



**Environmental  
Planning  
Commission**

**Agenda Number: 13  
Project Number: 1010582  
Case #: 16EPC-40077, 78  
September 14, 2017**

**Staff Report**

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

*Approval of 16EPC-40077, Zone Map Amendment based on the findings on page 4 and conditions on page 18*

*Approval of 16EPC-40078, Site Development Plan for Building Permit based on the findings on page 18 and conditions on page 20*

**Staff Planner  
Maggie Gould, Planner**

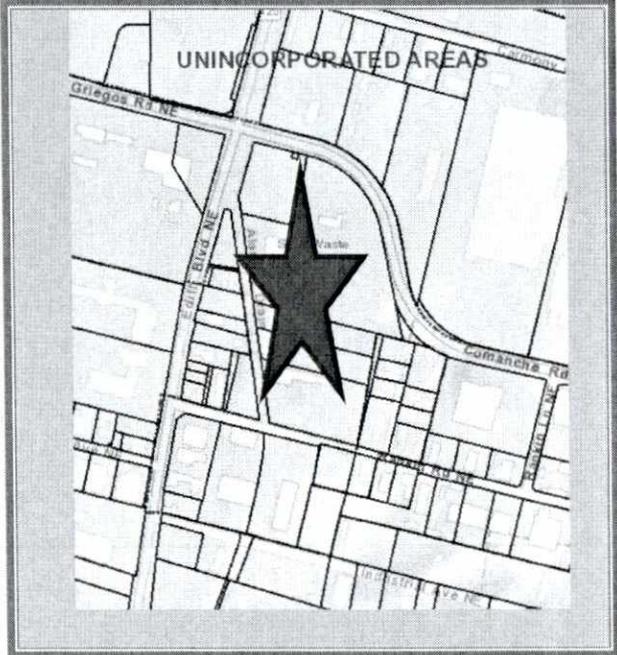
**Summary of Request**

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

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

This request was deferred from the June 8, 2017 hearing to allow time for an Economic Impact Evaluation. The Economic Impact Evaluation was completed and is included in this packet. The applicant would like an additional 30 days to analyze the Economic Analysis.

There is known neighborhood opposition to this request.



## **Background**

This case was deferred from the January 2017 hearing to the March 2017 hearing to allow time for the completion of an Economic Impact Analysis. The case was then deferred monthly until the July 2017 hearing when the Economic Impact Analysis was made available. The case was deferred from the July 2017 hearing , to the September 14, 2017 hearing, to allow time for the applicant to review the Economic Analysis and to allow legal counsel for the neighborhoods to be present.

## **EPC role**

Pursuant to the City of Albuquerque Zoning Code §14-16-4-1(C)(15)(g):

The Planning Commission has the authority to amend the zone map except in the following situations. The City Council has the sole authority, in its discretion, to:

Amend zoning regulations when all the equitable owners of land which comprises at least 20% of the area proposed for change or 20% of the area within 100 feet, excluding public right-of-way, of the area proposed to be changed in zoning regulation, protest in writing the proposed change in the zoning regulation. For purposes of this division (g) the definition of a “change in zoning regulation” at § 14-16-4-4(E)(5)(d) shall apply. When there is a protest duly based on this division g, the proposed change in zoning regulation shall require approval by a majority of all Councilors. When such protest is filed after action of the Planning Commission, it shall be processed as an appeal . It is the burden of the persons asserting the applicability of this division g to show that it applies through clear and convincing evidence.

Staff received a map, letter and table from Tim Flynn O’Brien indicating that more than 20 percent of the property owners within 100 feet of the subject site have sent in written comments opposing the requests. Based on this information, the EPC will act as a recommending body in this matter. The City Council will be the final decision making body, unless the matter is appealed to District Court.

## **Traffic Questions**

The Traffic Engineer reviewed the 2015 Traffic Impact Analysis prepared for Bernalillo County and had minimal comments in 2015. The Traffic Engineer states that the project did not meet the threshold for a TIS because the trips entering and exiting do not meet the threshold of 100 trips entering or exiting in the AM or PM peak period.. Additionally, the TIS and development did not present concerns for the Traffic Engineering staff.

The Traffic Engineer also reviewed the Review of Traffic Impacts from the Proposed Waste Transfer Station in Albuquerque, NM Prepared by Sustainable Systems Research, LLC. In August 11, 2015. This report was not prepared by a Professional Engineer registered in the State of New Mexico; this is a requirement for all TIS submitted to the City. The Traffic Engineer states that assumptions in the report are not valid and the report should not have influence over the EPC decision on this matter.

### **Economic Impact Analysis**

The City Council voted to approve an Economic Impact Evaluation of residential and commercial properties near the proposed project on January 4, 2016 (R-153). The resolution stated that the City shall take no further action toward completion of the Project, and shall defer any pending matters, including but not limited to its land use application before the Environmental Planning Commission, until such time as the Economic Impact Evaluation is completed. The Bureau of Business and Economic Research at the University of New Mexico completed the study in June of 2017. The study looked the impact of a proposed convenience center on the surrounding properties and the impact of the proposed transfer station and surrounding properties.

The study contains 8 key findings ( page iv) that estimate that the proposed ETS will have a greater impact on property closer to the project and also estimates that property values for adjacent commercial property could decline by 12%. Land value, not the value of improvements or buildings, will be impacted by the proposed project. The study estimates that 85% of the loss will impact commercial property owners , approximately 4.2 million dollars, 4 % of the loss will impact residential property owners, approximately \$196, 000 and 11 % of the loss will impact property that currently vacant, approximately \$520,000.

The study estimates that 60 % of the decline in property values in due to the impact of the proposed convenience center and 40% of the impact is due the proposed transfer station.

Based on the findings of the study, there is potential for negative impacts on the land values of adjacent property.

The study finds that the potential traffic increase due to construction and operation of the proposed ETS will not lead to a reduction in business sales in the future or significant increase of cost for the businesses in the project area due to the construction and operation of proposed ETS.

### **Public Comment**

In addition to the comments included in the January 2017 staff report, staff received additional comments regarding the proposed project.

These include concerns about noise, pollution, traffic increase, negative impact on property values and negative impacts on public health.

Additional comments focused on the upcoming mayoral election and concern that this project should not be heard until there is a new City administration.

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***FINDINGS – 16 EPC-40077 September 14, 2017 - Zone Map Amendment***

1. This is a request for a Zone Map Amendment from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection for all or a portion of the northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres.
2. The applicant proposes to amend the zoning to allow the development of a City Solid Waste Facility, including Transfer Station, Convenience Center, Recycling and Household Hazardous Waste Collection
3. A request for a Zone Map Amendment and Site Development Plan for Building Permit was heard by the EPC in October of 2015. The EPC approved the request, but that decision was appealed and ultimately remanded by City Council back to EPC. The case was withdrawn before a remand hearing occurred. After the withdrawal, the applicant asked for a declaratory ruling regarding the permissibility of transfer station use in the M-1 zone. The Zoning Official issued a ruling in June of 2016 stating that the proposed transfer station, while not specifically enumerated in the Code was a permissive use in the M-1 zone. This ruling was appealed and City Council found, in October of 2016, that the use was not specifically listed in the M-1 zone as a permissive use. The Council further held that the use does not fall within any listed permissive uses, and also that the use is not sufficiently similar and compatible to other permissive uses such that the use may be deemed permissive. Because of this determination Council, the applicant is now seeking the current zoning change to the proposed SU-1 zone.
4. A Site Development Plan for Building Permit (16 EPC 40078) is heard concurrently with request pursuant to the requirements of the SU-1 zone.
5. The Albuquerque/Bernalillo County Comprehensive Plan, North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
6. The subject site is within the Central Urban Area within the Established Urban Area of the Comprehensive Plan. The request is in general compliance with the following applicable goals and policies of the Comprehensive Plan:

**Central Urban Area**

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

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

**Established Urban Area**

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

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

- C. Policy II.B.5.e.: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

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

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

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

- E. Policy II.B.5.i.: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

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

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

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

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

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

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

The subject site is located within a current industrial, predominantly M-1 zoned, area of the City and adjacent to parcels in the County which are currently being utilized for industrial uses. The design of the proposed buildings and facilities along with landscape and streetscape improvements while consistent with adjacent property uses is expected to improve the visual quality of the industrial area in which the subject site is located. The request furthers Policy II.B.5.m.

### **Air Quality**

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

The request furthers Policy II.C.1.b. because the anticipated overall reduction of City-wide trip miles given the central location for this proposed transfer station, will reduce the total number miles traveled by the City solid waste collection trucks. This is because they will not have to travel west to the City landfill outside of the City. The public will have a 4th convenience center that may be closer than the City's existing locations in the far Northwest, Southeast and Southwest quadrants of the City.

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

The request furthers Policy II.C.1.c. because the applicant's Traffic Impact Analysis shows that new trips from the proposed project will not diminish the level of service for the surrounding intersections. Moving the access point from Edith further south is anticipated to benefit the functioning of the intersection with Comanche.

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

The request furthers Policy II.C.1.e because the proposed transfer station and convenience center will reduce the number vehicle miles travelled by City collection trucks by approximately 2 million miles annually. The new location will also reduce the number of trucks that presently use I-40 to cross the Rio Grande on their way to the west side landfill. The central location is also expected to reduce the vehicle miles traveled by the public using the convenience center who would otherwise travel further to reach another City convenience center.

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

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

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

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

In addition to the proposed site development plan for building permit, the applicant will also be required to secure a Solid Waste Facility Permit through the State of New Mexico Environment Department prior to the commencement of operations which regulates items such as climatology,

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meteorology air quality, odor and dust (NM Administrative Code 20.9.3.8). Therefore, the request furthers Policy II.C.1.g, Policy II.C.1.h. and Policy II.C.1.k.

### **Water Quality**

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

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

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

### **Solid Waste**

Solid Waste II.C.3: The goal is an economical and environmentally sound method of solid waste disposal which utilizes the energy content and material value of municipal solid waste.

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

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

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

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

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

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

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

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

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

**Noise**

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

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

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

**Developed Landscape**

- A. Developed Landscape II.C.8: The Goal is to maintain and improve the natural and the developed landscape's quality.

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

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

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

**Community Resource Management, Service Provision**

- A. Community Resource Management, Service Provision II.D.1: The goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

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

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**Economic Development**

- A. Economic Development II.D.6: The goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

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

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

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

**Education**

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

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

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

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

**Goals and Issues:**

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

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

- B. Goal and Issue 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

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

- C. Goal and Issue 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.

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

- The subject site is zoned M-1, Light Manufacturing Zone;
  - There are no residentially zoned land parcels adjacent to the subject site; however, there are three County M-1 zoned parcels being used for residential purposes, not adjacent to the site, approximately 700' to the SW of the center of the site.
  - Air quality will be preserved through a reduction of 2 million vehicle miles traveled for the Solid Waste Transfer fleet; and particulates and odors from the enclosed transfer station building will be minimized by the use of quick-close doors, misting systems, air curtains, and air filtration systems will keep odors and particulates from leaving the building. The transfer trucks and collection trucks all have covered tops or are enclosed preventing air pollution;
  - The proposed SU-1 zone is site plan controlled. The proposed plan shows setbacks, landscaping buffers, walls and separation of traffic that will mitigate the impacts of the development on the nearby residential land.
  - The applicant has conducted a thorough investigation of relative benefits and costs of placing the facility in various locations, and has concluded that the subject site is most beneficial to the applicant and to the public.
  - While, as noted above the request does not further NVAP Goal and Issue 3, the request does satisfy the requirements of Council Bill R-255, Enactment # 60-1993.
- D. Goal and Issue 5. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

The proposed Site Development Plan for Building Permit that accompanies the proposed SU-1 zone indicates the site is designed per the City's Drainage Ordinance which will manage the first flush and control runoff generated by contributing impervious surfaces. Water quality features, landscaping, ponding areas, and other methods will be used to further manage the site. The site will be constructed and operated in compliance with the storm water National Pollution Discharge Elimination System (NPDES) permits, the General Permit for Discharges from Construction Activities, the Multi-Sector General Permit for Discharges from Industrial

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Facilities, and the Municipal Separate Storm Sewer Systems (MS4) (General Permit NMR04A000). The request furthers NVAP Goal and Issue 5.

- E. Goal and Issue 6. To encourage quality commercial/industrial development and redevelopment in response to area needs in already developed/established commercial industrial zones and areas. To discourage future commercial/industrial development on lots not already zoned commercial/industrial

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

- F. Goal and Issue 11. To locate commercial and industrial development within the I-25 corridor, and selected areas along the I-40 corridor, especially as an alternative to extensive lower valley commercial/industrial development.

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

**Plan Policies:**

- A. Zoning and Land Use. NVAP Zoning and Land Use Policy 2.d.ii requires the use of landscape buffering and other measure necessary to limit the potential impacts of non-residential uses on residential areas, through the site plan review and approval process. The subject site plan addresses noise considerations; activity will occur in an enclosed transfer station building that will utilize high speed doors to contain interior noise. The building's walls will utilize absorptive insulation materials to reduce any potential noise/land use conflicts. The site development plan for building permit also includes perimeter walls, landscape buffers and roof canopies to further mitigate noise generated by the proposed use. The site shows extensive landscaping along the perimeter of the site and within the site. The proposed landscape will improve the quality of the developed landscape in the area. Traffic impacts will be minimized because trips from the proposed project will not diminish the level of service for the surrounding intersections, and will occur primarily at off-peak hours. Air Quality: The air quality plan policies in the NVAP direct the City and the County to inform the public about air quality reduce unauthorized vehicle traffic on the ditches, stabilize roads and parking areas and limit vehicle use on no- burn days.

The proposed project will reduce vehicle miles traveled for city collection trucks and for valley residents using the convenience center.

Transportation:

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- A. NVAP Transportation Policy 1. The City and County shall encourage the smooth flow of traffic on arterials.

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

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

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

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

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

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

Goal 1: Improve and enhance cycling and pedestrian opportunities.

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

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

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

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

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

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

B. The SU-1 zone is site plan controlled; while the proposed zoning will allow some more intense uses, the site plan provides a design that will mitigate the potential effects of these uses. Future uses on the site could only be developed in accordance with the approved site plan. Any new development on the site would require EPC approval. These factors contribute to the stability of the area. While an economic impact analysis (June 2017) estimates that adjacent property values will be negatively impacted by the proposed transfer station use on the subject property, whether this will result in a negative impact on the use of the surrounding properties is unknown.

C.

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

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

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

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

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

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

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

The proposed zone change from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Hazardous Waste Collection is not in significant conflict with adopted elements of the Comprehensive Plan or the North Valley Area Plan; *see detailed discussion in Findings 6 and 7 above.*

D. The existing zoning is inappropriate because changed neighborhood or community conditions justify the change, and because the proposed use category is more advantageous to the community as articulated by the Comprehensive Plan.

Changed Community Conditions. The current zoning (M-1) has been in effect for approximately 30 years during which time the population in Albuquerque has increased approximately 67%. This increased density and urbanization has changed the city as a whole and the Edith corridor in particular. As development reached natural limits on the north, east, and south sides of the City and made large expansions on the west side, this corridor became a central location of the City. It is a natural industrial area because of its centrality and location near both interstates. The Applicant has demonstrated that these community changes make the industrial area along the I-25/ Edith corridor a central location for the proposed use in an area with access to both interstates.

More Advantageous to the Community. The applicant provided analysis of the applicable goals and policies of Comprehensive Plan, the North Valley Area Plan, and the Bikeways & Trails Facility Plan, to show that the proposed change is more advantageous to the community than the existing M-1 zone, as articulated in those plans.

The feasibility studies done in 2011 and 2014 demonstrate the need for the change from the existing M-1 zone, and also demonstrate that the subject site was compared to, and is more advantageous to the community than, other sites in the City. The subject site was chosen through this process and is available for development.

The SU-1 zone is more advantageous to the community than the existing M-1 zone, because the proposed use is special because of infrequent occurrence, effect on surrounding property and because the appropriateness of the use to a specific location is dependent on the character of the site design; the nearby residential developments can be protected from air quality, traffic, visual and noise impacts by the site plan process.

E. The subject site is an industrially zoned site, M-1, within an existing industrial zoned area. The site plan controls and mitigate measures such as an enclosed building with quick close doors, air filtration, landscape buffers and walls make the additional uses for the facility not harmful to the adjacent properties, and compatible with the existing development. There is potential for a negative impact on land values for the commercial /industrial property adjacent to the site.

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

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G. Economic considerations pertaining to the applicant are not the determining factor in EPC approval of this zone change.

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

I. The SU-1 zone is considered a spot zone, but a justified spot zone, because it clearly facilitates the realization of the Comprehensive Plan, the North Valley Area Plan, as follows:

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

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

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

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

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

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

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

The proposed zone change from M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Hazardous Waste Collection is not in significant conflict with adopted elements of the Comprehensive Plan or the North Valley Area Plan; *see detailed discussion in Findings 6 and 7 above.*

J. The proposed zoning would not create a "strip of land" with a different zone.

10. The Greater Gardner Neighborhood Association, Near North Valley Neighborhood Association, North Edith Commercial Corridor Association, Stronghurst Improvement Association and the North Valley Coalition were notified of the request. A facilitated meeting was offered but was declined.

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The affected neighborhood associations indicated that if the request was deferred from the January hearing, they would be able to attend a facilitated meeting. A facilitated meeting did not occur.

11. Property owners within 100 feet of the site were notified of the request.
12. Staff received several letters opposing the request. Concerns include increased traffic, trash falling off of trash trucks, the impact on home prices in the area, an increase in rodent and bird activity in the area due to the expanded uses at the site, the possible impact on the health of area residents, including concerns that the area already contains several uses that impact the air quality. The proposed SU-1 zone imposes site plan controls which allow reasonable mitigation of traffic, air quality, noise and other concerns regarding adverse impacts on neighboring properties.
13. Letters from businesses near the site were also submitted expressing concern that the proposed transfer station will negatively impact their business because of heavy traffic, trash blowing off of the site, idling trucks, noise, smells and rodents, impact on employees' health and access to businesses blocked by trucks or the public waiting to enter the facility. The proposed SU-1 zone imposes site plan controls which allow reasonable mitigation of traffic, air quality, noise and other concerns regarding adverse impacts on neighboring properties.
14. This case was deferred from the January 2017 to the March 2017 hearing to allow time for the completion of an Economic Impact Analysis. The case was then deferred month until the July 2017 hearing when the Economic Impact Analysis was made available. The case was deferred from the July 2017, to the September 14, 2017 hearing, to allow time for the applicant to review the Economic Analysis and to allow legal counsel for the neighborhoods to be present.
15. The Economic Impact Analysis found that the extent of the impact from the proposed project occurs about .5 miles from the proposed project. A total of 414 properties are impacted. Within a half-mile from proposed ETS, there are 125 existing businesses employing 2,170 persons and having \$439 million in annual sales. The analysis finds no evidence to support that the potential traffic increase due to the proposed ETS leads to a reduction in business sales in the future or that there are expected to be significant increases in costs for the businesses in the project area due to proposed ETS. Results indicate that only land values are impacted by the proposed ETS, not the value of buildings and improvements. The analysis estimates that the value of property directly adjacent to the proposed project could decline by 12% and that the possible negative valuation impact decreases further away from the proposed project. The analysis attributes approximately 60 % of the impact to the proposed convenience center and 40% to the due to the proposed transfer station. Of the total land value loss regardless of distance from the subject site, 85% (\$4.2 million) is estimated to be lost by commercial property owners, 4% (\$196 thousand) is estimated to be lost by residential property owners and 11% (\$520 thousands) by vacant property owners.
16. Pursuant to the City of Albuquerque Zoning Code §14-16-4-1(C)(15)(g), the EPC will make a recommendation to City Council regarding this matter.

