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PR-2024-010482, VA-2024-00259

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CITY OF ALBUQUERQUE

Albuquerque, New Mexico

Planning Department

Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM

September 6, 2024

TO: Dan Lewis, President, City Council

FROM: Alan Varela, Planning Director

SUBJECT: AC-24-25, PR-2024-010482, VA-2024-00179: The Barelas Neighborhood Association appeals the Zoning Hearing Examiner's decision to Approve a Conditional Use for a drive-through facility for the property located at 310 Avenida Cesar Chavez SW.

OVERVIEW

On July 16th, 2024, Tierra West LLC, agent for the property owner, NMR-Avenida RE LLC ("Applicant") appeared before the Zoning Hearing Examiner ("ZHE") requesting a Conditional Use Approval to allow for a drive-through window in the MX-H zone district on a lot located at 310 Avenida Cesar Chavez SW.

The ZHE approved the Applicant's request in a written decision dated July 31, 2024.

The Appellant timely filed an appeal of the ZHE's decision prior to the appeal deadline of August 15, 2024. The Appellant, the Barelas Neighborhood Association, has standing due to proximity, as the Association's boundaries are within 660 feet of the site, pursuant to IDO §14-16-6-4(U)(2)(a)5 and Table 6-4-2.

BASIS FOR APPEAL

IDO §14-16-6-4(U)(4) outlines the applicable criteria for the appeal in determining whether the ZHE erred in its decision:

6-4(U)(4) Criteria for Decision

The criteria for review of an appeal shall be whether the decision-making body or the prior appeal body made 1 of the following mistakes:

6-4(U)(4)(a) The decision-making body or the prior appeal body acted fraudulently, arbitrarily, or capriciously.

6-4(U)(4)(b) The decision being appealed is not supported by substantial evidence.

6-4(U)(4)(c) The decision-making body or the prior appeal body erred in applying the requirements of this IDO (or a plan, policy, or regulation referenced in the review and decision-making criteria for the type of decision being appealed).

STAFF RESPONSE

The reasons for the appeal are listed in quotes below, with bulleted, italicized responses from the Senior Planner for the ZHE.

“IDO 14-16-6-4(U)(4) Criteria for Decision cited for reason for appeal:

IDO 6-4(U)(4)(a) The ZHE’s decision is not supported by substantial evidence.

IDO 6-4(U)(4)(c) The ZHE erred in applying the requirements of this IDO (or plan, policy, or regulation referenced in the review and decision-making criteria for the type of decision being appealed).”

- *The ZHE heard the application in a duly noticed public hearing and approved the request based on the evidence provided in the application materials and testimony from parties at the hearing. Relevant findings are excerpted from the Official Notification of Decision below.*
- *Finding #6: The City of Albuquerque Code of Ordinances Integrated Development Ordinance (“IDO”) Section 14-16-6-6(A)(3) (Review and Decision Criteria – Conditional Use) reads: An application for a Conditional Use Approval shall be approved if it meets all of the following criteria.*
 - (a) It is consistent with the ABC Comp. Plan, as amended.*
 - (b) It complies with all applicable provisions of this IDO, including, but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in any prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.*
 - (c) It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.*
 - (d) It will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.*
 - (e) On a project site with existing uses, it will not increase nonresidential activity within 300 feet of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M.*
 - (f) It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.*
- *Finding # 7: The Applicant bears the burden of providing a sound justification for the requested decision, based on substantial evidence, pursuant to IDO Section 14-16-6-4(E)(3).*
- *Finding # 8: The Applicant bears the burden of showing compliance with required standards through analysis, illustrations, or other exhibits as necessary, pursuant to IDO Section 14-16-6-4(E)(4).*
- *Finding # 10: Applicant has met the burden of providing evidence that established that the requested Conditional Use Approval is consistent with the ABC Comp. Plan, as amended. Applicant submitted evidence supporting that the requested Conditional Use approval furthers the goals and policies of the ABC Comp. Plan by helping to ensure appropriate scale and location of development and character of design, and providing employment and services for the area. Applicant submitted evidence in its justification letter that the Application supports Comp. Plan Goals 4.1, 5.1, 5.2, 5.3 and Policies under those Goals.*

