend the West Side  
25 Strategic Plan and the Rio Bravo, Tower/Unser, and West Route 66 Sector  
26 Development Plans to incorporate policies and regulations for developing  
27 Complete Neighborhoods and Interconnected Transportation Systems, per the  
28 adopted Southwest Albuquerque Strategic Action Plan. Submit the amended  
29 plans in a report to the Mayor and City Council by the end of the 2nd quarter,  
30 FY/10. (Planning, Community Revitalization)

31 OBJECTIVE 5. Prepare amendments to the Comprehensive Plan to  
32 provide for green and LEED development, Complete Neighborhoods, transit-  
33 oriented development, and healthy environments. Submit the amendments in

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1 a report to the Mayor and City Council by the end of FY/10. (Planning,  
2 Community Revitalization)

3 OBJECTIVE 6. Using existing resources, investigate methods of  
4 planning and designing at the micro level which could include a process for  
5 developing Activity Centers and Transit Corridors. Submit a report to the  
6 Mayor and City Council by the end of the 2nd quarter, FY/10. (Planning,  
7 Community Revitalization)

8 OBJECTIVE 7. Develop a systematic process that includes regular  
9 coordination with CIP staff to manage and implement CIP projects that are  
10 adopted in various sector development plans. Submit a report to the Mayor  
11 and City Council by the end of the 2nd quarter, FY/10. (Planning, Community  
12 Revitalization)

13 ENVIRONMENTAL PROTECTION and ENHANCEMENT. Protect and enhance  
14 Albuquerque's natural environments - its mountains, river, bosque, volcanoes,  
15 arroyos, air, and water.

16 OBJECTIVE 1. Construct three solar projects in support of airport  
17 sustainability management and renewable energy efforts. Projects will be  
18 located within the Sunport vicinity and will include an electric car charging  
19 system, solar collect HVAC and photovoltaic system for power generation.  
20 Submit a report to the Mayor and City Council by the end of FY/10. (AVI,  
21 Airport Operations, Maintenance, Security)

22 OBJECTIVE 2. Implement the following elements of the Aviation  
23 Department Sustainability Management System: convert cleaning supplies to  
24 all green products, establish a peak energy consumption saving program; and  
25 establish an airport wide recycling program. Provide a report on progress to  
26 the Mayor and City Council by the end of FY/10. (AVI, Airport Operations,  
27 Maintenance, Security)

28 OBJECTIVE 3. Open Refugium Phase II for holding and rearing of  
29 Marine species and native aquatic species for the purposes of education,  
30 conservation and research by spring of 2010. Submit a report to the Mayor  
31 and City Council by the end of third quarter, FY/10. (CSD, BioPark)

32 OBJECTIVE 4. Develop and produce a 5-7 minute coral reef  
33 conservation special effects movie to be shown in the Albuquerque Aquarium

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1 Theater by winter of 2010. Submit a report to the Mayor and City Council by  
2 the end of third quarter, FY/10. (CSD, BioPark)

3 OBJECTIVE 5. Apply for reaccreditation by Association of Zoos and  
4 Aquariums in March 2010 and prepare for Accreditation inspection.  
5 Accreditation will be reviewed and submitted by AZA in Sept. 2010. Submit a  
6 report to the Mayor and City Council by the end of third quarter, FY/10. (CSD,  
7 BioPark)

8 OBJECTIVE 6. Create and construct environmentally sound garden  
9 to display roses suitable for New Mexico climate. This garden will include  
10 education/conservation learning area, which will feature the Guadalajara Sister  
11 City sculpture by local artist Francisco "Sonny" Rivera. Open in fall 2009.  
12 Submit a report to the Mayor and City Council by the end of second quarter,  
13 FY/10. (CSD, BioPark)

14 OBJECTIVE 7. Monitor Department of Senior Affairs vehicle fuel  
15 usage and efficiency; facility electric, gas, and water consumption to track  
16 reduction rates; measure quantity of recycled waste in support of the Mayor's  
17 Administrative Sustainability Priority. Utilize COGNOS and the Energy Star  
18 Portfolio Manager software to track and report progress. Assess program  
19 effectiveness at mid-year; submit report detailing findings and  
20 recommendations to the Administration and City Council by end of fourth  
21 quarter, 2010. (DSA, Strategic Support)