**RECOMMENDATION - 16EPC-40077 September 14 2017**

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

**CONDITIONS OF APPROVAL - 16EPC-40077 September 14- ZONE MAP AMENDMENT**

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

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

1. This is a request for a Site Development Plan for Building Permit for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33 located on Edith Blvd, between Comanche RD and Rankin Rd and containing approximately 22 acres.
2. The applicant proposes a Site Development Plan for Building Permit to include a transfer station / convenience center building, an administrative building, vehicle maintenance building, and a household hazardous waste building. A parking structure, bin repair area and recycling drop-off area are also proposed. The subject site is approximately 22 acres and is located at the southeast corner of Edith and Comanche.
3. A Zone Map Amendment (16-EPC 40077) is heard concurrently with request.

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4. The Albuquerque/Bernalillo County Comprehensive Plan, North Valley Area Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
  5. 16-EPC 40077 Findings 6, 7 and 8 are adopted by reference; the Site Development Plan for Building Permit is in compliance with adopted City plans and policies.
  6. The Greater Gardner Neighborhood Association, Near North Valley Neighborhood Association, North Edith Commercial Corridor Association, Stronghurst Improvement Association and the North Valley Coalition were notified of the request. A facilitated meeting was offered but was declined. The affected neighborhood associations indicated that if the request was deferred from the January hearing, they would be able to attend a facilitated meeting. A facilitated meeting did not occur.
  7. The Greater Gardner Neighborhood Association and Sysco Foods asked that the case be deferred until the February 2017 hearing to allow more time for review. The North Valley Coalition Supported this request.
  8. Property owners within 100 feet of the site were notified of the request.
  9. Staff received several letters opposing the request. Concerns include increased traffic, trash falling off of trash trucks, the impact on home prices in the area, an increase in rodent and bird activity in the area due to the expanded uses at the site, the possible impact on the health of area residents, including concerns that the area already contains several uses that impact the air quality. The site plan reasonably controls and mitigates traffic, air quality, noise and other concerns regarding adverse impacts on neighboring properties.
  10. Letters from businesses near the site were also submitted expressing concern that the proposed transfer station will negatively impact their business because of heavy traffic, trash blowing off of the site, idling trucks, noise, smells and rodents, impact on employees' health and access to businesses blocked by trucks or the public waiting to enter the facility. The site plan reasonably controls and mitigates traffic, air quality, noise and other concerns regarding adverse impacts on neighboring properties.
  11. This case was deferred from the January 2017 to the March 2017 hearing to allow time for the completion of an Economic Impact Analysis. The case was then deferred month until the July 2017 hearing when the Economic Impact Analysis was made available. The case was deferred from the July 2017, to the September 14, 2017 hearing, to allow time for the applicant to review the Economic Analysis and to allow legal counsel the neighborhoods to be present.

- 
12. The Economic Impact Analysis found that the extent of the impact from the proposed project occurs about .5 miles from the proposed project. A total of 414 properties are impacted. Within a half-mile from proposed ETS, there are 125 existing businesses employing 2,170 persons and having \$439 million in annual sales. The analysis finds no evidence to support that the potential traffic increase due to the proposed ETS leads to a reduction in business sales in the future or that there is significant increase of cost for the businesses in the project area due to proposed ETS. Results indicate that only land values are impacted by the proposed ETS, not the value of building and improvement. The analysis estimates that the value of property directly adjacent to the proposed project could decline by 12% and that the impact decreases further away from the proposed project. The analysis attributes approximately 60 % of the impact to the proposed convenience center and 40% to the due to the proposed transfer station. Of the total land value loss, without regard to distance from the proposed uses, 85% (\$4.2 million) is estimated to be lost by commercial property owners, 4% (\$196 thousand) to be lost by residential property owners and 11% (\$520 thousands) by vacant property owners.

***RECOMMENDATION - 16EPC 40078 January 12, 2017***

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

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

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.
3. The applicant shall address transportation and solid waste comments prior to DRB submittal
4. The Site Development Plan shall comply with the General Regulations of the Zoning Code, the Subdivision Ordinance, and all other applicable design regulations, except as specifically approved by the EPC.

Traffic comments

**Gould, Maggie S.**

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**From:** Michel, Racquel M.  
**Sent:** Wednesday, April 26, 2017 10:54 AM  
**To:** Gould, Maggie S.  
**Subject:** RE: Edith waste transfer station  
**Attachments:** G15D202\_TIS\_Cmmt.pdf

Hi Maggie,

Please see below and the attached. For the purposes of this email the terms, TIA (Traffic Impact Analysis) and TIS (Traffic Impact Study) are interchangeable.

**TIA Prepared by Wilson and Company – Dated September 2015**

This report was prepared under contract for the Solid Waste Department of the City of Albuquerque. The development at the site did not require a TIA be prepared according to City of Albuquerque TIS thresholds shown in the Development Process Manual (DPM) Chapter 23.8. The TIA was required by Bernalillo County and the consultant provided a copy to my department as any infrastructure requirements due to the TIA would affect City roads.

Attached is the comment letter sent to the consultant. Our comments were looking for additional information and suggesting stylistic changes. It is standard procedure that the TIS does not need to be finalized or approved prior to approval at EPC. If there were significant concerns regarding the traffic for the development due to the first draft of the TIS, those concerns would be brought up either in the staff report or at the EPC hearing. This TIS and development did not present concerns.

**Review of Traffic Impacts from the Proposed Waste Transfer Station in Albuquerque, NM Prepared by Sustainable Systems Research, LLC. – August 11, 2015**

This is a report prepared for the board of the North Valley Coalition which examines the draft TIS prepared by Wilson & Company in July 2015. It should be noted that this report was not prepared by a Professional Engineer registered in the State of New Mexico which is a requirement for all TIS submitted to the City of Albuquerque. Furthermore as this report reviews an early draft of the TIS it is not an accurate comparison.

Throughout the report, assumptions and hypothetical situations are presented to argue that the TIS is not valid. For example on page 15, the report examines the hypothetical instance that after the transfer station is built, the city may want to add trips to the landfill which would expand the truck trips into the peak hours. It is unreasonable for the consultant engineer to assume every hypothetical situation is valid when preparing a TIS.

Due to these reasons I do not believe the report produced by Sustainable Systems Research should have influence over the EPC's decision.

Transportation Developments' recommendation is for approval.

Thanks,

**Racquel M. Michel, P.E.**

Traffic Engineer  
City of Albuquerque  
Transportation Development Section  
505-924-3991  
[rmichel@cabq.gov](mailto:rmichel@cabq.gov)

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**From:** Gould, Maggie S.  
**Sent:** Friday, February 17, 2017 2:37 PM  
**To:** Michel, Racquel M.  
**Subject:** Edith waste transfer station

Racquel,

Would it be possible for you to look at the traffic study and the alternate traffic study for the waste transfer station and make some comments some time next week?

I can get you hard copies. I don't know if we are hearing it in March or not, but the traffic question keeps recurring.

Thanks

*Maggie Gould, MCRP*

Planner

City of Albuquerque, Planning Department

600 Second St. NW

Albuquerque, NM 87102

505-924-3910

[mgould@cabq.gov](mailto:mgould@cabq.gov)

# CITY OF ALBUQUERQUE



September 21, 2015

Savina Garcia, PE  
Wilson & Company, Inc.  
4900 Lang Avenue NE  
Albuquerque, NM 87109

**RE: Solid Waste Management Department Transfer Station  
Traffic Impact Study  
Date: September 2015 (File: G15-D202)**

Dear Ms. Savina Garcia:

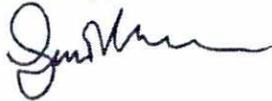
1. Provide queuing analysis at Comanche/Edith intersection. How do the westbound left-turn and northbound right-turn movements function with the additional transfer trucks during peak periods?
2. For the LOS results on Tables 2 to 4, the font is a little small. Please enlarge these sheets to an 11X17 size.
3. In addition to Figures 7 and 8, also include a separate Figure in between Figures 7 and 8 just showing the new trips. However minimal, it appears that at least some amount of traffic ought to be added for the convenience center traffic on Figure 8 for the 2<sup>nd</sup> and 4<sup>th</sup> Street intersections on Griegos for a true comparison. Figure 7 and Figure 8 volumes are matching exactly for these intersections.
4. On Figure 8, when looking at overall chart showing new and existing traffic, it appears that for the AM, new trips ought to be added to Comanche/I-25 for northbound left-turn traffic on Figure 8. Revise LOS calculations accordingly.
5. For the final copy, make sure that the chart showing the existing and new trips is attached to the back of the report and referenced in the body of the report. Include a section in the body of the report for AM/PM/Noon peak periods, showing how many new trips are added at each intersection. These new trips should correspond to the chart.

The chart includes a lot of language such as "average per hour" new trips, but it is helpful to show a tabular summary of actual new trips during peak periods for each intersection. Then provide a discussion about how these generated new trips do or do not meet warranting criteria for the City of Albuquerque as well as for the other agencies that are impacted.

6. Seek necessary comments and approval from NMDOT and the County on the study.

If you have any questions, you can contact me at 924-3993.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeanne Wolfenbarger', written in a cursive style.

Jeanne Wolfenbarger, P.E.  
Senior Engineer, Planning Dept.  
Development Review Services

Orig: Drainage file  
c.pdf Addressee via Email

Public comment received after the January hearing deadline

## **“Please Let the New Mayor Make this Decision”**

*[Op Ed to ABQ Journal regarding Edith Waste Transfer Station: Project 1010582]*

The City of Albuquerque votes on a new Mayor on October 3<sup>rd</sup>. A runoff election will take place on November 7, 2017, if no candidate receives a majority of votes in the general election.

Our newly elected Mayor will have to make important decisions to address issues that remain unresolved from the outgoing Berry Administration.

One is the proposed **Edith Waste Transfer Station** proposed in the North Valley.

Since **2015** the Berry Administration has attempted to secure the right zoning to locate a combination waste transfer station, public convenience center, household hazardous waste and recycle drop off in the North Valley of Albuquerque.

The project has been opposed by local businesses, neighborhood associations and individuals because of the harmful effects that the project would have on their neighborhood and community. Sadly, for our community, the City has insisted that the project must proceed at this location and only at this location and that all alternatives are off the table. Alternatives that should be considered are: 1) alternative locations, 2) not combining the convenience center and household hazardous waste functions with a transfer station and the 3) alternative of multiple smaller transfer stations.

**The City failed in its first zone change request application in 2015.**

**The City then gave itself a Declaratory Ruling** which would have allowed the transfer station to be built under the existing M-1 zoning. Neighbors and businesses appealed and **the Declaratory Ruling was rejected by City Council on a 9-0 vote in 2016.**

Now, the City has again requested a zone change.

**An Economic Impact Assessment that City Council ordered concluded that there would be harm to adjacent businesses and property owners in the area. This finding alone should result in the zone change being DENIED since applicable law prohibits any zone change that would be harmful to adjacent property or the community.**

**In most cases the receipt of this analysis would result in withdrawal of the application. Yet, with less than 30 days to the election, the Administration will on September 14th, again request the Environmental Planning Commission**

**(EPC) to approve a zone change even though there is little realistic hope of attaining the required zoning and/or of resolving any appeal during this Administration.** The City also cannot obtain approval from NM Environmental Dept. (NMED) before the next Administration takes office. NMED has not even set a hearing on the City's application for a waste transfer station operating permit.

It is clear that whatever recommendation the EPC makes that nothing will be final when this Administration ends. The next Mayor may decide to explore other alternatives and or to work with neighbors and local businesses. **Current Mayoral candidates all say this project is “DOA” when they are elected mayor.**

It does not make sense for the City and taxpayers to continue to spend money on outside consultants to push for a zone change when, regardless of any EPC recommendation, the final decisions will be made by a new Administration.

On the eve of a new Albuquerque Mayor and Administration, we call on Mayor Berry to withdraw its zone map amendment application for the Edith Waste Transfer Station, and allow the new Mayor and Administration and new Solid Waste Director to address the many issues that should be resolved before proceeding. This process has already cost taxpayers hundreds of thousands of dollars and cost business and neighborhood associations tens of thousands in legal fees.

A waste transfer station could possibly be helpful in reducing City refuse costs.

**But let's step *way back* and let the *new* Mayor consider alternative sites, and whether more transfer stations or an alternative site(s) could result in additional savings and avoid harming the neighborhood and local businesses.**

**David Wood, C.P.A.**

**GREATER GARDNER NEIGHBORHOOD ASSOCIATION, PRESIDENT**

**NORTH VALLEY COALITION, VICE PRESIDENT**



Received 6/12/17

06/08/2017

Chairman, Karen Hudson  
Environmental Planning Commission  
PO Box 1293  
Albuquerque, NM 87103

To Whom It May Concern,

My name is John D. Padilla and I have been a Realtor and Past President with the Greater Albuquerque Association of Realtors for over 30 years. I currently have the Historic "Juan de Dios Chavez House", located at 205 Griegos NW, Albuquerque NM listed on the open market for sale to potential Buyers.

It is my understanding Albuquerque Solid Waste Department would like to locate a solid waste transfer station and collection yard on Edith. Locating the transfer station this close to the Historic Property I have for sale would have a negative impact of the Historic Value of this residence and create a major decline in the market value up to 15% or more of the clients asset.

I strongly oppose this development and voice my concerns on the impact this development will have for the area, the neighborhood and the Home Owners in this area.

Best Regards,

John D. Padilla  
Re/Max Masters  
6705 Academy Rd NE Ste B  
Albuquerque, NM 87109  
505-883-8979

**RE/MAX** Masters  
6705 Academy Boulevard NE  
Albuquerque, New Mexico 87109  
Office: (505) 883-8979  
Fax: (505) 883-9244

Each Office Independently Owned and Operated



**County of Bernalillo**  
**State of New Mexico**

**Planning & Development Services Department**

111 Union Square SE, Suite 100  
Albuquerque, New Mexico 87102  
Office: (505) 314-0350 Fax: (505) 314-0480  
www.bernco.gov

August 23, 2017

Larry F. Stepp  
4404 Edith Blvd. NE  
Albuquerque, NM 87107

Re: 4404 Edith Blvd. NE – the “property”  
ZNCU2017-0009 - **CORRECTED**

To Whom It May Concern:

This letter shall certify that according to the official map on file with this office as of this date, the referenced property, legally described as Tract 107B2B, MRGCD Map No. 33, Albuquerque, Bernalillo County, New Mexico, is zoned M-1, Light Industrial Zone.

The property contains a single family dwelling that is deemed to be nonconforming as to use, since the M-1 zone does not allow any residential uses.

The property became nonconforming on May 17, 1973. The nonconforming status will not expire if the site remains consistent with all of Section 23, Nonconforming Regulations of the Zoning Code, including the section which states: “Any building or structure nonconforming as to use regulations which hereafter becomes vacant and remains unoccupied or is not used for continuous period of one year or more shall not thereafter be occupied except by a conforming use.”

Damaged nonconforming buildings or structures may be restored, but not to an extent greater than the original floor area which existed at the time of the damage, provided such restoration shall be started within six (6) months of the damage and shall be prosecuted diligently to completion.

This certification statement only references the applicability of the zoning ordinance as it applies to the aforementioned property in the specified zone. This letter is not a business license and cannot be construed as approval for construction. Do not hesitate to contact me if you have questions concerning this matter at (505) 314-0388 or at [nhamm@bernco.gov](mailto:nhamm@bernco.gov).

Sincerely,

Nicholas Hamm  
Zoning Administrator

Enclosures: Zone Atlas Page G-15-Z  
Cc: David Wood; [Wood\\_CPA@msn.com](mailto:Wood_CPA@msn.com)

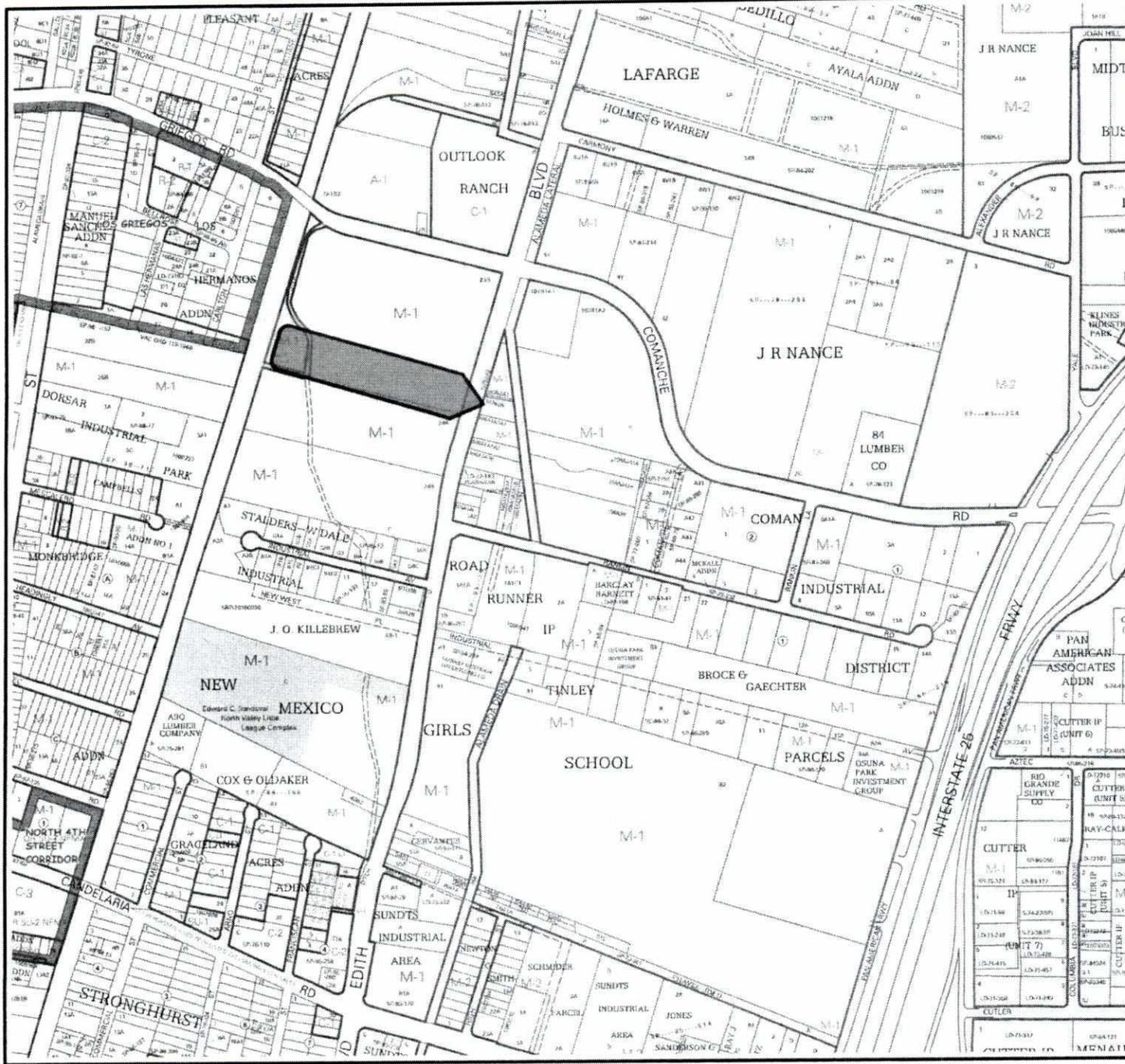
**COMMISSIONERS**

*Debbie O'Malley, Chair, District 1*      *Steven Michael Quezada, Vice Chair, District 2*  
*Maggie Hart Stebbins, Member, District 3*      *Lonnie C. Talbert, Member, District 4*      *Wayne A. Johnson, Member, District 5*

**ELECTED OFFICIALS**

*Tanya R. Giddings, Assessor*      *Linda Stover, Clerk*      *Willow Misry Parks, Probate Judge*      *Manuel Gonzales III, Sheriff*      *Nancy M. Bearce, Treasurer*

**COUNTY MANAGER**



LEGAL DESCRIPTION

T10N  
R3E  
SEC 4

UNIFORM PROPERTY CODE

1-015-060

Feet

Map amended through July 2017

PUBLIC WORKS DIVISION  
GIS PROGRAM

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G-15-Z

May 1, 2017

Ms. Karen Hudson, Chairwoman  
Environmental Planning Commission  
c/o City of Albuquerque Planning Department  
600 2<sup>nd</sup> Street NW  
Albuquerque, NM 87102

emailed to: [mgould@cabq.gov](mailto:mgould@cabq.gov)

Dear Ms. Hudson:

We have previously submitted numerous concerns and conflicts with the Traffic Impact Analysis. There were also numerous concerns stated in the LUHO report. We are submitting additional information regarding the traffic study. While the City has not required a traffic study for this project, Jeanne Wolfenberger, Senior Engineer, Planning Dept., submitted comments on September 21, 2015 to Wilson and Company regarding the Traffic Impact Analysis dated September 2015. Those comments, which we received through an IPRA request, are included in this submittal. A new report addressing the concerns in that letter has not been submitted.