- *Finding # 11: Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval complies with all applicable provisions of the IDO, including, but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in any prior permit or approval affecting the property. Applicant submitted evidence that, if granted this approval, development and operation of the Subject Property would take place in accordance with IDO requirements.*
- *Finding # 12: Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community. A neighbor and a representative of the Barelás Neighborhood Association submitted written correspondence expressing concerns that traffic and congestion may increase in the area, which could cause accidents and negatively impact pedestrians. The Letter from the Barelás Neighborhood association cited several figures and percentages regarding potential negative impacts. However, upon cross-examination by Applicant's Agent, it became apparent that several of the figures in the neighborhood correspondence were skewed, because the underlying data was taken from other intersections and portions of road. Further, the traffic impact study submitted by Applicant was reviewed and approved by the City Transportation Section. On balance, Applicant has met its burden to establish that the requested Conditional Use approval will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.*
- *Finding # 13: Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not create material adverse impacts on other land in the surrounding area, through increases in traffic congestion, parking congestion noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts. See discussion and findings in the immediately preceding paragraph. The site plan submitted by applicant demonstrates that there is sufficient stacking of drive-through vehicles, parking, and signage to mitigate potential material adverse impacts.*
- *Finding # 14: Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M. Applicant confirmed in written submittals that non-residential activity would not increase in any prohibited manner.*
- *Finding # 15: Applicant has met their burden of providing evidence that establishes that the requested Conditional Use approval will not negatively impact pedestrian or transit connectivity without appropriate mitigation. Applicant submitted evidence that there will be no modification to the lot, sidewalks, traffic access, roadways, or any other areas that would negatively impact pedestrian or traffic connectivity. The proposed use and associated plan have designated pedestrian pathways, and the drive through is designed as such to minimize interactions with pedestrians. As described in the traffic study and justification letter submitted by Applicant, the traffic generated by the proposed use is relatively minimal, and will mostly serve pass-through traffic, not generate significant new trips.*
- *Finding # 16: The City Traffic Engineer submitted a report stating no objection to the Application.*

/ Adam Sena /
Adam Sena, Senior Planner
City of Albuquerque Planning Department



CITY OF ALBUQUERQUE
OFFICE OF ADMINISTRATIVE HEARINGS
ZONING HEARING EXAMINER
NOTIFICATION OF DECISION

NMR-Avenida RE LLC ATTN: Murad Fazal (Agent Tierra West LLC – Sergio Lozoya) requests CONDITIONAL USE to allow for a Drive Through window in a MX-H for Lot Tract G-1, South Barelmas Industrial Park Unit2, located at 310 Avenida Cesar Chavez SW, zoned MX-H 14-16- 4-2 Table 4-2-1	Special Exception No: Project No: Hearing Date:..... Closing of Public Record: Date of Decision:	VA-2024-00179 PR-2024-010482 07-16-24 07-16-24 07-31-24
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On the 16th day of July, 2024, Tierra West LLC - Sergio Lozoya, agent for property owner, NMR-Avenida RE LLC ATTN: Murad Fazal (“Applicant”) appeared before the Zoning Hearing Examiner (“ZHE”) requesting a conditional use to allow for a Drive Through window in a MX-H Zone (“Application”) upon the real property located at 310 Avenida Cesar Chavez SW (“Subject Property”). Below are the ZHE’s finding of fact and decision:

FINDINGS:

1. Applicant is requesting a conditional use to allow a Drive Through window in the MX-H Zone.
2. The ZHE finds that the Applicant has authority to pursue this Application.
3. Applicant has duly authorized Agent to act on Applicant’s behalf regarding the Application.
4. All property owners within 100 feet and affected neighborhood association(s) were notified.
5. The ZHE finds that the proper “Notice of Hearing” signage was posted for the required time period as required by Section 14-16-6-4(K)(3).
6. The City of Albuquerque Code of Ordinances Integrated Development Ordinance (“IDO”) Section 14-16-6-6(A)(3) (Review and Decision Criteria– Conditional Use) reads: “*An application for a Conditional Use Approval shall be approved if it meets all of the following criteria:*
 - (a) *It is consistent with the ABC Comp. Plan, as amended;*
 - (b) *It complies with all applicable provisions of this IDO, including, but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in any prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.*
 - (c) *It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community;*

- (d) *It will not create material adverse impacts on other land in the surrounding area, through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts;*
 - (e) *On a project site with existing uses, it will not increase non-residential activity within 300 feet of a lot in any Residential zone district between the hours of 10:00 pm and 6:00 am;*
 - (f) *It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.”*
7. Applicant bears the burden of providing a sound justification for the requested decision, based on substantial evidence, pursuant to IDO Section 14-16-6-4(E)(3).
 8. Applicant bears the burden of showing compliance with required standards through analysis, illustrations, or other exhibits as necessary, pursuant to IDO Section 14-16-6-4(E)(4).
 9. Agent appeared and gave evidence in support of the Application.
 10. Applicant has met the burden of providing evidence that established that the requested Conditional Use Approval is consistent with the ABC Comp. Plan, as amended. Applicant submitted evidence supporting that the requested Conditional Use approval furthers the goals and policies of the ABC Comp. Plan by helping to ensure appropriate scale and location of development and character of design, and providing employment and services for the area. Applicant submitted evidence in its justification letter that the Application supports Comp. Plan Goals 4.1, 5.1, 5.2, 5.3, and Policies under those Goals.
 11. Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval complies with all applicable provisions of the IDO, including, but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in any prior permit or approval affecting the property. Applicant submitted evidence that, if granted this approval, development and operation of the Subject Property would take place in accordance with IDO requirements.
 12. Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community. A neighbor and a representative of the Barelás Neighborhood Association submitted written correspondence expressing concerns that traffic and congestion may increase in the area, which could cause accidents and negatively impact pedestrians. The Letter from the Barelás Neighborhood association cited several figures and percentages regarding potential negative impacts. However, upon cross-examination by Applicant’s Agent, it became apparent that several of the figures in the neighborhood correspondence were skewed, because the underlying data was taken from other intersections and portions of road. Further, the traffic impact study submitted by Applicant was reviewed and approved by the City Transportation Section. On balance, Applicant has met its burden to establish that the requested Conditional Use approval will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.
 13. Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not create material adverse impacts on other land in the surrounding area, through increases in traffic congestion, parking congestion noise, or

vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts. See discussion and findings in the immediately preceding paragraph. The site plan submitted by applicant demonstrates that there is sufficient stacking of drive-through vehicles, parking, and signage to mitigate potential material adverse impacts.

14. Applicant has met the burden of providing evidence that establishes that the requested Conditional Use approval will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M. Applicant confirmed in written submittals that non-residential activity would not increase in any prohibited manner.
15. Applicant has met their burden of providing evidence that establishes that the requested Conditional Use approval will not negatively impact pedestrian or transit connectivity without appropriate mitigation. Applicant submitted evidence that there will be no modification to the lot, sidewalks, traffic access, roadways, or any other areas that would negatively impact pedestrian or traffic connectivity. The proposed use and associated plan have designated pedestrian pathways, and the drive through is designed as such to minimize interactions with pedestrians. As described in the traffic study and justification letter submitted by Applicant, the traffic generated by the proposed use is relatively minimal, and will mostly serve pass-through traffic, not generate significant new trips.
16. The City Traffic Engineer submitted a report stating no objection to the Application.

DECISION:

APPROVAL of a conditional use to allow a Drive Through window in the MX-H Zone.