22 OBJECTIVE 8. Using existing capital resources, by the end of FY/10,  
23 develop and open for public use at least two new trailheads with parking  
24 areas, 4 miles of paved trail, and 5 miles of natural-surface trail. Submit a  
25 status report to the Mayor and City Council by the end of FY/10. (PRD, Open  
26 Space Management)

27 OBJECTIVE 9. With existing resources, implement the Urban Forest  
28 Initiative to conduct outreach and raise awareness about the benefits of trees.  
29 Oversee and track the distribution and planting of 75,000 trees in Albuquerque  
30 by government entities, local nurseries, and home and business owners by  
31 the end of FY/11. Submit status reports to the Mayor and City Council at the  
32 end of FY/10 and FY/11. (PRD, Urban Forest Management)

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1           **OBJECTIVE 10. Develop a strategic plan for public education for**  
2 **both Commercial and Residential customers regarding refuse ordinance**  
3 **requirements, solid waste services, recycling, backyard composting and**  
4 **graffiti removal services per the integrated waste plan by the second quarter**  
5 **FY/10. Submit a report to the Mayor and City Council by the end of second**  
6 **quarter FY/10. (SWMD, Administrative Services)**

7           **OBJECTIVE 11. Implement Phase I & Phase II initiatives for the new**  
8 **CC&B utility billing system in conjunction with the Water Utility Authority by**  
9 **the end of FY/10. Provide a status report to the Mayor and City Council by the**  
10 **end of FY/10. (SWMD, Administrative Services)**

11           **OBJECTIVE 12. Release an RFP for a system wide solid waste rate**  
12 **analysis by the first quarter FY/10. Submit a status report to the Mayor and**  
13 **City Council by the end of second quarter FY/10. (SWMD, Administrative**  
14 **Services)**

15           **OBJECTIVE 13. Conduct an analysis of potential sites for a transfer**  
16 **and resource recovery park by the end of FY/10. Submit a report to the Mayor**  
17 **and City Council by the end of FY/10. (SWMD, Administrative services)**

18 **ECONOMIC VITALITY. Achieve a vital, diverse, and sustainable economy in**  
19 **which businesses and residents have opportunities for success.**

20           **OBJECTIVE 1. Create a prototype program regarding development**  
21 **ready certified sites at the Aerospace Technology Park at Double Eagle II and**  
22 **the Foreign Trade Zone at the Sunport by the end of second quarter FY/10 and**  
23 **begin an evaluation of the program in third and fourth quarter FY/10. Provide**  
24 **a report to the Mayor and City Council on the evaluation by the end of FY/10.**  
25 **(AVI, Aviation Management and Professional Support)**

26           **OBJECTIVE 2. Using existing resources, host a New Mexico Film**  
27 **and Music Summit in the first quarter of FY/10 to promote more local music**  
28 **participation in film production processes. Submit a report to the Mayor and**  
29 **City Council by the end of the second quarter, FY/10. (EDD, Economic**  
30 **Development)**

31           **OBJECTIVE 3. Using existing resources, host a Digital Media Summit**  
32 **to highlight how the advanced computer and technology capacity of Sandia**  
33 **National Laboratories and the University of New Mexico can be used to recruit**

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1 more film post-production business to Albuquerque. Host the summit and  
2 submit a report to the Mayor and City Council by the end of the second  
3 quarter, FY/10. (EDD, Economic Development)

4 OBJECTIVE 4. In cooperation with community partners, research  
5 potential strategies and incentives to grow research and development, and  
6 science and technology parks and related employment. Complete the  
7 research and submit a report to the Mayor and City Council by the end of the  
8 fourth quarter, FY/10. (EDD, Economic Development)

9 OBJECTIVE 5. With existing resources, create by the end of the  
10 fourth quarter of FY/10, a targeted marketing campaign to renewable energy  
11 companies seeking to relocate or expand to the southwest United States.  
12 Submit a report to the Mayor and City Council by the end of the fourth quarter,  
13 FY/10. (EDD, Economic Development)

14 COMMUNITY and CULTURAL ENGAGEMENT. Residents are fully and  
15 effectively engaged in the life and decisions of the community to promote and  
16 enhance our pride, cultural values, and resources and ensure that  
17 Albuquerque's community institutions are effective, accountable, and  
18 responsive.