In the Development Process Manual, the City recommends that if a traffic study is needed, "you should hire a private consultant to complete the work" (see attached from the DPM) and the City staff will work with the consultant. This was not done; the TIA was prepared by Wilson and Company, the project manager, which has a vested interest in completing this project. Because there was no independence in the information presented, we had an independent "Review of Traffic Impacts from the Proposed Waste Transfer Station" prepared by Sustainable Systems Research.

However, the NM Department of Transportation did require a study and is using the conclusions of the TIA to determine there will be no impacts to the I-25/Comanche interchange and therefore they had no comments to submit per Margaret Haynes at NMDOT. Concerns with using the TIA to make this determination include possible understating of the convenience center traffic at this interchange (no documentation was submitted, effects of possible closure of other convenience centers in order to save the stated amount of money have not been considered) and understating transfer truck numbers, particularly due to the fact that it is never stated in the project summary where the transfer trucks will be kept overnight. Both of these understatements apply to peak hours. Also, it appears some garbage trucks will be using this interchange during peak AM hours. The TIA states only 4 convenience center vehicle trips will occur by vehicles going north on I-25 and west on Comanche between 6:30 and 9:30am. This is a surprisingly low number, considering the size of the area of the city that would use this route.

I am attaching a comparison of some key differences between the Wilson study and the Sustainable System Study. The lack of documentation for numbers presented in the Wilson report should be emphasized, and this was also a LUHO concern. The

conclusion that there will be no additional traffic at the intersections of 2<sup>nd</sup> Street/Griegos and 4<sup>th</sup> Street/Griegos is criticized in both the Sustainable Systems Study and the Planning. Dept. engineer's comments.

I am also attaching a spread sheet I prepared of the diagrams submitted with the TIA to show traffic counts based on intersection, direction traveled, and time of peak hours. I find it hard to believe that in 5 years (2013-2018), if the planned project were completed, there would only be two more cars travelling north on 2<sup>nd</sup> Street and turning east on Griegos during the three hour span from 6:30 to 9:30 am. There are numerous other numbers that seem understated. A small difference comes from the fact the increase of 1% was always based on 2013, rather than compounded. In other words, an increase from 2013 to 2014 would be based on the 2013 count. An increase from 2014-2015 should be based on the 2014 projection. Instead, it appears they took 1% of 2013 and added the same amount each year.

Du to problems with the traffic impact analysis and the lack of documentation substantiating conclusions in the analysis, we continue to assert that the zone change has not proven to have no negative impacts and should therefore be denied.

Sincerely,

Peggy Norton, President  
North Valley Coalition

Compares information between the Transfer Station Traffic Impact Analysis Report (September 2015, Wilson and Company) and Review of Traffic Impacts from the Proposed Waste Transfer Station (August 11, 2015). The Traffic Impact Analysis Report was not submitted until December 1, 2016 to the Environmental Planning Commission. Therefore, the Review was based on a draft traffic study. I attempted to delete information conflicts that had been addressed in the September 2015 study. Item 1 is information from the Traffic Impact Analysis, Item 2 is from the Review.

1. 248 loads to the landfill (current) or approximately 500 additional trips to the proposed site.

1. 65 loads each weekday in transfer trucks or 130 trips (no documentation submitted).

2. Estimate 69-77 transfer truck trips per day on weekdays, and 8 to 18 transfer truck trips per day on Saturdays (p.24-25). States that the basis for the estimates of weekday transfer trucks are not described in the TIA. The TIA should provide justification of the tons per trailer (24 tons appears in the 2014 Feasibility Study)

1. Project related additional trips to occur during peak hours are transfer trucks. Assumes 65 transfer truck trips during mid-Day peak, 65 during PM Peak

1. Took data for a Tuesday and assumed 30% of the convenience center traffic will use new center (no documentation submitted)

2. Estimate 50% of current convenience center traffic will use the new center based on the shortest travel time to the convenience centers. Recommends that the TIA present more transparent information about typical convenience center visitation and/or collect traffic counts at the three convenience center on weekdays and weekends.

1. Traffic study is based on the three existing convenience centers remaining open.

2. 2014 Feasibility study indicates project is only cost effective if the convenience centers are closed.

1. No calculations for recycling trips, household hazardous waste

2. Recommends explicit consideration of these trips, even though the number might be small.

1. No data included for weekends.

2. Traffic study should consider weekend traffic impacts or explain their omission. The City Slide presents the only estimate of weekend activity, indicating there will be four transfer truck trips per day.

1. Convenience Center trips - Assumes 24 trips in AM Peak (6:30-9:30), 40 in Mid-Day peak (11-1:30), 32 in PM peak (3-6:30), 354 will occur 9:30-11 and 1:30-3 (no documentation submitted).

2. Estimates not justified or explained. Recommends this assumption be justified or that traffic count data be collected at the three convenience centers to determine the actual timing of convenience center trips on weekdays and weekends.

1. Assumes 1% growth rate based on 2013 values, not based on prior year (compound growth).

2. Growth estimate in TIA is based on historic trends in traffic data and does not specifically account for development projects planned in the area.

1. Assumes no additional project traffic will use Griegos/4<sup>th</sup>, Griegos/2nd

2. Analysis based on location of residences indicates a number of vehicles may use portions of Montano Road and Griegos Rd to travel to and from the convenience center.

The intersection of Montano and 4<sup>th</sup> Street has been identified as one of the worst intersections in the region in terms of vehicle and bicycle crash rates; 4<sup>th</sup> Street and Griegos has a crash rate 2 to 3 times the average rate in the region. (p.36)

1. States that bike and public transit exist. Air quality, bike and pedestrian and transit accommodation, noise and safety not addressed or quantified.

2. Address impacts in detail - p. 35-50

1. No analysis of Montano/Edith or Candelaria/Edith.

2. Bernalillo County Public Works Department's Traffic Impact Assessment guidelines: the minimum intersection analysis area requirement is site access and adjacent intersections, plus the first major intersection in each direction from the site. Intersections north and south of the site were not considered in the Traffic Study.

2. TIA report does not account for the growth in waste collected in the future - either in garbage truck calculations or transfer truck calculations.

1. Assumes collection truck trips are outside peak travel hours (no documentation).

2. The City slide indicates there is some overlap between new trip timing and peak hours. If trucks make 3 or more landfill trips currently (and some do as noted in the project summary submitted by Wilson 12/1/16), then these trips would overlap with peak hours at some locations.

1. Conclusion - no traffic impacts

2. Transportation impacts are likely to be greater than represented in the Draft Traffic Study. Differences and inconsistencies identified in this report should be evaluated more thoroughly to determine whether the impact will be significant.

## **HOW TO DETERMINE IF A PROJECT NEEDS A TRAFFIC IMPACT STUDY (TIS)**

Large developments may have a major impact on the flow of traffic in an area. As a result, the City sometimes requires the developer to implement certain physical improvements to lessen the impact of the development. For example, the City may require additional turn lanes at an intersection adjacent to the proposed development or installation of a traffic signal for safety reasons.

To determine whether a Traffic Impact Study (TIS) is necessary for your project submittal, contact the Transportation Development staff at 505-924-3934 or visit the Development Services Front Counter, Ground Level (west side), Plaza del Sol building, 600 2<sup>nd</sup> St. NW. The TIS form is available online at the City's website at [www.ci.denver.co.us](#). (Traffic Impact Study Form)

This determination is needed prior to applying for a zone change or site development approval. It's important to contact a City Traffic Engineer early in your planning process to avoid unnecessary delays in getting your project approved.

If a traffic study is needed, you should hire a private consultant to complete the work. City staff will work with the consultant to determine exactly what information is needed to determine the degree of impact that your project could have on traffic and how to lessen that impact.



September 21, 2015

Savina Garcia, PE  
Wilson & Company, Inc.  
4900 Lang Avenue NE  
Albuquerque, NM 87109

**RE: Solid Waste Management Department Transfer Station  
Traffic Impact Study  
Date: September 2015 (File: G15-D202)**

Dear Ms. Savina Garcia:

1. Provide queuing analysis at Comanche/Edith intersection. How do the westbound left-turn and northbound right-turn movements function with the additional transfer trucks during peak periods?
2. For the LOS results on Tables 2 to 4, the font is a little small. Please enlarge these sheets to an 11X17 size.
3. In addition to Figures 7 and 8, also include a separate Figure in between Figures 7 and 8 just showing the new trips. However minimal, it appears that at least some amount of traffic ought to be added for the convenience center traffic on Figure 8 for the 2<sup>nd</sup> and 4<sup>th</sup> Street intersections on Griegos for a true comparison. Figure 7 and Figure 8 volumes are matching exactly for these intersections.
4. On Figure 8, when looking at overall chart showing new and existing traffic, it appears that for the AM, new trips ought to be added to Comanche/I-25 for northbound left-turn traffic on Figure 8. Revise LOS calculations accordingly.
5. For the final copy, make sure that the chart showing the existing and new trips is attached to the back of the report and referenced in the body of the report. Include a section in the body of the report for AM/PM/Noon peak periods, showing how many new trips are added at each intersection. These new trips should correspond to the chart.

The chart includes a lot of language such as "average per hour" new trips, but it is helpful to show a tabular summary of actual new trips during peak periods for each intersection. Then provide a discussion about how these generated new trips do or do not meet warranting criteria for the City of Albuquerque as well as for the other agencies that are impacted.

PO Box 1293

Albuquerque

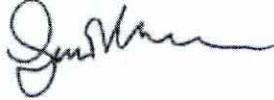
New Mexico 87103

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

6. Seek necessary comments and approval from NMDOT and the County on the study.

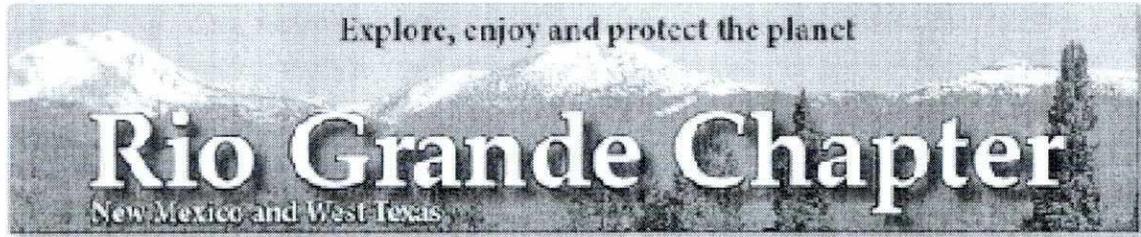
If you have any questions, you can contact me at 924-3993.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanne Wolfenbarger".

Jeanne Wolfenbarger, P.E.  
Senior Engineer, Planning Dept.  
Development Review Services

Orig: Drainage file  
c.pdf Addressee via Email



2215 Lead Ave SE, Albuquerque, NM 87106 \* 505.243.7767 \* [www.riograndesierraclub.org](http://www.riograndesierraclub.org)

Ms. Karen Hudson, Chairwoman  
Environmental Planning Commission  
c/o City of Albuquerque Planning Department  
600 2<sup>nd</sup> Street NW  
Albuquerque, NM 87102

emailed to: [mgould@cabq.gov](mailto:mgould@cabq.gov)

Re: Project #1010582, Edith Waste Transfer Station

Dear Ms. Hudson:

The Sierra Club Executive Committee of the Rio Grande Chapter, Central Group has voted to support opposition to the siting of the proposed Edith Waste Transfer Station based on environmental justice concerns as stated in the national policy of the Sierra Club. We have read the comparisons of three sites and the site at Edith/Griegos was not the #1 site. Due to the density and proximity of surrounding neighborhoods, we encourage the city to consider alternative sites.

We support the right to a clean and healthful environment for ALL people. When an activity potentially threatens human health or the environment, the proponent of the activity, rather than the public, should bear the burden of proof as to the harmlessness of the activity. The Health Impact Assessment, prepared by the community, concludes there are threats to human health and

the environment. No environmental impact assessment was done to contradict this information.

Environmental decision-making must include the full range of alternatives to a proposed action or plan, including rejection of the proposed action or plan. While this plan claims a saving of carbon emissions, fuel, and wear and tear on vehicles, it does not compare alternatives, such as having two transfer stations which could increase these savings. Siting one of those stations on the west side would avoid the costs of transporting all the garbage on the west side to the east and back out to the west.

We have the above stated concerns and therefore oppose the project planned for the site at Edith and Griegos.

Fred Houdek, Chairman  
Central Group  
Rio Grande Chapter  
Sierra Club

cc. Peggy Norton, President  
North Vally Coalition

**Gould, Maggie S.**

---

**From:** ravenwine@aol.com  
**Sent:** Tuesday, May 02, 2017 11:10 AM  
**To:** Gould, Maggie S.  
**Subject:** North Valley Waste Transfer Station

To :The environmental Planning Commission City of Albuquerque, attention Karen Hudson, Chairperson  
From Anne Marie sSekula, 836 Los poblanos Ranch Road Northwest Albuquerque New Mexico 87107 phone 505-221-9205

Please be advised that I am against the solid waste North Valley transfer waste station. I am against this because the traffic in the area cannot handle all the garbage trucks and the roads cannot handle the garbage trucks and it is a residential area which does not need a very big waste transfer station. It will also interfere with parents getting children to school safely. I implore you to deny this request and would like to hear what the results are. Thank you so much for your time and your hard work. Sincerely yours,  
Anne Marie Sekula

Anne Marie

" Leap and the net will appear.." Zen saying

## Economic Impact Analysis

# Economic Impact Evaluation of Proposed Edith Waste Transfer Station and Convenience Center

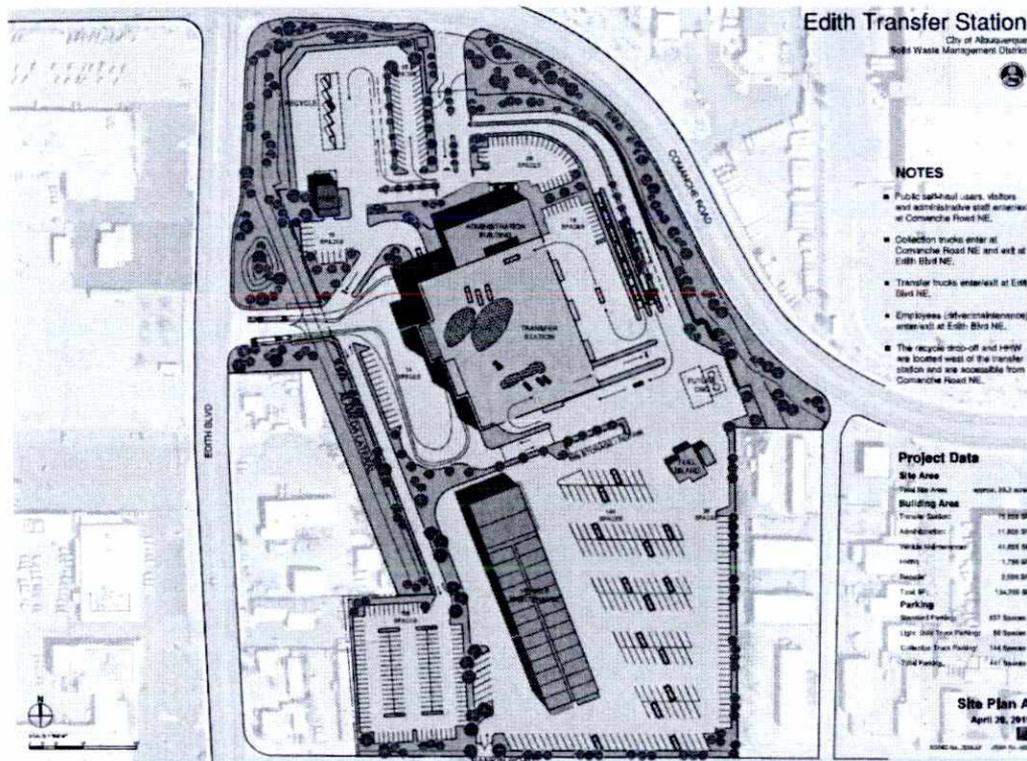


**Bureau of Business & Economic Research**  

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THE UNIVERSITY *of* NEW MEXICO

# Economic Impact Evaluation of Proposed Edith Waste Transfer Station and Convenience Center



June 2017

Doleswar Bhandari, Ph.D.

Bureau of Business and Economic Research  
MSC06 3510, 1 University of New Mexico  
Albuquerque, NM 87131  
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Fax: (505) 277-7066

## ACKNOWLEDGEMENT

I would like to express my thanks to the City of Albuquerque for providing funding and support to complete this study. It would have been impossible to do the analysis if I could not receive help from many. I am grateful to comments and insights of the City Councilor Isaac Benton, Council Services Director John Zaman, Policy Analyst Diane Dolan, the then Policy Analyst Andrew Webb, and Council Legal and Land Use Analyst Chris Melendrez, who participated in the meeting organized in the early stage of the project. I appreciate the assistance provided by Ms. Shanna Schultz, Policy Analyst-Planning by coordinating the data collection effort and by linking BBER with other City departments. Thanks are due to Ms. Stephanie Yara, Council Finance Officer for helping in executing the contract by making necessary amendments as required by the City of Albuquerque and the University of New Mexico. I wish to thank Michelle Gricius, GIS Manager of Planning Department for providing geocoded Assessor's property value data. I would like to thank Jill Holbert, Associate Director of Solid Waste Management Department for giving me the tour of project area, supplying various data and patiently answering my questions. Thanks are due to Carrie Prothero, Division Manager of 311 Citizen Contact Center for providing Eagle Rock Convenience Center Related citizen's complaints.