APPEAL:

If you wish to appeal this decision, you must do so by August 15, 2024 pursuant to Section 14-16-6-4(V), of the Integrated Development Ordinance, you must demonstrate that you have legal standing to file an appeal as defined.

Successful applicants are reminded that other regulations of the City must be complied with, even after approval of a special exception is secured. This decision does not constitute approval of plans for a building permit. If your application is approved, bring this decision with you when you apply for any related building permit or occupation tax number. Approval of a conditional use or a variance application is void after one year from date of approval if the rights and privileges are granted, thereby have not been executed, or utilized.



Robert Lucero, Esq.
Zoning Hearing Examiner

cc:

ZHE File

Zoning Enforcement

Murad Fazal 310 Avenida Cesar Chavez SW

Sergio Lozoya 5571 Midway Park Pl NE, 87109

Slozoya@Tierrawestllc.com

Ronald Bohannon 5571 Midway Park NW

Christina Rogers 500 2nd St SW

Sean Potter 705 Iron Ave SW

Joe West 612 10th St SW, 87102



Please check the appropriate box and refer to supplemental forms for submittal requirements. All fees must be paid at the time of application.

Administrative Decisions	Decisions Requiring a Public Meeting or Hearing	Policy Decisions
<input type="checkbox"/> Archaeological Certificate (Form P3)	<input type="checkbox"/> Site Plan – EPC including any Variances – EPC (Form P1)	<input type="checkbox"/> Adoption or Amendment of Comprehensive Plan or Facility Plan (Form Z)
<input type="checkbox"/> Historic Certificate of Appropriateness – Minor (Form L)	<input type="checkbox"/> Master Development Plan (Form P1)	<input type="checkbox"/> Adoption or Amendment of Historic Designation (Form L)
<input type="checkbox"/> Alternative Signage Plan (Form P3)	<input type="checkbox"/> Historic Certificate of Appropriateness – Major (Form L)	<input type="checkbox"/> Amendment of IDO Text (Form Z)
<input type="checkbox"/> Minor Amendment to Site Plan (Form P3)	<input type="checkbox"/> Demolition Outside of HPO (Form L)	<input type="checkbox"/> Annexation of Land (Form Z)
<input type="checkbox"/> WTF Approval (Form W1)	<input type="checkbox"/> Historic Design Standards and Guidelines (Form L)	<input type="checkbox"/> Amendment to Zoning Map – EPC (Form Z)
<input type="checkbox"/> Alternative Landscaping Plan (Form P3)	<input type="checkbox"/> Wireless Telecommunications Facility Waiver (Form W2)	<input type="checkbox"/> Amendment to Zoning Map – Council (Form Z)
		Appeals
		<input checked="" type="checkbox"/> Decision by EPC, DHO, LC, ZHE, or City Staff (Form A)

APPLICATION INFORMATION

Applicant: Barelás Neighborhood Association		Phone: (505) 620-4513
Address: 1312 Barelás Rd SW		Email: gcolts66@outlook.com
City: Albuquerque	State: NM	Zip: 87102
Professional/Agent (if any):		Phone:
Address:		Email:
City:	State:	Zip:
Proprietary Interest in Site:		List <u>all</u> owners:

BRIEF DESCRIPTION OF REQUEST

The Barelás Neighborhood Association appeals the Zoning Hearing Examiner's Approval of a Conditional Use to allow a Drive Through window in the MX-H Zone/.

SITE INFORMATION (Accuracy of the existing legal description is crucial! Attach a separate sheet if necessary.)

Lot or Tract No.: 9-1, South Barelás Industrial Park	Block:	Unit: 2
Subdivision/Addition:	MRGCD Map No.:	UPC Code:
Zone Atlas Page(s): L-14-Z	Existing Zoning: MX-H	Proposed Zoning:
# of Existing Lots: 1	# of Proposed Lots: 1	Total Area of Site (acres):

LOCATION OF PROPERTY BY STREETS

Site Address/Street: 310 Avenida Cesar Chavez SW	Between: 3rd St SW	and: 4th St SW
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CASE HISTORY (List any current or prior project and case number(s) that may be relevant to your request.)