19 OBJECTIVE 1. Using existing resources, increase the attendance at  
20 the Old Town Founder's Day Fiestas by 10%. Report results in the FY/11  
21 Performance Plan. (CSD, Community Events)

22 GOVERNMENTAL EXCELLENCE and EFFECTIVENESS. Government is ethical  
23 and accountable; every element of government contributes effectively to  
24 meeting public needs.

25 OBJECTIVE 1. Conduct a study to determine the feasibility of  
26 centralizing the administration of City of Albuquerque operating and federal  
27 grants in order to improve oversight and accountability, for assisting  
28 accounting in monitoring active grants, streamlining operations and assisting  
29 in the continued on-going implementation of the ERP project  
30 costing/operating grants module. The study will be completed by December  
31 31, 2009 with existing resources. Submit a report to the Mayor and Council by  
32 end of the second quarter, FY/10. (DFAS and OMB)

33 OBJECTIVE 2. Implement the Automated Energy Reduction Control

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1 System in partnership with the State of New Mexico and the University of New  
2 Mexico for use in specific City owned buildings to respond to Demand  
3 Reduction requests from the local utility. Begin implementation and report  
4 progress to the Mayor and City Council by the end of fourth quarter FY/10.  
5 (DMD, City Buildings)

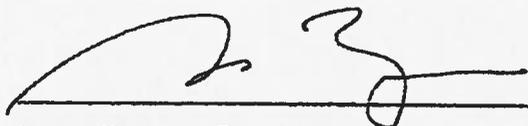
6 OBJECTIVE 3. Provide training to City supervisors regarding  
7 changes to the federal ADA regulations by the end of FY/10. (HRD, Personnel  
8 Services)

9 OBJECTIVE 4. Develop the parameters for completing a  
10 comprehensive inventory of City owned properties in two phases. Phase One  
11 will consist of identifying the resources and locations of City property  
12 information and assessing the data base requirements needed to input a  
13 comprehensive data base as well as link properties with the City's GIS system.  
14 At a minimum, the data base will include street address, UPC code, type of  
15 property, size, date purchased, Department holder, purchase price and most  
16 recent appraised value. Other data elements may be added as deemed  
17 reasonable. Phase Two will consist of implementing the data base, entering  
18 available data and researching missing elements. (Legal, Real Property  
19 Services)

20 Section 2. That the Mayor shall submit a report by Goal to the City Council  
21 at least semi-annually summarizing the progress made toward implementation  
22 of all the one-year objectives and that any report called for in this resolution  
23 shall be in the form of an Executive Communication from the Mayor to the City  
24 Council, unless otherwise specifically noted.

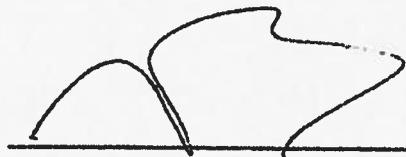
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1 PASSED AND ADOPTED THIS 18<sup>th</sup> DAY OF May 2009  
2 BY A VOTE OF: 9 FOR 0 AGAINST.

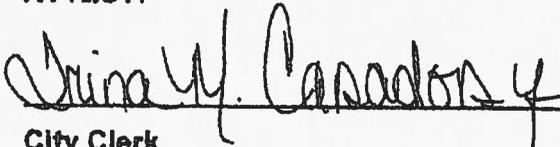
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7 Isaac Benton, President  
8 City Council

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10 APPROVED THIS 1<sup>st</sup> DAY OF June, 2009  
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12  
13 Bill No. R-09-225

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16 \_\_\_\_\_  
17 Martin J. Chávez, Mayor  
18 City of Albuquerque

19  
20 ATTEST:

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22 \_\_\_\_\_  
23 City Clerk