As always, I appreciate the assistance provided by BBER staff and students. I would like thanks BBER Director Jeff Mitchell for his support and guidance. I appreciate the assistance provided by Daren Ruiz in helping me read GIS data. Special thanks go to BBER Student Workers Christina Powers and Michael Guarino for their help in editing the report. I will take the full responsibility for any errors in this analysis.

-Doleswar Bhandari

## EXECUTIVE SUMMARY

The purpose of this study is to estimate the economic impacts of proposed Edith Waste Transfer Station and Convenience Center (ETS) in the neighborhoods surrounding the station. Using hedonic pricing method, BBER estimated the residential, commercial, and vacant property value loss associated with this construction. BBER also assessed the impacts of this project on business located near the proposed ETS. Since the proposed construction has two components in it -waste transfer station and convenience center, total economic impacts are estimated to each facility.

### Key Findings

- The results indicate that the maximum spatial extent of the impact occurs about a half-mile away from the proposed ETS.
- A total of 414 properties including 203 commercial, 145 residential, and 66 vacant properties are impacted by the proposed ETS.
- Within a half-mile from proposed ETS, there are 125 existing businesses employing 2,170 persons and having \$439 million in annual sales.
- There is no evidence to support that 1) the potential traffic increase due to construction and operation of the proposed ETS leads to a reduction in business sales in the future and 2) there is significant increase of cost for the businesses in the project area due to the construction and operation of proposed ETS.
- Results indicate that only land values are impacted by the proposed ETS, not the value of building and improvement.
- Due to the existing conditions, the property values directly adjacent to the proposed ETS are estimated to be declined by 12%. Results show that for land price increased by \$7.38 in a linear fashion for each foot away from the ETS location.
- Land value is estimated to decline \$4.9 million on net due to the proposed EDT, or 6% of the total land values. Approximately 60% (\$3 million) of the impact is due to the proposed convenience center and the remaining 40% (\$2 million) is due to the proposed transfer station.
- Of the total land value loss, 85% (\$4.2 million) is estimated to be lost by commercial property owners, 4% (\$196 thousand) to be lost by residential property owners and 11% (\$520 thousands) by vacant property owners.

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# 1 INTRODUCTION

The City of Albuquerque (CABQ) commissioned University of New Mexico's Bureau of Business and Economic Research (BBER) to assess the economic impact of the proposed Edith Waste Transfer Station and Convenience Center on the surrounding areas. It is expected that the new transfer station would provide a convenient location where Solid Waste Department (SWD) collection trucks could unload to avoid driving directly to the Cerro Colorado Landfill. According to CABQ, the primary goal of building a transfer station is to reduce the overall cost of transporting waste to the landfill. This cost reduction is achieved through a decrease in driving miles and its associated relief on roads, reduced use of fuel, and increased convenience for the SWD collection trucks and other customers.

The principal question considered in this analysis is whether proximity to the proposed Edith Waste Transfer Station and Convenience Center's (ETS) planned location influences property values and business sales. Another issue examined is the maximum distance from this location that the proposed waste center's environmental effects on estimated property value and business sales could be identified.

Hedonic pricing models were used to find proximity-related impacts of a similar, existing convenience center and current conditions in the ETS area, then combine the two to answer both questions. A hedonic pricing model estimates the price of a good (in this case, property) using its inputs for factors that affect the price (such as its acreage, zoning type, or distance from a waste center). By comparing prices of properties distanced from the ETS to those close to it, value effects on properties closely impacted by the convenience center can be measured. Therefore, distance is the factor of interest in this study's models as it relates to property value.

Including current impacts associated with the ETS location, the total estimated loss of land value due to ETS would be \$4,928,644, 6% of the land's current value. Approximately 60% (\$3 million) of the impacts are estimated to be created due to the proposed convenience center and the remaining 40% (\$2 million) are due to the proposed transfer station. The results show that building/improvement value is not impacted by the distance from the ETS. There is no evidence to support that 1) the potential traffic increase due to construction and operation of the proposed ETS leads to a reduction in business sales in the future and 2) there is significant increase of cost for the businesses in the project area due to the construction and operation of proposed ETS.

The next section provides background information about proposed ETS. Chapter 3 provides the methodology and limitations of the study and the following chapter discusses the analysis results of various hedonic models including Eagle Rock land

value hedonic model, Eagle Rock building and improvement value hedonic model and ETS land value hedonic model. Chapter 5 presents the impacts of proposed ETS on land value. Impacts of traffic congestion are discussed in Chapter 6. Finally, Chapter 7 presents allocation of the economic impacts due to each component – transfer station and convenience center.

## **2 BACKGROUND ABOUT PROPOSED ETS**

The ETS will be built in an approximately 22-acre area where a total of 590 parking spaces, including 173 collection truck spaces, 44 light-duty truck spaces and 319 automobile spaces, and 5.5 acres of landscape area will be accommodated. The transfer station structure will consist of an 11,000-square-foot, two-story administration building, a 62,000-square-foot transfer station, a 40,000-square-foot vehicle maintenance building, a 700-square-foot scale-house, 4,500- square-foot household waste and reuse drop-off, and 33,400 sq. ft. two-story parking structure. The estimated cost of construction is \$51.7 million.

Full evaluation of the ETS's impact on the surrounding population and businesses must consider both financial and environmental factors. The key environmental factors that impact the area are traffic, odors, litter, noise, and dust. Traffic impacts are a major issue because the activity of a transfer station results in an increase in daily road traffic. According to Wilson and Company's 2014 traffic impact analysis report, the transfer station is expected to increase the activity of collection vehicles, transfer trucks, and private citizens attending the convenience center. The report says that "based on the proposed schedule for the facility and the transfer operation, it is assumed new trips between the Transfer Station and collection routes will occur outside the AM, Mid-Day, or PM peak hours. Also, because existing collection vehicles currently depart the existing SWD facility in the AM and arrive back in the PM, those outbound and inbound trips are already accounted for in the existing background traffic. Therefore, the only project-related additional trips anticipated to occur during the peak hours in the study area are associated with transfer truck traveling between the new transfer station and the landfill." The study expects an increase of 65 round trips to the landfill for transfer trucks. Similarly, the expected increases in round trips for public vehicles are 12, 20 and 16 for the AM, Mid-day and PM peaks, respectively.

The other environmental factor associated with the ETS is odors, which can develop in transfer stations when solid wastes are stored for long periods of time on-site between collections. The dry air of Albuquerque will assist in suppressing anaerobic and aerobic decomposition that may help reduce odor. According to SWD, the transfer station's design plan addresses dust and odor control by building an enclosed transfer station where fresh air will be drawn in the perimeter of the building and pulled upward to ceiling air intakes and ducted to fan units at the sides of the building. The building also uses a

misting system during operation hours. The transfer station will have an enclosed loadout-level truck drive-through where the gaps between the bottom of the floor deck and the top of the transfer truck trailer will be sealed with a flexible rubber curtain. The outbound transfer trailers will be tarped in an enclosed porch before leaving the site. The enclosed area of the transfer station will be used to contain both dust and noise through the use of high-speed doors, site perimeter walls, and landscaping that buffers noise. To control litter, SWD plans to use tarps on transfer trailers and enforce a public tarp policy with fines. Given the availability of advance technology on waste compaction, weighing, conveying and processing, it is expected that the ETS would meet an above average standard in controlling dust, odor and noise.

The following section discusses the choice of methodology used for this analysis in detail.

### **3 METHODOLOGY AND LIMITATIONS**

Generally, there are two methods used in the evaluation of environmental impacts - contingent valuation and revealed preference. In the contingent valuation method information is gathered using a hypothetical market situation. In the revealed preference method, actual behavior of individual buyers is analyzed by using market price data. The hedonic price method, a manifestation of revealed preference, is used in this study.

BBER used a hedonic pricing model to estimate the surrounding area's property value changes associated with the transfer station. In hedonic pricing modeling, housing prices are often used as the dependent variable and explanatory variables generally include structural characteristics of the house, neighborhood, and measure of environmental quality. A measure of the distance between each property/home or neighborhood to the nearest waste site, such as a transfer station, is used as one measure of the environmental externalities associated with the waste site.

BBER considered using a survey of property and business owners' willingness to pay to avoid the construction of the proposed waste transfer station. Since local communities were actively engaging<sup>1</sup> to avoid the construction of waste transfer station, conducting a survey to ask their willingness to pay to avoid the same facility may generate biased responses. If respondents believe that the selection of a waste transfer station site will depend on their willingness-to-pay survey responses, their responses may be biased. Furthermore, the community's perceived risk factors are not only supported by sensible beliefs but also by emotional factors stemming from unfamiliarity, uncontrollability and inescapability of the potential environmental risk factors associated with transfer station. This might further bias the survey responses. To avoid this potential bias and meet time

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<sup>1</sup> Greater Gardner Neighborhood Association Appeal of M-1 Zoning at <http://www.abqets.com/about/resources/>

constraints, BBER did not conduct the survey of property owners in the surrounding area. However, the methodology of this study was developed under the assumption and understanding that risk perceptions that do not match scientific estimates of risk are not necessarily irrational.

Existing conditions are another pertinent consideration in analyzing the economic impact of the proposed waste transfer station. The planned location is not only already housing garbage trucks, but is also near other environment-impacting disamenities such as industrial and manufacturing facilities, railroads, and waste recycling plants. BBER attempted to find the existing environmental disamenities that would cause a reduction in property values.

In an urban situation, waste sites are often located near other industrial disamenities such as railroads, storage tanks, industrial noise, and air pollution. The distance to the waste site may be correlated with distances to other industrial disamenities. Omission of these industrial variables places an upward bias on coefficient estimates of the waste site's effect. Deaton and Hoehn's 2004 study shows that a 10% increase in distance from a Superfund site increases house prices by 0.32%. However, including the industrial variables, a 10% increase in distance results in only a 0.12% increase in house price.

The proposed Edith Waste Transfer Station location is in the Manufacturing Zone and is already accommodating waste collecting trucks and is surrounded by industrial and manufacturing businesses together with transportation and utility companies which may have eroded property values in that area. BBER developed a hedonic pricing model to estimate the price-distance function for two areas: 1) The ETS location with its existing factors and 2) The area surrounding Eagle Rock Convenience Center. BBER used Eagle Rock Convenience Center as the closest proxy of property value changes to represent the property value changes in the ETS's surrounding areas.

Estimation of the reduction in land value due to the construction of the ETS was accomplished in the following three steps. BBER estimated the percent reductions in property values associated with varying distances to Eagle Rock Convenience Center to serve as a model of impacts of the ETS. Second, a similar hedonic pricing model was used to find current value reductions relevant to distance from the ETS location due to existing negative conditions. Then, the difference between the Eagle Rock reductions and existing ETS impacts on property values was taken to find the net impact of the ETS. All three steps used both linear and quadratic hedonic pricing models.

Here are a few limitations of the study:

- ETS is currently nonexistent, so there is no data on the future impacts it may have on the surrounding residential, commercial, and industrial properties. Therefore, BBER utilized Eagle Rock Convenience Center as a basis of this study.
- This study uses distance to the Eagle Rock Convenience Center or the ETS location as well as acreage and zoning type to model land values. Due to data limitations variables such as accessibility, neighborhood amenities, and future land use could not be included in analysis. If any of these extraneous factors that need to be included are omitted, the coefficients estimated may be biased. However, if the ETS and Eagle Rock models' omitted variables impact property values to the same extent in both areas, the difference between the two models (the net loss function discussed in Chapter 4) would control for omitted variable bias. The Eagle Rock area is comparable to the ETS area in both zoning and location; therefore, the omitted variables could be similar as well.
- Due to unavailability of market price data, BBER used property value assessments from the Bernalillo County Assessor's data<sup>2</sup>. Tax assessments can vary widely from actual market prices because they're general, multi-month averages based on past information. Market prices fluctuate often relative to assessor's values due to economic conditions, new or anticipated amenities and disamenities, and recent issues on-site.

### **3.1 Eagle Rock Convenience Center**

Estimation of the economic impact of the proposed ETS is not straightforward for the following reasons. First, it is currently nonexistent, so there is no data on the future impacts it may have on the surrounding residential, commercial, and industrial properties. Second, there have been studies conducted elsewhere on the environmental impacts of landfill sites, Superfund sites<sup>3</sup> and waste transfer stations. However, their context is very different in terms of the extent of coverage, property values, supply and demand of land and property, and other environmental amenities and disamenities. As a starting point, BBER developed three separate hedonic pricing models for each trash drop-off site: Eagle Rock, Don Reservoir, and Montessa Park Convenience Centers. Don Reservoir and Montessa Park convenience centers are located in isolated areas separated from residential and commercial properties. There are only 14 properties within a mile of Montessa Park Convenience Center. Therefore, BBER rejected the analysis. Within one mile of Don Reservoir Convenience Center, there were about 3048 properties including 39 commercial, 2761 residential, and 248 vacant properties. Despite the availability of data for Don Reservoir area, this convenience center is not

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<sup>2</sup> For detail on Assessor's methodology - [http://www.bernco.gov/uploads/FileLinks/177427c12b0846a5a59498f4f55bd2df/Assessor\\_Annual\\_Report\\_2016.pdf](http://www.bernco.gov/uploads/FileLinks/177427c12b0846a5a59498f4f55bd2df/Assessor_Annual_Report_2016.pdf)

<sup>3</sup> Any land in the United States that has been contaminated by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment.

representative in terms of its capacity and its neighborhood location. In fact, both the convenience centers and neighboring areas are not representative of the ETS location. The remaining third option is Eagle Rock Convenience Center, where 3145 properties, including 225 commercial, 2554 residential, and 366 vacant properties, exist within a mile from the convenience center. Therefore, BBER used this convenience center to model the proposed waste transfer station and convenience center. BBER developed two separate models-- a land value model and building/improvement value model-- to estimate the impacts of disamenities associated with Eagle Rock Convenience Center. BBER developed four different regression models to estimate the impact that distance from the convenience center may have on property values using four distance bands: 0 to 0.5 miles, 0 to 1 miles, 0 to 1.5 miles and 0 to 2 miles. Only the 0- to 1-mile model generated significant results. The following two models were used to estimate the impacts of Convenience Center on land value and building and improvement value, respectively. The next two sections present the findings from the hedonic pricing analysis.

## **4 RESULTS**

### **4.1 Eagle Rock Land Value Model**

Table 1 presents the regression analysis results that describe the statistical relationship between land value in dollars per acre and explanatory variables such as the value of building and improvement, lot size acreage, distance between the property and the Eagle Rock Convenience Center, distance squared, and whether the lot is residential or commercial. The  $R^2$  value is 0.30, meaning that about 30% of the variation in land price is explained by the variation in these explanatory variables. All of the variables are significant at a 95% confidence level. The coefficient for *Building /improvement value* is 0.015 in both the linear and quadratic models. This coefficient indicates that an additional \$1000 value increase in building and improvement leads to an approximately \$15 increase in land value. The *Acreage* variable has a coefficient of -7893 in the linear model and -7727 in the quadratic model. That means that the per-acre land value decreases with increasing lot size. Every additional acre added to a lot results in a land price reduction of \$7,893 or \$7,727 per acre.

The principal question considered in this analysis is whether proximity to Eagle Rock Convenience Center has an effect on property value. Another issue examined using this model is the maximum distance from the convenience center that its environmental effects on hedonic prices could be identified. The linear and quadratic model answer both questions. The coefficient of the distance variable is 2.5 in the linear model; however, it is not statistically significant. However, that relationship is better represented by quadratic model where the land price is affected by the distance in a non-linear way. Land price decreases more slowly with proximity to the convenience center and

increases with greater distance. The convenience center seems to have no impact on land price when the lot is at least 2,631 feet from it. Compared to vacant property, residential lands have an additional \$259,915 value per acre and commercial lands have a \$95,887 greater value per acre. Similar values were estimated from quadratic models. To further capture the distance variable in the model, a dummy variable was created to find the land price differences between properties located within a half-mile and farther than a half-mile. The coefficient of this variable is -32000 in the linear model and -52730 in the quadratic model, which means that controlling for other factors, the properties located within a half-mile of the convenience center are valued \$32,000 more or \$52,730 more compared to properties located farther away. Please note that these value differences are not related to the existence of the convenience center.

**Table 1 Coefficients from Land Value Hedonic Linear and Quadratic Regression Models**

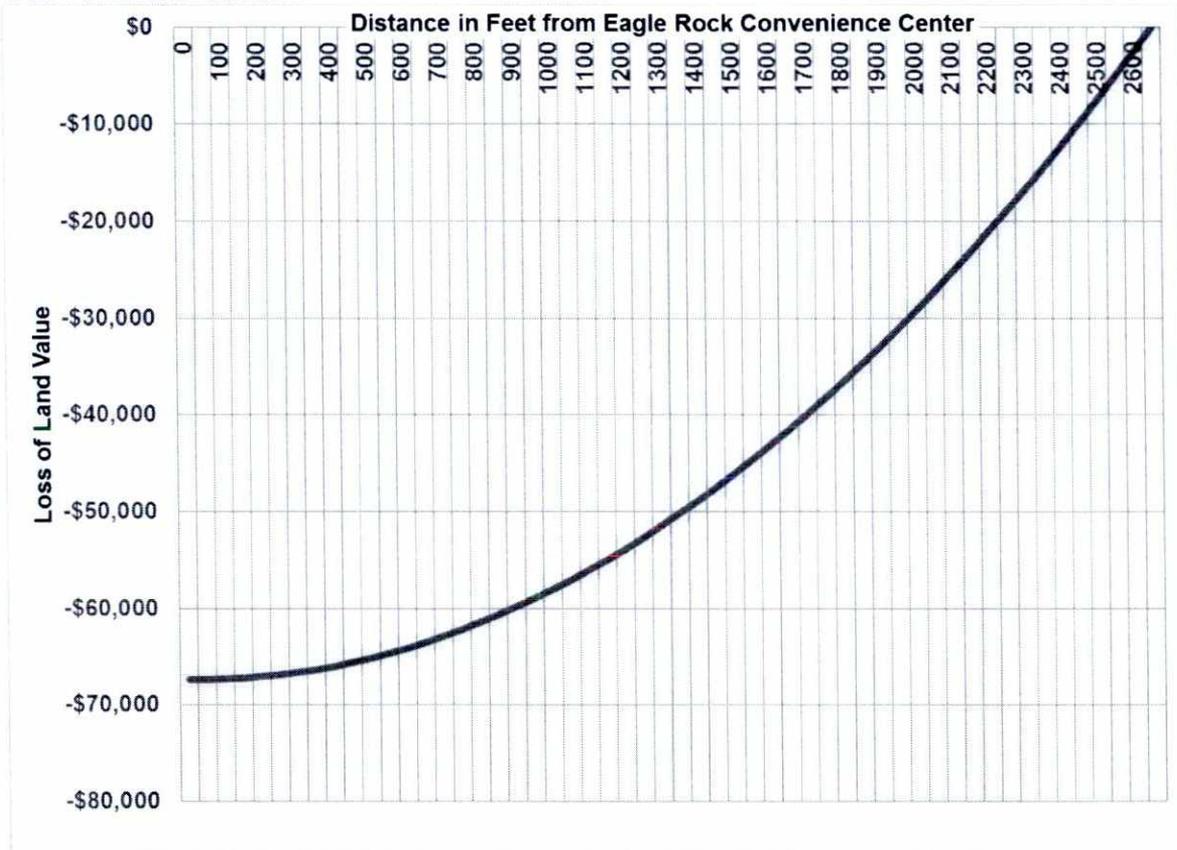
Variables	Coefficients from Linear Model	p-value	Coefficients from Quadratic Model	p-value
Constant	166159.000	<.0001	81029.000	<.0001
Building/improvement value	0.015	0.006	0.015	0.0006
Acreage	-7893.467	0.0003	-7727.560	<.0001
Distance	2.473	0.5096	51.243	<.0001
Distance Square	-	-	-0.010	<.0001
Residential	259915	<.0001	253605.000	<.0001
Commercial	95887	<.0001	96618.000	<.0001
Land value dummy	-32000.000	<.0001	-52730.000	<.0001

Source: BBER estimation based on Bernalillo County Assessor's property value data

Figure 1 shows the relationship between land price changes and distance from the Eagle Rock Convenience Center. As the graph shows, the relationship between price and distance is not linear. Average land price per acre decreases with distance at different rates. The average land price drops by \$67,300 per acre<sup>4</sup> in the adjoining area to the convenience center. The land value reduction decreases more and more quickly with growing distance from the center. BBER's estimation shows that there was no reduction in land value beyond 2631 feet from the center. Please note that this decrease in land price is the result of the equilibrium demand and supply of land in the past. It is assumed that both land buyers and sellers have responded according to the land market equilibrium condition in that area.