Special Exception No. VA-2024-00179, Project No. PR-2024-0101482	
Signature: George Franco	Date: August 14, 2024
Printed Name: George Franco	<input checked="" type="checkbox"/> Applicant or <input type="checkbox"/> Agent

FOR OFFICIAL USE ONLY

Case Numbers	Action	Fees	Case Numbers	Action	Fees
Meeting/Hearing Date:			Fee Total:		
Staff Signature:			Date:		
			Project #		

FORM A: Appeals

Complete applications for appeals will only be accepted within 15 consecutive days, excluding holidays, after the decision being appealed was made.

- ☐ APPEAL OF A DECISION OF CITY PLANNING STAFF (HISTORIC PRESERVATION PLANNER) ON A HISTORIC CERTIFICATE OF APPROPRIATENESS – MINOR TO THE LANDMARKS COMMISSION (LC)
- ☐ APPEAL OF A DECISION OF CITY PLANNING STAFF ON AN IMPACT FEE ASSESSMENT TO THE ENVIRONMENTAL PLANNING COMMISSION (EPC)
- ☒ APPEAL TO CITY COUNCIL THROUGH THE LAND USE HEARING OFFICER (LUHO)

___ Interpreter Needed for Hearing? ___ if yes, indicate language: _____

___ A Single PDF file of the complete application including all documents being submitted must be emailed to PLNDRS@cabq.gov prior to making a submittal. Zipped files or those over 9 MB cannot be delivered via email, in which case the PDF must be provided on a CD. PDF shall be organized with the Development Review Application and this Form A at the front followed by the remaining documents in the order provided on this form.

___ Project number of the case being appealed, if applicable: PR-2024-010482

___ Application number of the case being appealed, if applicable: _____

___ Type of decision being appealed: CONDITIONAL USE

___ Letter of authorization from the appellant if appeal is submitted by an agent

___ Appellant's basis of standing in accordance with IDO Section 14-16-6-4(V)(2)

___ Reason for the appeal identifying the section of the IDO, other City regulation, or condition attached to a decision that has not been interpreted or applied correctly, and further addressing the criteria in IDO Section 14-16-6-4(V)(4)

___ Copy of the Official Notice of Decision regarding the matter being appealed

PLS SEE ATTACHED

I, the applicant or agent, acknowledge that if any required information is not submitted with this application, the application will not be scheduled for a public meeting or hearing, if required, or otherwise processed until it is complete.

Signature:

Date:

Printed Name:

☐ Applicant or ☐ Agent

FOR OFFICIAL USE ONLY

Case Numbers:

Project Number:

Staff Signature:

Date:



Form A: Appeals - ATTACHMENT

Appellant's basis of standing in accordance with IDO Section 14-16-6-4(V)(2):

Barelas Neighborhood Association's boundaries are within 660 feet of site.

Reason for the appeal identifying the section of the IDO, other City regulation, or condition attached to a decision that has not been interpreted or applied correctly, and further addressing the criteria in IDO Section 14-16-6-(V)(4).

IDO Section 14-16-6-4 (U)(4) Criteria for Decision cited for reason for appeal:

6-4(U)(4)(a) The ZHE's decision is not supported by substantial evidence.

6-4(U)(4)(c) The ZHE erred in applying the requirements of this IDO (or a plan, policy, or regulation referenced in the review and decision-making criteria for the type of decision being appealed).



CITY OF ALBUQUERQUE
OFFICE OF ADMINISTRATIVE HEARINGS
ZONING HEARING EXAMINER
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FINDINGS:

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16. The City Traffic Engineer submitted a report stating no objection to the Application.

DECISION:

APPROVAL of a conditional use to allow a Drive Through window in the MX-H Zone.

APPEAL:

If you wish to appeal this decision, you must do so by August 15, 2024 pursuant to Section 14-16-6-4(V), of the Integrated Development Ordinance, you must demonstrate that you have legal standing to file an appeal as defined.

Successful applicants are reminded that other regulations of the City must be complied with, even after approval of a special exception is secured. This decision does not constitute approval of plans for a building permit. If your application is approved, bring this decision with you when you apply for any related building permit or occupation tax number. Approval of a conditional use or a variance application is void after one year from date of approval if the rights and privileges are granted, thereby have not been executed, or utilized.



Robert Lucero, Esq.
Zoning Hearing Examiner

cc:

ZHE File

Zoning Enforcement

Murad Fazal 310 Avenida Cesar Chavez SW

Sergio Lozoya 5571 Midway Park Pl NE, 87109

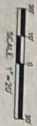
Slozoya@Tierrawestllc.com

Ronald Bohannon 5571 Midway Park NW

Christina Rogers 500 2nd St SW

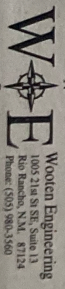
Sean Potter 705 Iron Ave SW

Joe West 612 10th St SW, 87102



310 Avenida Cesar Chavez SW
(100' R/W)

PROPERTY OF INSPIRE BRANDS, UNDER RESTRICTED ACCESS.



C1.1

PROJECT NO. 23-008

**PRELIMINARY
NOT FOR REGULATORY
APPROVAL, PERMITTING
OR CONSTRUCTION**

dunkin'

REQUEST FOR SPECIAL EXCEPTION

☐ Variance ☒ Conditional Use ☐ Other Interpreter: ☐ Yes ☐ No
VA# VA-2024-00179 PR# PR-2024-010482

Date: 5/15/2024		Received By: Concetta Trujillo	
Address of Request: 310 Avenida Cesar Chavez			
City: Albuquerque	State: NM	Zip: 87102	
Lot: Tract G-1	Block:	Zone: MX-H/NR-GM	Map page: L-14
Subdivision: South Barelmas Industtrial Park Unit2		UPC# 101405610739920705	
Property Owner(s): NMR-Avenida RE LLC ATTN: Murad Fazal			
Mailing Address: 1 South 376 Summit Avenue			
City: Oakbrook Terrace	State: Illinois	Zip: 60181	
Phone:	Email:		
Agent: Tierra West LLC – Sergio Lozoya			
Mailing Address: 5571 Midway Park Pl NE			
City: Albuquerque	State: NM	Zip: 87109	
Phone: 505-278-7088	Email: SLozoya@tierrawestllc.com		
Fee Total: \$ 265.20			

Completed Application Requirements:

- ☒ Copy of relevant IDO section
- ☒ Letter of authorization (if agent representation)
- ☒ Proof of Pre-application Meeting (not required for a variance)
- ☒ Proof that neighborhood meeting requirements were met
- ☒ Proof that public notice requirements were met
- ☒ Photos (site and existing structures)
- ☒ Sketch plan
- ☒ Justification letter
- ☒ Sign posting

Approved for acceptance by: *DA* **Date:** 06/04/24 **Hearing Date:** 07/16/24

ZONING OFFICIAL USE ONLY			
Request for exception to IDO Section: 14-16- 4-2 Table 4-2-1			
Description of request: for CONDITIONAL USE to allow for a Drive Through window in a MX-H zone.			
<input type="checkbox"/> Ownership verified on AGIS	<input type="checkbox"/> Proof of ownership included	<input type="checkbox"/> Letter of authorization included	
Case history number(s) from AGIS: ZA-90-250 , PR-2023-009123			
APO:	CPO#	HPO#	VPO#
Wall variances not allowed in low-density residential development in these 2 areas per 5-7(D)(3)(e):			
1) CPO 3 and 2) Monte Vista / College View Historic Dist. - Mapped Area:			
2) CPO-8 states walls no more than 3 feet high, but may request a variance			CMT