<sup>4</sup> This drop is about 18% of the total value which is very high compared with what is reported in the literature (i.e. 6 to 12%). This may be due to omitted variable bias.

**Figure 1 The Reduction of Land Value at Varying Distances from the Eagle Rock Convenience Center.**



#### 4.2 Eagle Rock Building/Improvement Value Model

Table 2 presents the coefficients from building/improvement value hedonic linear and quadratic distance models. Please note that all the variables except distance and distance squared are significant. This is indicated by less than 0.05 probability value in all variables except *Distance* and *Distance square*. That shows that the surrounding properties' building and improvement value is not impacted by the Eagle Rock Convenience Center. As expected, building and improvement value should remain the same regardless of distance from the convenience center because the cost of building and improvement is likely the same in all areas. The results of this model indicate that only the land value (not the building/improvement value) is impacted by the trash drop-off facility in the neighborhood.

**Table 2 Coefficient Results from Building/Improvement Value Hedonic Linear and Quadratic Regression Models**

Variables	Coefficients from Linear Model	P-value	Coefficients from Quadratic Model	p-value
Constant	-250594	<.0001	-273541	<.0001
Total land value	0.9032	<.0001	0.9038	<.0001
Acreage	62454	<.0001	62402	<.0001
Distance	23.22077	0.1196	42.85302	0.3651
Distance Square	-	-	-0.00299	0.6619
Residential	307406	<.0001	305665	<.0001
Commercial	530964	<.0001	531043	<.0001
Land value dummy	-6743.3444	0.8574	-12326	0.7559

Source: BBER estimation based on Bernalillo County Assessor's property value data

### 4.3 ETS Land Value Model

BBER conducted a separate hedonic pricing analysis for properties around the proposed waste transfer station to assess the impacts of existing factors on the surrounding areas' property values. Some of these factors have already been impacting the property values in the surrounding areas. The Solid Waste Department's customer and garbage truck parking and traffic are factors, as well as other local industrial and commercial activities which may produce negative externalities. Since findings regarding the Eagle Rock Convenience Center show that the impact on property values reached up to a half-mile, BBER developed a hedonic pricing model for properties located within a mile from the ETS.

A total of 577 properties, including 174 commercial properties, 319 residential properties and 84 vacant properties near the proposed waste transfer station were analyzed. Table 3 presents coefficient results from a hedonic regression of land values from linear and quadratic distance models. Only the linear model's distance variable is significant and the quadratic distance model's distance and distance squared variables are found to be statistically not significant. This indicates that the disamenities associated with Solid Waste Department's operations and other industrial and commercial activities in the area are more or less uniformly distributed in the surrounding area. The coefficient of the distance variable is 7.38 and is statistically significant. For each foot of distance away from the ETS location, land price increased by \$7.38 in a linear fashion. The red lines in Figure 2 and Figure 3 demonstrate the property value loss in percentages and dollars, respectively. Average land price per acre in the neighborhoods surrounding the ETS is \$159,747. Land values are already nearly \$19,500 lower or 12% lower in the area adjacent to the location because of the Solid Waste Department's operations and other industrial and commercial activities. Please note that BBER did not consider any negative factors that may have existed before the construction of the Eagle Rock

Convenience Center facility. Further analysis of the impacts is presented in the next section.

**Table 3 Coefficient Results from Land Value Hedonic Regression from Linear and Quadratic Distance Models**

Variables	Coefficients from Linear Model	P-value	Coefficients from Quadratic Model	p-value
Constant	125749	<.0001	108627	0.0054
Improvement value	0.01529	0.0002	0.01506	0.0003
Acreage	-8295.86109	<.0001	-8206.84795	<.0001
Distance	7.37953	0.0432	18.38687	0.4499
Distance Square	-	-	-0.00138	0.6473
Residential	-49093	<.0001	-49181	<.0001
Commercial	46764	<.0001	46836	<.0001
Land value dummy	-4911.99041	0.62	-8984.51267	0.5001

Source: BBER estimation based on Bernalillo County Assessor's property value data

## 5 IMPACTS OF PROPOSED ETS ON LAND VALUE

Estimation of the reduction in land value due to the construction of the proposed waste transfer station was accomplished in the following three steps. First, BBER developed a hedonic pricing model to estimate the land value reduction in the surrounding areas of Eagle Rock Convenience Center. Using a hedonic pricing model, BBER estimated the land value loss at varying distances from Eagle Rock Convenience Center. The blue line in Figure 2 and Figure 3 shows the estimated reduction in land value at varying distances from the convenience center. Figure 2 presents the percent reduction in land value, while Figure 3 represents the loss in actual dollars. Please note that the average price of land per acre in the Eagle Rock area is 231% higher than in the ETS area. BBER used the percentage point from the Eagle Rock model to estimate land prices in the proposed waste transfer station area.

Our findings suggest a nearly 18% impact on the average value of land adjacent to the ETS, not accounting for existing factors. This statistic is borrowed from the Eagle Rock Convenience Center model. The impact decreases at decreasing rate with proximity to the ETS. For example, the estimated land value reduction is 14% at 1350 feet from the proposed station, compared to just 8% at 2000 feet away. Finally, the value reduction drops to 0% at 2631 feet.

The red line in Figure 2 estimates the reduction in land price due to existing conditions of the ETS location. Our estimation shows that the value of land adjacent to the ETS is 12% lower due to existing factors. For each foot of distance away from the ETS, land price increased by \$7.38 linearly. The red line in Figures 2 and 3 shows this relationship. The percent reduction in land value (resulting from the distance variable) for the adjoining properties is relatively higher in both models (18% and 12%) than what

literature generally reports (6 to 12%. Please see Appendix A for details). This may be due to omitted variable bias. Since both the Eagle Rock model and ETS location models used similar explanatory variables and have relatively high coefficients for the distance variable, BBER is using the difference of these coefficients to estimate the net impact of the ETS, which will eliminate the problem of omitted variable bias.

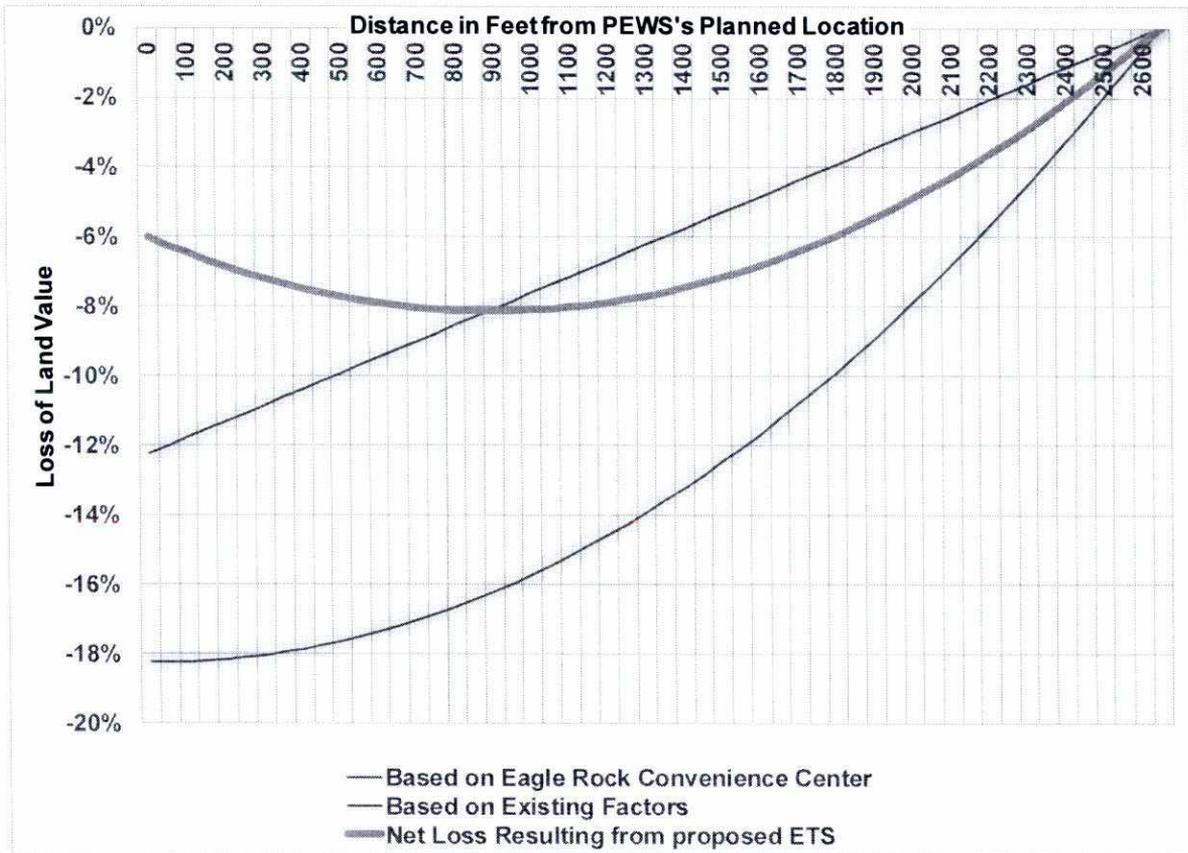
After accounting for existing factors associated with the transfer station's proposed location, BBER estimated the net reduction in land value due to the proposed transfer station and convenience center, as shown by the green line in Figures 2 and 3. The net land price reduction starts at 6% for the adjoining properties, reaches its maximum (8%) at 1050 feet away, and then continuously declines until it reaches 0% at 2631 feet away.

Eshet et al.'s 2006 study "Measuring Externalities of Waste Transfer Stations in Israel Using Hedonic Pricing" used a hedonic valuation method to examine the impact of waste transfer facilities in Israel. The study shows that the maximum impacts occurred about two miles from a transfer station. According to the study, an additional 1% gain in distance from the local transfer station was associated with a 0.06% rise in average house price, controlling for other factors.

The daily amount of waste collected in those transfer stations varied from 70 tons to 700 tons per day. About half of the waste was organic, as the local population ate a produce-rich diet and lacked sink garbage disposal devices. Odor problems were more significant because the transfer stations were operated in open-air facilities. It is expected that only 15.1% (14.6% from food national average plus 0.5% from yard trimming in Albuquerque) of the total waste in the ETS will come from food and green materials, including yard trimmings. Therefore, compared to the Israeli transfer station, significantly less decomposable materials are expected to be processed in the ETS. Our results show that the net 6% loss of land value adjacent to the proposed convenience center is similar to the results from the Israeli transfer station study.

BBER also reviewed 17 hedonic valuation studies concerning the effects of landfills on property values (please see Appendix A). Landfills present many of the same types of concern for communities on a lesser scale. The average property value reduction derived from these landfill studies was estimated to be about 12% for adjacent properties. However, research indicates that landfill impacts extended approximately 2.5 to 4 miles from the site, compared to an estimated 2-mile impact radius for the Israeli transfer facilities.

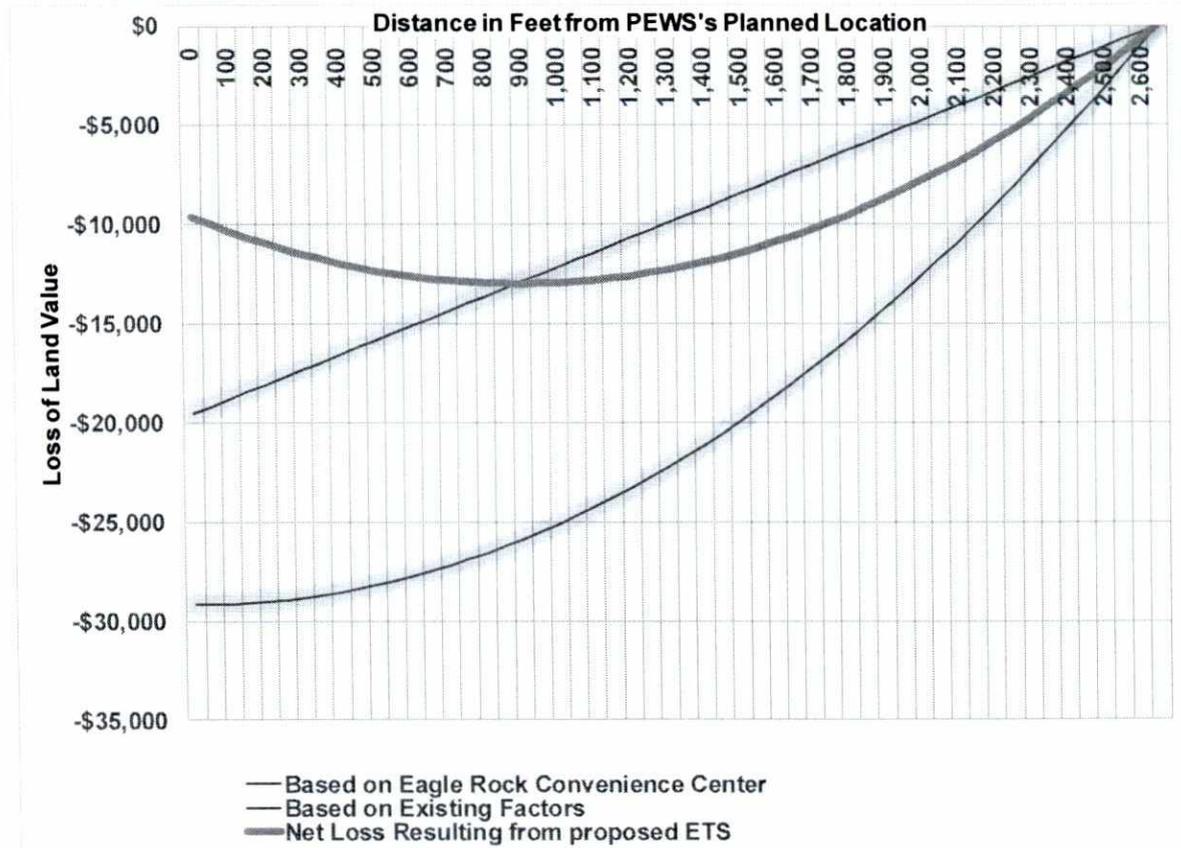
**Figure 2 Estimated Reductions in Land Value (%) in Relation to Distances in Feet from the ETS.**



BBER predicted average per-acre land prices for properties within a half-mile from the ETS location by their proximity to the station location. The red line in Figure 4 represents the average land price per acre for lots surrounding the ETS, accounting for the percent reductions estimated from the Eagle Rock model. Directly next to the proposed location, the Eagle Rock model predicts an 18% drop in the transfer station's average land value (\$159,747), yielding \$130,606 as the average price per acre. Following the decreasing percent reductions resulting from the Eagle Rock model, predicted average land values increase at a growing rate with distance from the transfer station. However, these average land prices exclude existing negative factors in the ETS area. To account for these existing conditions, BBER first predicted average land values based on the transfer station model discussed in Chapter 5, charted in the green line in Figure 4. This model estimates a 12% average value reduction for properties adjacent to the transfer station due to current SWD and industrial activity. Accounting for this 12% decrease, these properties have a predicted \$140,217 per-acre average value. Prices increase linearly with growing distance from the ETS. Taking the difference between the Eagle

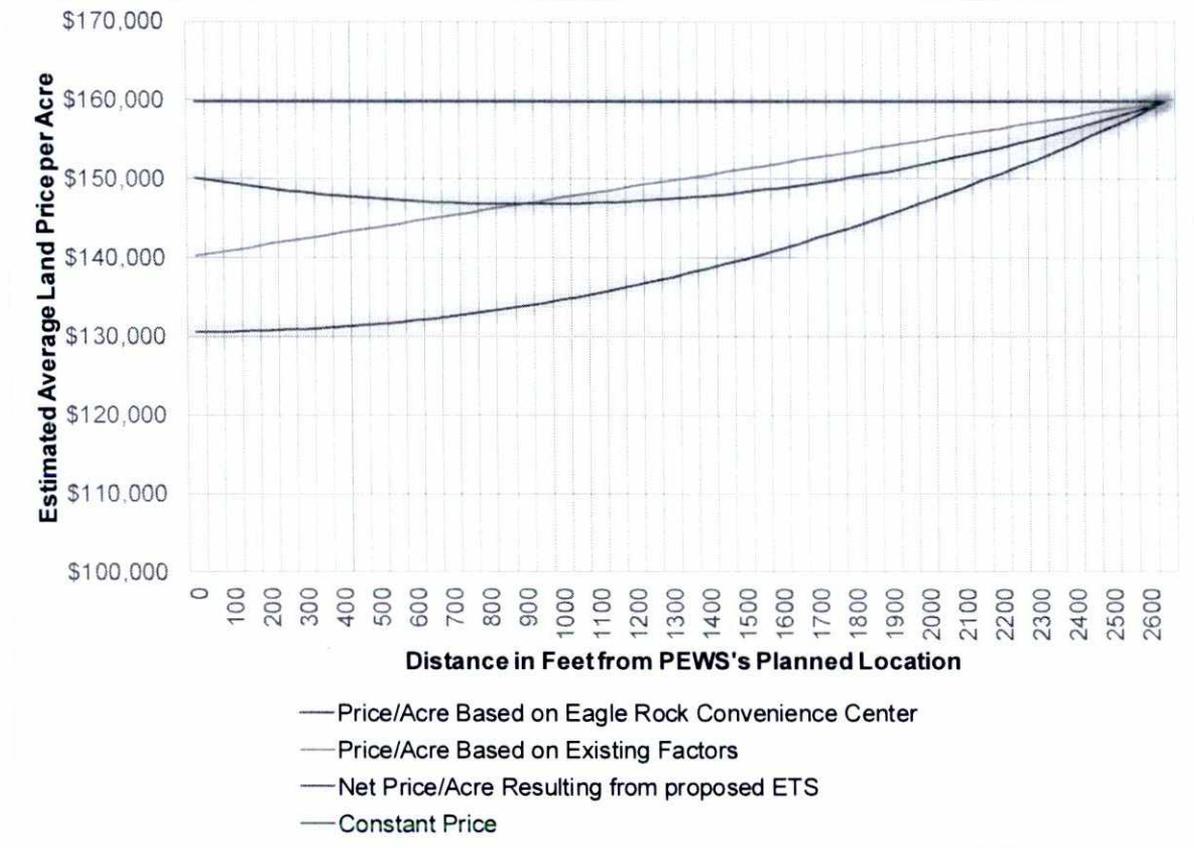
Rock and ETS models, the estimated average price per acre is reduced 6% for adjacent properties.