- 4-3(F)(3)(b) Animal species and number shall be regulated pursuant to Article 9-2 of ROA 1994 (Humane and Ethical Animal Rules and Treatment [HEART]), enforced by the City Animal Welfare Department.
- 4-3(F)(3)(c) This use may be operated outside an enclosed structure. Animals shall be contained on the property by a wall, fence, vegetated screen, retaining wall, pen, or enclosure that complies with requirements in Section 14-16-5-7 (Walls and Fences).
- 4-3(F)(3)(d) In Residential zone districts other than R-A or any Mixed-use zone district, keeping cows and horses on a property shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A), provided that both of the following requirements are met.
1. The property contains at least ½ acre of gross land area.
 2. The number of animals does not exceed 1 cow or horse for each 10,000 square feet of net lot area, or equivalent combination. Animals under 4 months old are not counted.
- 4-3(F)(3)(e) Where general agriculture is allowed in the R-A zone district or any Non-residential zone district, keeping cows and horses is allowed as incidental to that use, pursuant to any Use-specific Standards in Subsection 14-16-4-3(D)(3).
- 4-3(F)(3)(f) In the NR-C, NR-BP, NR-LM, and NR-GM zone districts, this use is limited to the keeping of guard dogs, and is subject to an approved permit from the City Animal Welfare Department.

4-3(F)(4) Clean Room

- 4-3(F)(4)(a) This use is only allowed when accessory to a use in the Industrial Uses category pursuant to Table 4-2-1.
- 4-3(F)(4)(b) This use must obtain all applicable State and Federal permits and/or approvals for this activity and comply with the terms of those permits and approvals throughout the duration of the use.
- 4-3(F)(4)(c) This use must comply with air quality permitting requirements found in Part 9-5 of ROA 1994 (Air Quality and Environmental Health Control).
- 4-3(F)(4)(d) This use shall comply with distance separations in the Use-specific Standard for Heavy Manufacturing in Subsection 14-16-4-3(E)(5)(e).

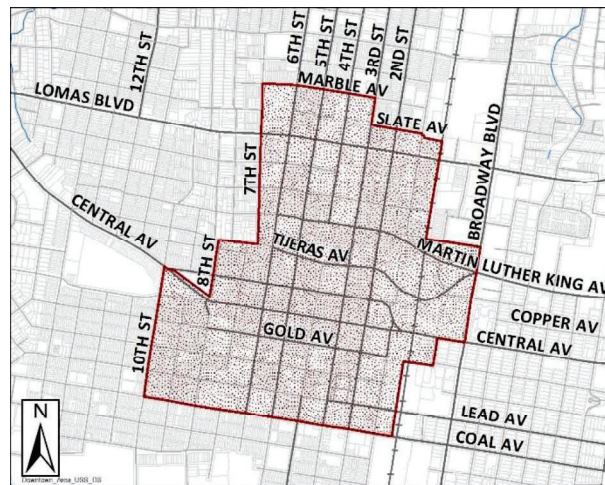
4-3(F)(5) Drive-through or Drive-up Facility

- 4-3(F)(5)(a) Each stacking lane is limited to a maximum order board area of 50 square feet. The face of the order boards shall be oriented away from public streets to the maximum extent practicable. If not practicable, at least 2 evergreen trees shall be planted in the landscape buffer area required by Subsection 14-16-5-5(I)(2)(a) in locations that would best screen the order board from the public right-of-way.

- 4-3(F)(5)(b) This use shall comply with the provisions of Section 14-16-5-5 (Parking and Loading) and Section 14-16-5-9 (Neighborhood Edges).
- 4-3(F)(5)(c) This use is prohibited accessory to cannabis retail.
- 4-3(F)(5)(d) Within 330 feet of Major Public Open Space, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A).
- 4-3(F)(5)(e) Notwithstanding Subsection (d) above, this use is prohibited adjacent to Major Public Open Space.
- 4-3(F)(5)(f) This use is prohibited in the following small areas as noted.