**Figure 3 Predicted Reduction in Per Acre Land Prices in Relation to Distances in Feet from the ETS.**



Including both existing factors and the ETS, properties next to the planned station location would have an estimated \$150,137 average value per acre. This net price estimate is represented by the purple line in Figure 4. Mimicking the net loss function discussed above, average price per acre decreases at a decreasing rate with increased distance from the ETS. It reaches its minimum at 1050 feet, then increases at an increasing rate. The blue line in Figure 4 presents the average land price per acre for all properties within a half-mile of the station. Because this average disregards existing conditions and the existence of the proposed ETS (which are relevant to distance), it remains at a steady \$159,747.

**Figure 4 Predicted Average Per-Acre Land Prices in Relation to Distance from the Proposed Waste Transfer Station.**



To estimate the total value impacts of the ETS on its surrounding properties, BBER first calculated the current total property and land value within each 1 foot increment between the ETS location and just over a half-mile from it. Then the net loss percent was multiplied with total land values. The net loss of land value in Table 4 accounts for effects of the ETS given existing negative impacts on land values. It is important to note that these losses were calculated using the percent reductions resulting from the models examining the Eagle Rock Convenience Center area and existing conditions in the ETS area. In other words, the proportionate land value losses drop steadily with growing distance from the ETS location.

**Table 4 Estimated Loss of Land Value in Surrounding Properties**

Distance (in feet)	No. of properties	Total property value	Total land value	Land value loss based on Eagle Rock model	Land value loss based on existing conditions	Net loss of land value
0-500	20	\$10,043,800	\$6,975,000	-\$1,262,077	-\$797,337	-\$464,740
501-1000	38	\$25,820,552	\$9,859,480	-\$1,659,448	-\$868,472	-\$790,976
1001-1500	75	\$30,486,756	\$15,510,324	-\$2,193,748	-\$999,284	-\$1,194,464
1501-2000	141	\$80,176,808	\$31,107,829	-\$3,145,153	-\$1,264,958	-\$1,880,194
2001-2500	125	\$37,118,934	\$17,382,324	-\$937,423	-\$341,843	-\$595,580
2501 and more	15	\$1,281,869	\$518,092	-\$4,079	-\$1,389	-\$2,690
<b>Total</b>	<b>414</b>	<b>\$184,928,719</b>	<b>\$81,353,049</b>	<b>-\$9,201,926</b>	<b>-\$4,273,282</b>	<b>-\$4,928,644</b>

Source: BBER estimation based on Bernalillo County Assessor's property value data

After considering losses by distance from the ETS location, BBER determined losses by property type, as detailed in Table 5. Again, the net loss estimates total impacts of the ETS accounting for existing conditions. Commercial land faced the highest net losses of land value at \$4.2 million. The second highest net loss (\$519 thousand) is estimated for vacant properties. The net loss for all land value is estimated at \$4.9 million, 6% of the land's current value.

**Table 5 Estimated Loss of Land Value by Property Class**

Property type	No. of properties	Total property value	Total land value	Land value loss based on Eagle Rock model	Land value loss based on existing conditions	Net loss of land value
Commercial	203	\$161,179,542	\$69,485,800	-\$7,909,712	-\$3,696,868	-\$4,212,844
Residential	145	\$15,719,274	\$4,092,746	-\$327,375	-\$131,236	-\$196,139
Vacant	66	\$8,029,903	\$7,774,503	-\$964,839	-\$445,178	-\$519,661
<b>Grand Total</b>	<b>414</b>	<b>\$184,928,719</b>	<b>\$81,353,049</b>	<b>-\$9,201,926</b>	<b>-\$4,273,282</b>	<b>-\$4,928,644</b>

Source: BBER estimation based on Bernalillo County Assessor's property value data

## 6 IMPACTS OF TRAFFIC CONGESTION ON BUSINESSES

Using *referenceUSA* data, BBER analyzed the employment and sales of businesses located within a half-mile radius from the proposed ETS's planned location, as well as some businesses on or near 2nd Street<sup>5</sup> where transfer station-related congestion may occur. Based on BBER experience with using this kind of business database, the data may have a significant margin of error. However, *referenceUSA* claims that they provide the highest quality data in the industry. They also claim that their databases are

<sup>5</sup> This is the part of the City selected project area which is farther away than a half-mile from proposed transfer station. Please see in Appendix D for the City selected project area.

continuously updated from more than 5,000 public sources, and that they make more than 24 million phone calls annually to verify any collected information<sup>6</sup>.

According to the *referenceUSA* database, there are about 125 businesses within a half-mile radius<sup>7</sup> from ETS that employ nearly 2200 people with average employment of 19 (Table 6). The largest employing industry sectors are construction (1,016), wholesale trade (405), retail trade (367), professional services (95), and administrative & support & waste (57). The largest number of business belong to retail trade (22) followed by construction and wholesale (19 each), other services (18), manufacturing and professional services (11 each) and administrative, support and waste (8). According to *referenceUSA*, the employment and sales data were updated in 2016 and 2017. Please note that the number of parcel and the total number of residential, commercial and vacant properties are different because more than one residential and commercial properties can be accommodated in a parcel also some commercial properties may be vacant.

Table 7 Presents the number of business, employment and sales by street. The highest number of businesses are located on Edith Boulevard (31), followed by 2nd street (25), Industrial Ave (20), Rankin Road (14) and Comanche Road (12). Businesses located on Industrial Avenue have the highest sales (\$109 million) followed by businesses on Edith Boulevard (\$101 million), Rankin Road (\$65 million) and Comanche Rd (\$35 million). Businesses located at Edith Boulevard employ the largest number of people (907) followed by businesses located on Comanche Rd (383), Industrial Ave. (362) and Rankin Rd (237).

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<sup>6</sup> referenceUSA claims can be found at: <http://www.referenceusa.com/Static/DataQuality>.

<sup>7</sup> Based on the findings of Eagle Rock Model, BBER changed and expanded the City's given project area.

**Table 6 Business Located in the Neighborhood of ETS**

Industry Sector	No. of Businesses	Employment	Sales
Utilities	1	12	\$2,430,000
Construction	19	1016	\$83,229,000
Manufacturing	11	62	\$16,543,000
Retail Trade	22	367	\$100,431,000
Transportation & Warehousing	4	34	\$4,259,000
Wholesale Trade	19	405	\$187,643,000
Information	1	4	\$1,395,000
Real Estate and Rental and Leasing	5	42	\$6,635,000
Professional Services	11	95	\$22,699,000
Administrative & Support & Waste Management and Remedial Services	8	57	\$6,883,000
Health Care and Social Assistance	2	10	\$903,000
Arts, Entertainment, and Recreation	1	1	\$137,000
Accommodation and Food Services	1	8	\$377,000
Other Services (except public administration)	18	57	\$5,393,000
Unclassified	2	-	-
<b>Grand Total</b>	<b>125</b>	<b>2170</b>	<b>\$438,957,000</b>

Source: BBER estimation based on *referenceUSA* data

Literature review related to congestion impacts show that the sensitivity to traffic congestion varies by industry sector. Impacts are attributable to differences in each industry sector's mix of required inputs and hence its reliance on access to skilled labor, access to specialized inputs, and a transportation based market area. The industry sector generally impacted by traffic congestion are wholesale trade; professional, scientific, and technical services; real estate and rental and leasing; information technology; and construction. Some of the actions that business may take to address traffic congestions are changing departure and arrival time for deliveries and shipments, consolidating shipments or deliveries, giving real-time traffic information to drivers, etc. Some businesses such as convenience stores and restaurants may have additional customers because of the proposed ETS.

**Table 7 No. of Businesses Located by Street**

Street	No. of Businesses	Employment	Sales
2nd Street	25	128	\$46,744,000
Carlton St.	3	47	\$24,037,000
Carmony Rd.	10	61	\$52,500,000
Comanche Rc	12	383	\$35,239,000
Edith Blvd.	31	907	\$100,758,000
Griegos Rd.	5	16	\$1,154,000
Headingly Ave.	2	20	\$1,880,000
Industrial Ave.	20	362	\$109,133,000
Mescalero Rd.	3	9	\$2,146,000
Rankin Rd.	14	237	\$65,366,000
<b>Total</b>	<b>125</b>	<b>2170</b>	<b>\$438,957,000</b>

Source: BBER estimation based on *referenceUSA* data

There are various indicators that can be used to evaluate traffic congestion. Based on availability of the data and traffic impact analysis report, BBER used volume to capacity ratio (V/C). V/C ratio is on the most used index to assess traffic status in cities, in which V is the total number of vehicles passing a point in one hour and C for the maximum number of vehicles that can pass a certain point at the reasonable traffic condition. In other words, it represents the sufficiency of an intersection to accommodate the vehicular demand. According to Federal Highway Administration, A V/C ratio of less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the V/C ratio approaches 1.0, traffic flow may become unstable, and delay and queuing condition may occur. Once the demand exceeds the capacity, where a V/C ratio is more than 1.0, traffic flow is unstable and excessive delay and queuing is expected.

According to Mid-Region Council of Government Transportation Analysis and Querying Application 2014 data, the peak hour V/C during AM hours at Comanche Road/Griegos Road and Edith Boulevard is less than 1.0 in all directions, including 0.25 to 0.5 northbound and southbound on Edith and 0.5 to 0.75 on eastbound side of Comanche. The V/C ratio is highest (0.75 to 1.0) between 2nd Street and Edith. Similarly, the peak hour V/C ratio during PM hours at this intersection is under 0.57, except from the 2nd Street to Edith which is over 1.0. This indicates that the peak hour traffic volume in the afternoon between Edith and 2nd Street exceeds the roads' capacity.

Peak hour average speed is also used to measure congestion. Although the free-flow speed along the Comanche Road/Griegos Road and Edith was 20 to 50 miles per hour, the peak hour average speed was 20 to 35 miles per hour along Comanche/Griegos Road. The peak hour average speed is between 35 and 50 along Edith Boulevard on the south and north sides of Comanche.

Given the prevailing V/C ratios and average speed and Solid Waste Department's trash truck schedule, it is expected that there will not be a significant traffic volume increase in the intersection of Edith and Comanche or nearby intersections. According to Wilson and Company's 2014 traffic impact analysis report, only 65 waste transfer trailers in the mid-day and 65 trailers in the afternoon would be added to the existing traffic. It is assumed that all transfer vehicles will travel to and from Interstate 25 via Comanche Road, accessing the site via the Edith Boulevard driveway. A total of 450 additional public vehicles will be added between 8 AM and 5 PM, with only 24 vehicles in the morning peak hours, 40 vehicles in the mid-day peak hours, and 32 in the afternoon peak hours (please see Appendix D for the service area that Edith convenience center will be serving). The traffic impact analysis report concludes that "the year 2013 and 2018 study area roadway network will not experience any additional deficiencies due to traffic generated by the project." BBER did not venture to quantify the impact of congestion on business sales because above indicator suggested that additional cost of doing business associated with proposed ETS is expected to be insignificant.

**Table 8 Net Changes in Traffic Due to Construction of ETS and Convenience Center**

Vehicle Type	Existing Conditions: Trips per day	With Transfer Station: Anticipated Trips per Day	Change during peak traffic periods (number of vehicles)
Transfer Trailers	None	130	Morning:0, Mid-day:65 Afternoon:65
Collection Vehicles	500	500	None
Public Vehicles	None	450	Morning:24 Mid-day:40 Afternoon:32
Employees	253	253	None

Source: Traffic Impact Analysis conducted by Wilson and Company, 2014

## 7 IMPACT ALLOCATION

Since the ETS will accommodate the convenience center where households and businesses can dump allowable trash, BBER assessed economic impact of each facility - transfer station and convenience center separately. To accomplish this, the externalities associated with each facility needed to be assessed separately.

## **7.1 Operation of Transfer Station**

As mentioned in the introduction section, according to SWD, the transfer station will be operated in a manner that does not cause public nuisance or create a potential hazard to public health, welfare or the environment. Transfer vehicles are expected to be parked at the Cerro Colorado Landfill. The station will have a transfer trailer staging area for trailers waiting to move into the transfer trailer tunnel. As far as transfer truck trip is concerned, new trips associated with the transfer station will be due to the estimated 65 loads per day, or 130 trips. These transfer truck trip activities will be made between 8:30 am to 4 pm. No transfer trailers will be parked on public streets or roads except under emergency conditions. The facility will be located at a distance greater than 250 feet from the nearest permanent residence, school, hospital or church. Moreover, the transfer station operations would implement a multi-faceted litter control program to mitigate litter and debris migrating offsite. The minimization of odor generation and control of odors in the areas surrounding it would be achieved by specified procedures and design features. There will be effective provisions vectors, noise and dust control in place. These provisions provide evidences of controlled operation in the 62,000 square feet enclosed area of transfer station where the externalities will be minimized.

## **7.2 Operation of Convenience Center**

As stated in the Wilson and Company's 2014 traffic impact analysis report, the proposed diversion of trips from Eagle Rock, Montessa Park and Don Reservoir convenience centers is assumed to be 30% of the total customers (or 54% of Eagle Rock customers) using these facility during the AM, Mid-day, and PM peak hours. Diverted, new trips to the ETS site were assumed to come to/from location proximate to the existing sites. Total new trips expected to be diverted from the three existing convenience centers to the new convenience center are 225 in/225 out each week day; and 12 in/12 out during the AM Peak, 20 in/20 out during the Mid-day peak and 16 in/16 out during the PM peak.

Since convenience center will be used by different walks of people, communities and businesses, it is challenging to train them to properly dump their wastes. Sometimes, they may not cover the load entering the convenience center which may not be secure. In some situations, people may not know how to properly sort their wastes and include only the acceptable items. Other externalities associated with convenience center are traffic, odors, dust, litter, and noise. Despite all these possibilities, there were very few complains recorded about the Eagle Rock convenience center (Please see Appendix C) during the last two years.

### **7.3 Impact Allocation**

Given the proposed operation by SWD, the total impact can be separated between the transfer station and convenience center. The proposed waste transfer station and convenience center will attain to some extent economies of scale in its operation because of efficient utilization of its space for administration, scale house, and parking structure and use of exit and entry driveways. The same way environmental impacts of these two entities would be less than two separate entities combined. The transfer station will be there for a long time and is a stable operation in the area. It is expected that the use of convenience center may be improved overtime because community members and businesses learn to properly handle the waste and dump properly in the convenience center.

The estimated total land value loss due to the proposed ETS and convenience center is nearly \$5 million. This is a situation where two waste sites are combined. Using Deaton and Hoehn's 2004 study that shows that accounting for the distance factor from an additional industrial waste site, the coefficient was reduced by 37.5% of the total (from 0.32 to 0.12). Using this ratio, the land value loss due to transfer station would be nearly \$2 million (37.5% of the \$5 million). The remaining impacts of \$3 million would be due to the convenience center attached with the transfer station.

BBER attempted to allocate impacts by the extent of use of Eagle Rock convenience center and ETS. According to SWD data, the proposed ETS will accommodate about 54% of the Eagle Rock customers, it is reasonable to assume that 54% of the total impact (\$2.7 million) can be allocated to ETS convenience center and the remaining 46% (\$2.3 million) of the impact can be allocated to the transfer station. Either criteria show that approximately 60% of the impact is allocated to the convenience center and 40% is allocated to transfer station.

### Appendix A. Literature Review on Impacts of Waste Transfer Station and Landfill Site

Study	Time Frame	Study Area and Sample size	Relevant Findings
Kinnaman, T.C. 2009. A Landfill Closure and Housing Values. <i>Contemporary Economic Policy</i> 27(3):380-389.	1957-2005	Lewisburg, Pennsylvania 711 dwellings	Property values are estimated to increase by 34% for each mile of distance, regardless of whether the landfill was open or closed. This is greater than that achieved by the previous literature, could be attributable to the fact that all data gathered for this study were within 1 mile of the landfill.
Gamble, H.B., R.H. Downing, J. Shortly, and D.J. Epp. 1982. Effects of Solid Waste Disposal Sites on Community Development and Residential Property Values. Institute for Research on Land Water Resources, The Penn State University.	1977-1979	Monroeville and North Versailles, Pennsylvania	Property values increase by 5-7% per mile of distance from a landfill.
Havlicek, J. Jr. 1985. Impacts of Solid Waste Disposal Sites on Property Values. <i>Environmental Policy: Solid Waste IV</i> , edited by G.S. Tolley, J. Havlicek, Jr., and R. Favian, Cambridge, MA: Ballinger	1962-1970	Fort Wayne, Indiana 182	Property value increase by 5% with each mile of distance from a landfill.
Nelson, A.C., J. Genereux, & M. Genereux. 1992. The Price Effects of Landfills on House Values. <i>Land Economics</i> 68(4):359-365	1979-1989	Ramsey, Minnesota 708 sales of houses	Result indicates that the landfill adversely affected home values in the range of 12% at the landfill boundary and 6% at about one mile.
Kohlhase, J.E. 1991. The Impact of Toxic Waste Sites on	1976-1985	Harris County, Houston, Texas	Anomalous finding, property value was higher nearby toxic waste sites. This may be due to the functional form

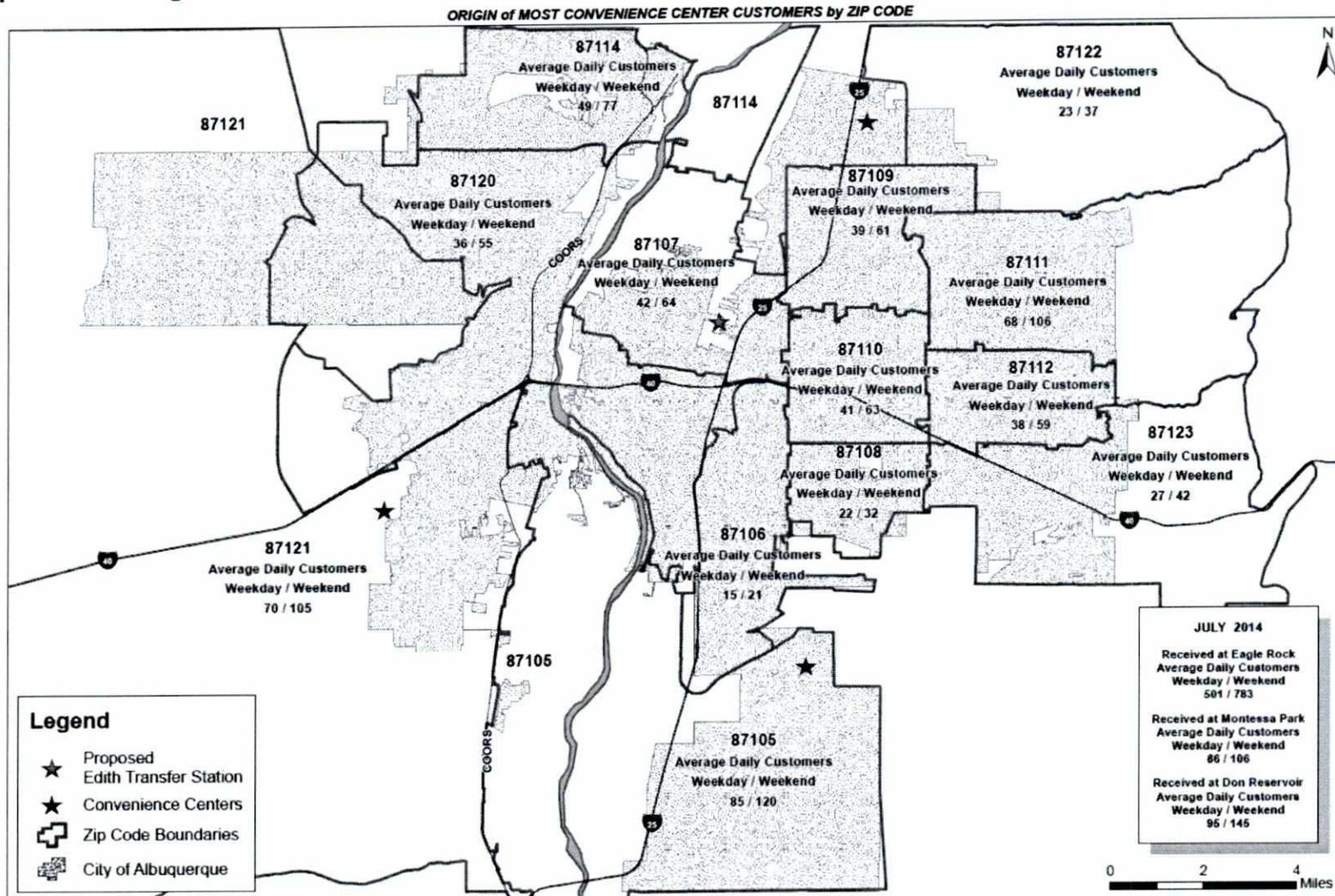
Housing Values. <i>Journal of Urban Economics</i> 30:1-26.			they used; or other unmeasured economic trends may have driven the results.
Ready, R.C. 2010. Do Landfills Always Depress Nearby Property Values? <i>Journal of Real Estate Research</i> 32(3):321-339	1998-2002	Berks County, Pennsylvania 11,090 sales of houses	High Volume (500 tons/day or more) On average, adjacent residential property value decreased by 13.7% with a distance gradient of 5.9% per mile. Low volume: decreased by 2.7% with a gradient of 1.3% per mile
Lim, J.S. and P. Missios. 2007. Does Size Really Matter? Landfill Scale Impacts on Property Values. <i>Applied Economics Letters</i> 14:719-723	1987-1991	Greater Toronto Area, Canada 331 and 1139 observation for two separate models	Property value increases by 6.7% and 2.1% per mile of distance from a larger and a smaller landfill, respectively.
Walton, H., R. Boyd, T. Taylor and A. Marakandya. 2003. Explaining Variation in Amenity Costs of Landfill: Meta-Analysis and Benefit Transfer. <i>Department of Economics and International Development, University of Bath, UK.</i> Available on: <a href="http://www.webmeets.com/files/papers/ERE/WC3/552/Walton_WASTE_META.pdf">http://www.webmeets.com/files/papers/ERE/WC3/552/Walton_WASTE_META.pdf</a>			-impact increases with size of landfill site -decrease with the age of the landfill -Impact more on higher value properties -impacts are lower in more built up areas Following factors are determinants of impacts: <ul style="list-style-type: none"> <li>• Noise and vibration from on-site activities such as compaction, as well as from off-site transport</li> <li>• Odor from emissions of air (e.g. methane, hydrogen sulfide)</li> <li>• Unsightly litter and debris from on- and off-site activities, which can also soil buildings and other man-made and natural assets</li> <li>• The presence of pests (e.g. rats, seagulls, etc.)</li> <li>• Visual intrusion</li> <li>• Perceived health risk if household associate such risks with proximity of landfill.</li> </ul> Marginal implicit price (MIP) distance is 6.7% per mile with a standard deviation of 7.67% per mile.

<p>Roberts, R.K., V.P. Douglas, and W.M. Park. 1991. Estimating External Costs of Municipal Landfill Siting through Contingent Valuation Analysis: A Case Study. <i>Southern Journal of Agricultural Economics</i>, 23:155-165</p>	<p>Personal interview conducted in 1988.</p>	<p>Knox County, Tennessee 798 respondent households</p>	<p>WTP was positively related with household income WTP decreases with distance from the landfill site. Respondents living within 1-mile of the proposed site were willing to pay, on average, \$230 to \$340 more per year than respondents living between 2 and 3 miles from the propose site. The Carter community would be indifferent between (1) not having the landfill nearby and (2) receiving 227 per year to compensate for the external cost of having the landfill nearby.</p>
<p>Deaton, B.J., &amp; J.P. Hoehn. 2004. Hedonic analysis of hazardous waste sites in the presence of other urban disamenities. <i>Environmental Science &amp; Policy</i> 7:499-508</p>	<p>Residential housing sales: 1992 through 2000; 1990 Tiger Base File</p>	<p>City of Lansing, Michigan</p>	<p>In an urban situation, hazardous waste sites are often located near other industrial disamenities such as railroads, storage tanks, industrial noise, and air pollution. Distance to hazardous waste site may be correlated with distances to other industrial disamenities. The omitting the industrial variable places an upward bias on coefficient estimates of the hazard effect. The result show that 10% increase in distance from a Superfund site increases house prices by 0.32%, however, including industrial variables, 10% increase in distance results in increase of house price by only 0.12%.</p>
<p>Eshet, T., M.G. Baron, M. Shechter, &amp; O. Ayalon. 2006. Measuring externalities of waste transfer station in Israel using hedonic pricing. <i>Waste Management</i> 27:614-625</p>	<p>Houses' asking prices for 2001 through 2004</p>	<p>Four sites in different cities in Israel</p>	<p>The result shows that the maximum impacts occur about 1.74 (2.8 km) miles away from a transfer station with an increase of about \$8,000 in housing price for each additional mile away from the site. Alternatively, an increase of 10% in the average distance of a house from the local transfer station is associated with a 0.6% rise in the price of the average house.</p>
<p>BBC Research and Consulting. 2012. Potential impacts of proposed waste transfer station near Carbondale. Retrieved from</p>	<p>Used information from Eshet et.al. and</p>	<p>Carbondale town, Colorado</p>	<p>BBC used 9% reduction in property value adjacent to the proposed transfer station up to 1.75 miles away with 0.8% reduction in value.</p>

<a href="http://nearwestside.bloomington.in.us/wp-content/uploads/sites/49/2013/01/bbc_report_carbondale_final.pdf">http://nearwestside.bloomington.in.us/wp-content/uploads/sites/49/2013/01/bbc_report_carbondale_final.pdf</a>	Ready, 2005.		Results show that there is loss of \$16.4 million in market value and \$1.4 million taxable value within .175 miles from the proposed waste transfer station.
Gayer, T., J.T. Hamilton, & W.K. Viscusi. 2000. <i>The Review of Economics and Statistics</i> , 82(3):439-451	House sales price 1988 through 1993	Grand Rapids, Michigan	Their result indicates that removing a hazardous-waste site that is not a Superfund site yield a benefit between \$1,486 and \$1,982 for a household within 0.25 mile of the site.
Hite, D., W. Chern, F. Hitzhusen, & A. Randall. 2001. Property-value impacts of an environmental disamenity: the case of landfills. <i>Journal of Real Estate Finance and Economics</i> , 22:2(3):185-202	House sale prices for 1990	Franklin County, Ohio	The average welfare increased for household that move from a landfill to 3.25 miles away from a landfill would be 19%.
Thayer, M., H. Albers, M. Rahmatian. 2001. The benefits of reducing exposure to waste disposal sites: a hedonic housing value approach. <i>The Journal of Real Estate Research</i> 7(3):265-282	Home sale price of owner occupied single family dwellings sold during 1985-1986	Baltimore, Maryland	Results show that the price difference between houses located within one mile radius and the remaining area is \$12,098 which is about 11.5% reduction in the price due to the presence of a landfill. The home price was impacted up to 4 miles from a landfill.
Reichert, A.K., M. Small, and S. Mohanty. 1991. The impacts of landfills on residential property values. <i>The Journal of Real Estate Research</i> 7(3):297-314	House sales data 1985 to 1989 and	Cleveland, Ohio	They found that the negative impact was between 5% to 7.3% of the market value depending upon the actual distance of properties from the landfill. For older areas, the landfill effect is between 3% to 4% of market value and essentially nonexistent for predominantly rural

	homeowner survey		areas. In the survey, they ask to rank the potential nuisance and health problem associated with landfills. These are unattractiveness, odor, noise, truck traffic, blowing trash, health hazards (methane gas, toxic water, rodents).
Ready, R. and C. Abdalla. 2003. <i>Department of Agricultural Economics and Rural Sociology, The Pennsylvania State University Staff Paper #363</i>	House sales data 1998 through 2002.	Berks County, Pennsylvania	The results show that a landfill located 500 meters from a house decreases the house's sale price by an estimated 12.4%. (6.9% decrease for a house located 800 meters, 3.8% decrease for 1200 meters from the landfill).
Kiel, K.A. and M. Williams. 2005. The Impact of superfund sites on local property values: are all sites the same? <i>Department of Economics, College of the Holy Cross. Working Paper #05-05</i>	Meta-analysis	Meta-Analysis	Their results show that the impacts on house prices ranges from a low of 0.94% to a high of 92% with a mean of 16.26% and median between 6.34% to 7.52%.

# Appendix B. Origin of Convenience Center Customers by Zip Code Based on July 2014 Data



## Appendix C : Citizen's Complaints about Eagle Rock Convenience Center

### Citizen's Complaints

Citizen said the dust at the Eagle Rock Convenience Center is very bad. He said they need to water the dirt. He is concerned about citizens as well as the well being of the workers. He said he is aware that the exhaust fans are not working which adds to this issue.

Citizen was in line and eventually got to the window where there was a sign that said debit down. What a waste of time. The center, Solid waste, the City needs to do better. Let people know. And have some consideration for customers after waiting for an hour and no debit option to take 5.05 instead.

The line was very long and the citizen had to wait a very long time.

Citizen was upset that he was being charged the unsecured load fee. He states that the blonde attendant was very rude. I explained that all loads that are transported to convenience centers must be covered and secured. He stated that that is why there is so much illegal dumping.

Citizen wants to know if we would accept a money safe at Eagle Rock or any other location?

Heater in the cash booth not working.

EMAIL TO SUPERVISOR:

Arrived at center a few minutes before 5 and gate was being locked.

Upset he was told to go to ATM to get money.

Citizen stated, went to dump a load of tree trunks at the Eagle Rock Convenience Center. Employee was very rude. Citizen stated was willing to pay for the dumping of this load. But then stated that she started cursing at him and told him to get off the property. Employee stated that she was speaking with the foreman. She stated that she did not care where he dumped the load. Citizen left the property and went back around. Still was not allowed in to dump the load.

Citizen then stated that he dumped the load in the area outside of the Eagle Rock Convenience Center

Source: City of Albuquerque's Solid Waste Department

Appendix D Project Area as Assigned by the City of Albuquerque



# Hedonic regression

From Wikipedia, the free encyclopedia

In economics, **hedonic regression** or **hedonic demand theory** is a revealed preference method of estimating demand or value. It breaks down the item being researched into its constituent characteristics, and obtains estimates of the contributory value of each characteristic. This requires that the composite good being valued can be reduced to its constituent parts and that the market values those constituent parts. Hedonic models are most commonly estimated using regression analysis, although more generalized models, such as sales adjustment grids, are special cases of hedonic models.

An attribute vector, which may be a dummy or panel variable, is assigned to each characteristic or group of characteristics. Hedonic models can accommodate non-linearity, variable interaction, or other complex valuation situations.

Hedonic models are commonly used in real estate appraisal, real estate economics, and Consumer Price Index (CPI) calculations. In CPI calculations hedonic regression is used to control the effect of changes in product quality. Price changes that are due to substitution effects are subject to hedonic quality adjustments.

## Contents

- 1 Hedonic pricing method
- 2 Hedonic models and real estate valuation
- 3 Application of the hedonic pricing method
- 4 Advantages
- 5 Limitations
- 6 Criticism
- 7 See also
- 8 References
- 9 Further reading

## Hedonic pricing method

Although product characteristics are neither produced nor consumed in isolation, hedonic price models assume that the price of a product reflects embodied characteristics valued by some implicit or shadow prices. In empirical studies, these implicit characteristic prices are coefficients that relate prices and attributes in a regression model. Hedonic price regression models are estimated using secondary data on prices and attributes of different product or service alternatives. In working with longitudinal data, one adds period-specific dummies and uses their regression coefficients to estimate quality-adjusted price indices. In hedonic regression, independent variables typically include performance-related product and service attributes. Such product characteristics represent not only value to the user but also resource cost to the producer. It has been demonstrated however that prices in hedonic regression are not determined completely by technical factors and performance-related characteristics. Brand-name and market-segment effects can explain price distortions and premiums that are charged over and above any allowance made for differences in measurable product performance.<sup>[1]</sup>

Certain environmental services often influence the market prices. The Hedonic pricing method is often brought into play in order to assess the economic values of such services.

This method finds its application to reveal the effect of environmental attributes in changes in the local real estate pricing. It is frequently used for estimating costs related to:

- The overall quality of the environment in terms of air pollution, water pollution, and noise
- Environmental amenities which include aesthetic sights and closeness to recreational sites such as parks, beaches, etc.

It is important to note that the hedonic pricing method is based on the fact that prices of goods in a market are affected by their characteristics. For example, the price of a pair of pants will depend on the comfort, the cloth used, the brand, the fit, etc. So this method helps us estimate the value of a commodity based on people's willingness to pay for the commodity as and when its characteristics change.<sup>[2]</sup>

A particular example which is used most often is the real estate market where the value of two different properties (which can otherwise be compared) will vary depending on the various environmental amenities present in the surrounding areas of these properties. If there is a measurable price drop of properties located near a dump yard (as compared to other locations), the difference in the prices point towards the external cost of the dump yard.<sup>[3]</sup> It is the marginal willingness to pay (in higher housing prices) for the given difference in cleanliness and serenity of the locality. Hedonic Regression methods are used to estimate these price differentials.

The Hedonic Pricing Method (HPM) as mentioned earlier is a form of revealed preference method of valuation and it uses surrogate markets to estimate the value of the environmental amenity.

Surrogate market is a concept that one uses when one cannot directly estimate the market prices for certain environmental goods. Therefore, a similar good sold in the market is chosen as a proxy.

For example, if we want to know the value of clean air estimated by an individual, he may reveal his preference in the form of establishing his house in a clean society and paying an extra premium for the same. Thus, with the help of Hedonic Pricing Method, the environmental component of the value and the market price can be separated. In turn, this market price is used as a surrogate for the environmental value.<sup>[4]</sup>

## Hedonic models and real estate valuation

In real estate economics, hedonic pricing is used to adjust for the problems associated with researching a good that is as heterogeneous as buildings. Because buildings are so different, it is difficult to estimate the demand for buildings generically. Instead, it is assumed that a house can be decomposed into characteristics such as number of bedrooms, size of lot, or distance to the city center. A hedonic regression equation treats these attributes (or bundles of attributes) separately, and estimates prices (in the case of an additive model) or elasticity (in the case of a log model) for each of them. This information can be used to construct a price index that can be used to compare the price of housing in different cities, or to do time series analysis. As with CPI calculations, hedonic pricing can be used to correct for quality changes in constructing a housing price index. It can also be used to assess the value of a property, in the absence of specific market transaction data. It can also be used to analyze the demand for various housing characteristics, and housing demand in general. It has also been used to test assumptions in spatial economics.

The Uniform Standards of Professional Appraisal Practice, or USPAP, provides for mass appraisal standards to govern the use of hedonic regressions and other automated valuation models when used for real estate appraisal. Appraisal methodology treats the hedonic regression as essentially a statistically robust form of the sales comparison approach.<sup>[5]</sup> Hedonic models are commonly used in tax assessment, litigation, academic studies, and other mass appraisal projects.

## Application of the hedonic pricing method

While studying the application of the Hedonic Pricing Method, the first assumption made is the value of a house is affected by a particular combination of characteristics that it possesses given that properties with better qualities demand higher prices as compared to properties with lower qualities. This is the Hedonic Pricing Function.

The price of a house will thus be affected by the structural characteristics ( $s_1, s_2, s_3\dots$ ) of the house itself, characteristics of the locality/neighbourhood ( $n_1, n_2, n_3\dots$ ), and environmental characteristics ( $e_1, e_2, e_3\dots$ )

Structural Characteristics could be anything from size of the house, to the number of rooms, type of flooring, etc. Neighbourhood attributes include variables like posh-ness of the locality, quality of roads, etc. And the environmental characteristics are variables such quality of air, proximity to parks, beaches, dumping yards, etc.

The analysis takes place in two stages. The first stage involves employing regression techniques to estimate the Hedonic Price Function of the property. This function will relate the prices of many properties in the same housing area to the different characteristics.

So Price Function ( $P = f(s_1, s_2, s_3\dots s_j; n_1, n_2, n_3, \dots n_j; e_1, e_2, e_3, \dots e_j)$ ) This function could be linear or non-linear. The prices may change at an increasing or decreasing rate when the characteristics change.<sup>[4]</sup>

When you now differentiate the price function with respect to any one of the above characteristics, the implicit price function for that particular characteristic is yielded. It is considered implicit because the price function is indirectly revealed to us by what the people are willing to pay in order to obtain better quality or quantities of the characteristic.

In the second stage, these implicit prices are regressed against the actual quantities/qualities chosen by the people in order to attain the marginal willingness to pay for the amenity. The results of this analysis will indicate the changes in property values for a unit change in each characteristic, given that all the other characteristics are constant. Some variables however may be correlated. This will result in similar changes in their values.<sup>[2]</sup>

## Advantages

- Versatility: The method can be comfortably adapted to take into consideration the several probable interactions between environmental quality and the marketed goods.
- This method is often used to approximate the values based on the actual choices of the people.
- The real estate market is a good indication of the values as it is relatively efficient in responding to information.
- It is comparatively easier to obtain data on property sales and characteristics and can be easily compared to secondary data sources in order to acquire the descriptive variables for the regression analysis.<sup>[2]</sup>

## Limitations

- The scope of applying this model is restricted and limited to measuring the environmental benefits related to housing prices only.
- The amount of data that needs to be collected and worked with is very large.
- An assumption of the model is that everyone should have prior knowledge of the potential positive and negative externalities that are associated with purchasing the real estate property. For example, it is important that they know before-hand about the level of pollution in a locality situated near an industrial site. This assumption, however, is generally seen as unrealistic.
- The availability and accessibility of data directly affects the amount of time and the expense that will be undertaken to carry out an application of the model.

- This method estimates people's willingness to pay for the supposed variation in environmental qualities and their consequences. However, if the people are unaware of the relation between the environmental qualities and their benefits to them or the property, then the value will not be reflected in the price of the property.
- **Market Limitations:** This model makes an assumption that, given their income, people have the opportunity to choose the combination of attributes they prefer. What it fails to see is that the real estate market can also be affected by external factors such as interest rates, taxation, etc. For example, suppose a family wishes to purchase a property near a popular city center, having a garden and of a large area. In reality, it may be possible that a house near the city center is comparatively smaller in size or does not have a garden.
- **Multicollinearity:** Sometimes, there could be a case when Larger properties are only available in cleaner non-polluted areas and smaller properties are found in more urban and polluted environments. In such cases, it would be difficult to separate pollution and the size of property exactly.
- **Price Changes:** Another assumption is that prices in the market will automatically adjust to any changes in the attributes. In reality, there is a lag especially in localities where purchase and sale of real estate is limited.
- The model is relatively complex to interpret and requires a high level of statistical knowledge and expertise.<sup>[6]</sup>

## Criticism

Some commentators, including Austrian economists, have criticized the US government's use of hedonic regression in computing its CPI, fearing it can be used to mask the true inflation rate and thus lower the interest it must pay on Treasury Inflation-Protected Securities (TIPS) and Social Security cost of living adjustments.<sup>[7]</sup>

The same use of hedonic models analyzing consumer prices in other countries has shown that non-hedonic methods may misstate inflation over time by failing to take quality changes into account.<sup>[8]</sup>

## See also

- Hedonic index
- Compensating differential
- Kelvin Lancaster

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## Further reading

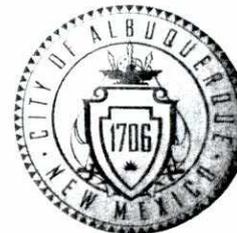
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Categories: Real estate | Urban economics | Single-equation methods (econometrics) | Economic data  
| Real estate valuation | Regression models

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# CITY OF ALBUQUERQUE



PLANNING DEPARTMENT  
URBAN DESIGN & DEVELOPMENT DIVISION  
600 2nd Street NW, 3rd Floor, 87102  
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## OFFICIAL NOTIFICATION OF DECISION

July 14, 2017

Wilson and Company  
4900 Lange Ave NE.  
ABQ, NM 87109

**Project #1010582**  
16EPC-40077 Zone Map Amendment (Zone Change)  
16EPC-40078 Site Development Plan for Building Permit

### LEGAL DESCRIPTION:

The above actions for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, zoned M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, located on Edith Blvd., NE, between Comanche Rd., NE and Rankin Rd. NE, containing approximately 22 acres. (G-15) Staff Planner: Maggie Gould (**Deferred from the January 12, 2017 Hearing**)

PO Box 1293

Albuquerque

NM 87103

On July 13, 2017 the Environmental Planning Commission (EPC) voted to DEFER Project [www.cabq.gov/1010582/16EPC-40077](http://www.cabq.gov/1010582/16EPC-40077), a Zone Map Amendment (Zone Change) and 16EPC-40078, a Site Development Plan for Building Permit, based on the following findings:

1. This two part request is for a Zone Map Amendment and Site Development Plan for Building Permit.
2. Pursuant to the City of Albuquerque Zoning Code §14-16-4-1(C)(15)(g), the EPC will make a recommendation to City Council regarding this matter.
3. The applicant requests a 30 day deferral to the August 10, 2017 to allow additional time to review the Economic Impact Evaluation, which was required by City Council.
4. Tim Flynn-O'Brien, the attorney working with neighborhood groups, submitted a letter dated July 6, 2017, requesting a 60 day deferral because he has a conflict for August 10.
5. A deferral of 60 days, to the September 14, 2017 hearing, will allow time for the applicant to review the Economic Analysis and will allow legal counsel for the neighborhoods to be present.

OFFICIAL NOTICE OF DECISION

Project #1010582

July 14, 2017

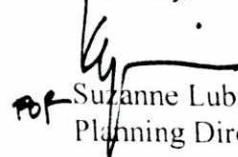
Page 2 of 3

**APPEAL:** If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **JULY 28, 2017**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced applications.

Sincerely,

  
Suzanne Lubar  
Planning Director

SL/MG

cc: COA Dept. Of Municipal Development, P.O. Box 1293, ABQ, NM 87103  
Savina Garcia, Wilson & Co., Inc., 4900 Lang Ave. NE, ABQ, NM 87109  
Greater Gardner N.A. (GRG) "R", David Wood, 158 Pleasant NW, ABQ, New Mexico 87107  
Greater Gardner N.A. (GRG) "R", Antoinette Vigil, 215 San Andres NW, ABQ, New Mexico 87107  
Near North Valley N.A. (NNV) "R", Joe Sabatini, 3514 6<sup>th</sup> St. NW, ABQ, New Mexico 871074  
Near North Valley N.A. (NNV) "R", Randy Cole, 1501 Los Arboles NW, ABQ, New Mexico 87107  
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North Edith Commercial Corridor Assoc., Christine Benavidez, 10417 Edith NE, ABQ, New Mexico 87113  
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Stronghurst Improvement Assoc., (SIA) "R", Mark Lines, 3010 Arno St. NE, ABQ, New Mexico 87107  
North Valley Coalition, Peggy Norton, P.O. Box 70232, ABQ, New Mexico 87197  
North Valley Coalition, Doyle Kimbrough, 2327 Campbell Rd. NW, ABQ, New Mexico 87104  
Tim Flynn-O'Brien, 817 Gold Ave. SW, ABQ, NM 87102  
Larry Stepp, 4404 Edith NW, ABQ, NM 87107  
Marian Pavioni, 4013 Tulane NE, ABQ, NM 87107  
Jennifer Parker, 1613 Bayita Ln NW, ABQ, NM 87107  
KC Pavioni, 4013 Tulane Dr NE, ABQ, NM 87107  
Dan Waldman, UNM Health Clinic, 2211 Lomas NE, ABQ, NM 87106  
Marcia Finical, 141 Griegos Rd NW, ABQ, NM 87107  
Debbie O'Malley, One Civic Plaza NW, ABQ, NM 87102

OFFICIAL NOTICE OF DECISION

Project #1010582

July 14, 2017

Page 3 of 3

Carol Chamberland, 609 San Lorenzo Ave NW, ABQ, NM 87107

Patricia Martinez, 512 Grecian NW, ABQ, NM 87107

Denise Wheeler, 3564 Rio Grande Blvd. NW, ABQ, NM 87107

Harry Hendrikson, 10592 Rio Del Sole Ct. NW, ABQ, NM 87114

Cheryl Hamel, 10644 Fountain Ct. NW, ABQ, NM 87114

# CITY OF ALBUQUERQUE



PLANNING DEPARTMENT  
URBAN DESIGN & DEVELOPMENT DIVISION  
600 2nd Street NW, 3rd Floor, 87102  
P.O. Box 1293, Albuquerque, NM 87103  
Office (505) 924-3860 Fax (505) 924-3339

## OFFICIAL NOTIFICATION OF DECISION

June 9, 2017

Wilson and Company  
4900 Lange Ave NE.  
ABQ, NM 87109

**Project #1010582**  
16EPC-40077 Zone Map Amendment (Zone Change)  
16EPC-40078 Site Development Plan for Building Permit

### LEGAL DESCRIPTION:

The above actions for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, zoned M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, located on Edith Blvd., NE, between Comanche Rd., NE and Rankin Rd. NE, containing approximately 22 acres. (G-15) Staff Planner: Maggie Gould (**Deferred from the January 12, 2017 Hearing**)

PO Box 1293

Albuquerque

NM 87103

On June 8, 2017 the Environmental Planning Commission (EPC) voted to DEFER Project [www.cabq.gov](http://www.cabq.gov) 1010582/16EPC-40077, a Zone Map Amendment (Zone Change) and 16EPC-40078, a Site Development Plan for Building Permit, based on the following findings:

### FINDINGS:

1. This two part request is for a Zone Map Amendment and Site Development Plan for Building Permit.
2. Pursuant to the City of Albuquerque Zoning Code §14-16-4-1(C)(15)(g), the EPC will make a recommendation to City Council regarding this matter.
3. The City Council voted to approve an Economic Impact Evaluation of residential and commercial properties near the proposed project on January 4, 2016 (R-153). The resolution states that the City shall take no further action toward completion of the Project, and shall defer any pending matters, including but not limited to its land use application before the Environmental Planning Commission, until such time as the Economic Impact Evaluation is completed.

OFFICIAL NOTICE OF DECISION

Project #1010582

June 8, 2017

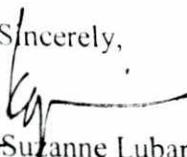
Page 2 of 3

4. The Economic Evaluation is expected by June 5, 2017. Although this date will allow distribution to the EPC within the 48 house deadline, it will allow only minimal time for evaluation by the EPC, staff, the applicant and interested parties.
5. A 30 day deferral to the July 13, 2017 EPC hearing will allow time for the EPC, applicant, staff and interested parties to thoroughly review and analyze the results of the Economic Impact Evaluation .

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

SITE DEVELOPMENT PLANS: Pursuant to Zoning Code Section 14-16-3-11(C)(1), if less than one-half of the approved square footage of a site development plan has been built or less than one-half of the site has been developed, the plan for the undeveloped areas shall terminate automatically seven years after adoption or major amendment of the plan: within six months prior to the seven-year deadline, the property owners shall request in writing through the Planning Director that the Planning Commission extend the plan's life an additional five years. Additional design details will be required as a project proceeds through the Development Review Board and through the plan check of Building Permit submittals for construction. Planning staff may consider minor, reasonable changes that are consistent with an approved Site Development Plan so long as they can be shown to be in conformance with the original, approved intent.

Sincerely,

  
For Suzanne Lubar  
Planning Director

SL/MG

cc: COA Dept. Of Municipal Development, P.O. Box 1293, ABQ, NM 87103  
Savina Garcia, Wilson & Co., Inc., 4900 Lang Ave. NE, ABQ, NM 87109  
Greater Gardner N.A. (GRG) "R", David Wood, 158 Pleasant NW, ABQ, New Mexico 87107  
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Stronghurst Improvement Assoc., (SIA) "R", Mark Lines, 3010 Arno St. NE, ABQ, New Mexico 87107  
North Valley Coalition, Peggy Norton, P.O. Box 70232, ABQ, New Mexico 87197  
North Valley Coalition, Doyle Kimbrough, 2327 Campbell Rd. NW, ABQ, New Mexico 87104

OFFICIAL NOTICE OF DECISION

Project #1010582

June 8, 2017

Page 3 of 3

Tim Flynn-O'Brien, 817 Gold Ave. SW, ABQ, NM 87102  
Larry Stepp, 4404 Edith NW, ABQ, NM 87107  
Marian Pavioni, 4013 Tulane NE, ABQ, NM 87107  
Jennifer Parker, 1613 Bajita Ln NW, ABQ, NM 87107  
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# CITY OF ALBUQUERQUE



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Office (505) 924-3860 Fax (505) 924-3339

## OFFICIAL NOTIFICATION OF DECISION

May 12, 2017

Wilson and Company  
4900 Lange Ave NE.  
ABQ, NM 87109

**Project #1010582**  
16EPC-40077 Zone Map Amendment (Zone Change)  
16EPC-40078 Site Development Plan for Building Permit

### LEGAL DESCRIPTION:

The above actions for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, zoned M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, located on Edith Blvd., NE, between Comanche Rd., NE and Rankin Rd. NE, containing approximately 22 acres. (G-15) Staff Planner: Maggie Gould (**Deferred from the January 12, 2017 Hearing**)

PO Box 1293

Albuquerque

NM 87103

On May 11, 2017 the Environmental Planning Commission (EPC) voted to **DEFER** Project 1010582/16EPC-40077, a Zone Map Amendment (Zone Change) and 16EPC-40078, a Site Development Plan for Building Permit, based on the following findings:

### FINDINGS:

1. This request is for a Zone Map Amendment and Site Development Plan for Building Permit.
2. The City Council voted to approve an Economic Impact Evaluation of residential and commercial properties near the proposed project on January 4, 2016 (R-153). The resolution states that the City shall take no further action toward completion of the Project, and shall defer any pending matters, including, but not limited to its land use application before the Environmental Planning Commission, until such time as the Economic Impact Evaluation is completed.

OFFICIAL NOTICE OF DECISION

Project #1010582

May 11, 2017

Page 2 of 3

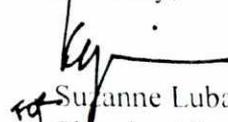
3. A 30 day deferral to the June 8, 2017 EPC hearing will allow time for the Economic Impact Evaluation to be completed and for the applicant, staff and interested parties to review and analyze the results.

**APPEAL:** If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **MAY 26, 2017**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced applications.

Sincerely,

  
Suzanne Lubar  
Planning Director

SL/MG

cc: COA Dept. Of Municipal Development, P.O. Box 1293, ABQ, NM 87103  
Savina Garcia, Wilson & Co., Inc., 4900 Lang Ave. NE, ABQ, NM 87109  
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KC Pavioni, 4013 Tulane Dr NE, ABQ, NM 87107

OFFICIAL NOTICE OF DECISION

Project #1010582

May 11, 2017

Page 3 of 3

Dan Waldman, UNM Health Clinic, 2211 Lomas NE, ABQ, NM 87106

Marcia Finical, 141 Griegos Rd NW, ABQ, NM 87107

Debbie O'Malley, One Civic Plaza NW, ABQ, NM 87102

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# CITY OF ALBUQUERQUE



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600 2nd Street NW, 3rd Floor, 87102  
P.O. Box 1293, Albuquerque, NM 87103  
Office (505) 924-3860 Fax (505) 924-3339

## OFFICIAL NOTIFICATION OF DECISION

April 14, 2017

Wilson and Company  
4900 Lange Ave NE.  
ABQ, NM 87109

**Project #1010582**  
16EPC-40077 Zone Map Amendment (Zone Change)  
16EPC-40078 Site Development Plan for Building Permit

### LEGAL DESCRIPTION:

The above actions for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, zoned M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, located on Edith Blvd., NE, between Comanche Rd., NE and Rankin Rd. NE, containing approximately 22 acres. (G-15) Staff Planner: Maggie Gould

PO Box 1293

Albuquerque

NM 87103

On April 13, 2017 the Environmental Planning Commission (EPC) voted to **DEFER** Project 1010582/16EPC-40077, a Zone Map Amendment (Zone Change) and 16EPC-40078, a Site Development Plan for Building Permit, based on the following findings:

### FINDINGS:

1. This request is for a Zone Map Amendment and Site Development Plan for Building Permit.
2. The City Council voted to approve an Economic Impact Evaluation of residential and commercial properties near the proposed project on January 4, 2016 (R-153). The resolution states that the City shall take no further action toward completion of the Project, and shall defer any pending matters, including but not limited to its land use application before the Environmental Planning Commission, until such time as the Economic Impact Evaluation is completed.
3. The Economic Impact Evaluation has not been completed, so based on Council resolution R-153, the EPC cannot act on this request.

OFFICIAL NOTICE OF DECISION

Project #1010582

April 14, 2017

Page 2 of 3

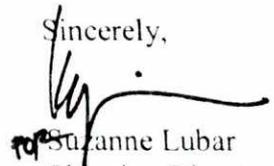
4. A 30 day deferral to the May 11, 2017 EPC hearing will allow time for the Economic Impact Evaluation to be completed and for the applicant, staff and interested parties to review and analyze the results.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **APRIL 28, 2017**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced applications.

Sincerely,



Suzanne Lubar  
Planning Director

SL/MG

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OFFICIAL NOTICE OF DECISION

Project #1010582

April 14, 2017

Page 3 of 3

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# CITY OF ALBUQUERQUE



**PLANNING DEPARTMENT**  
**URBAN DESIGN & DEVELOPMENT DIVISION**  
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P.O. Box 1293, Albuquerque, NM 87103  
Office (505) 924-3860 Fax (505) 924-3339

## OFFICIAL NOTIFICATION OF DECISION

March 10, 2017

Wilson and Company  
4900 Lange Ave NE.  
ABQ, NM 87109

**Project #1010582**  
16EPC-40077 Zone Map Amendment (Zone Change)  
16EPC-40078 Site Development Plan for Building Permit

### LEGAL DESCRIPTION:

The above actions for all or a portion of northerly portion of Tract 107B1A1, Tract 107B1A1 excluding portion to right-of-way & excluding a northerly portion, Tract 107B1A2 excluding portion to right-of-way, Tract in the SW corner-Tract 107B1B, Tract 108A3A1A, Tract 108A3A1B, and Tract 108A3B, Tracts 108A1A2B1B & 108A1A2B2, Tract 108A1A2B1A, Tract 107B2A2 excluding portion to the right-of-way, Tract 107B2A1 excluding portion to the right-of-way, MRGCD MAP #33, zoned M-1 to SU-1 for M-1, Solid Waste Transfer Station and Convenience Center and Household Hazardous Waste Collection, located on Edith Blvd., NE, between Comanche Rd., NE and Rankin Rd. NE, containing approximately 22 acres. (G-15) Staff Planner: Maggie Gould

PO Box 1293

Albuquerque

NM 87103

On March 9, 2017 the Environmental Planning Commission (EPC) voted to DEFER Project 1010582/16EPC-40077, a Zone Map Amendment (Zone Change) and 16EPC-40078, a Site Development Plan for Building Permit, based on the following findings:

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

### FINDINGS:

1. This request is for a Zone Map Amendment and Site Development Plan for Building Permit.
2. The City Council voted to approve an Economic Impact Evaluation of residential and commercial properties near the proposed project on January 4, 2016 (R-153). The resolution states that the City shall take no further action toward completion of the Project, and shall defer any pending matters, including but not limited to its land use application before the Environmental Planning Commission, until such time as the Economic Impact Evaluation is completed.
3. The Economic Impact Evaluation has not been completed, so based on Council resolution R-153, the EPC cannot act on this request.

OFFICIAL NOTICE OF DECISION

Project #1010582

March 9, 2017

Page 2 of 3

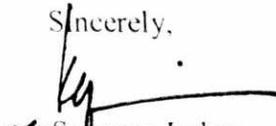
4. A 30 day deferral to the April 13, 2017 EPC hearing will allow time for the Economic Impact Evaluation to be completed and for the applicant, staff and interested parties to review and analyze the results.

**APPEAL:** If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **MARCH 24, 2017**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's decision.

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Sincerely,



Suzanne Lubar  
Planning Director

SL/MG

cc: COA Dept. Of Municipal Development, P.O. Box 1293, ABQ, NM 87103  
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Greater Gardner N.A. (GRG) "R", Antoinette Vigil, 215 San Andres NW, ABQ, New Mexico 87107  
Near North Valley N.A. (NNV) "R", Joe Sabatini, 3514 6<sup>th</sup> St. NW, ABQ, New Mexico 871074  
Near North Valley N.A. (NNV) "R", Randy Cole, 1501 Los Arboles NW, ABQ, New Mexico 87107  
North Edith Commercial Corridor Assoc., Robert Warrick, 444 Niagara NE, ABQ, New Mexico 87113  
North Edith Commercial Corridor Assoc., Christine Benavidez, 10417 Edith NE, ABQ, New Mexico 87113  
Stronghurst Improvement Assoc., (SIA) "R", Bill Sabatini, 2904 Arno St. NE, ABQ, New Mexico 87113  
Stronghurst Improvement Assoc., (SIA) "R", Mark Lines, 3010 Arno St. NE, ABQ, New Mexico 87107  
North Valley Coalition, Peggy Norton, P.O. Box 70232, ABQ, New Mexico 87197  
North Valley Coalition, Doyle Kimbrough, 2327 Campbell Rd. NW, ABQ, New Mexico 87104  
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Debbie O'Malley, One Civic Plaza NW, ABQ, NM 87102  
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Patricia Martinez, 512 Grecian NW, ABQ, NM 87107  
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