1. Downtown Small Area

This use is prohibited in the following mapped small area.



2. Downtown Neighborhood Area – CPO-3

- a. This use is prohibited in the MX-L zone district unless accessory to a use other than a restaurant or any use in the Retail Sales category.
- b. This use is prohibited in the MX-M zone district.

3. East Downtown – CPO-4

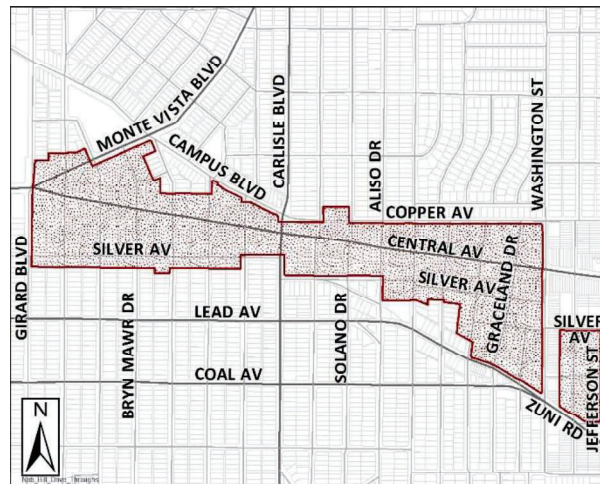
This use is prohibited in the East Downtown – CPO-4.

4. East Downtown – HPO-1

This use is prohibited in the East Downtown – HPO-1.

5. Nob Hill Small Area

This use is prohibited in the following mapped small areas.

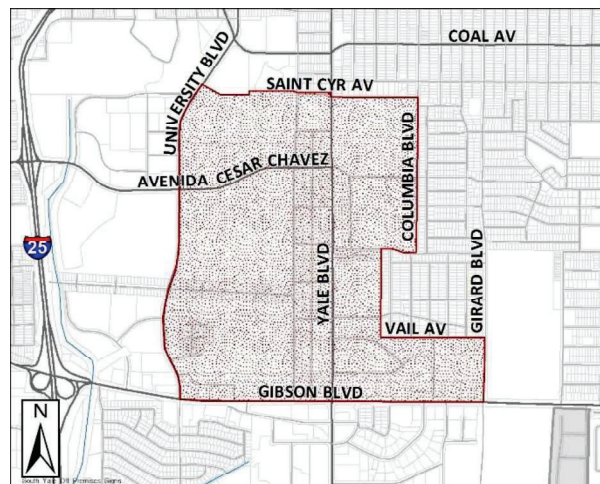


6. Sawmill/Wells Park – CPO-12

This use is prohibited in the MX-L and NR-LM zone districts in the Sawmill/Wells Park – CPO-12.

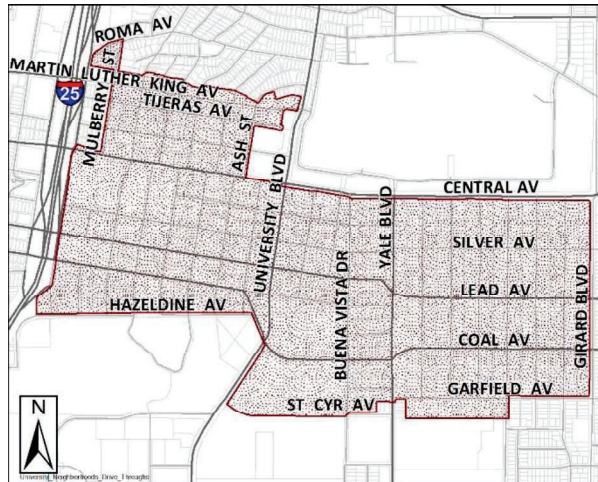
7. South Yale Small Area

This use is prohibited in the MX-L and MX-M zone districts in the following mapped small area.



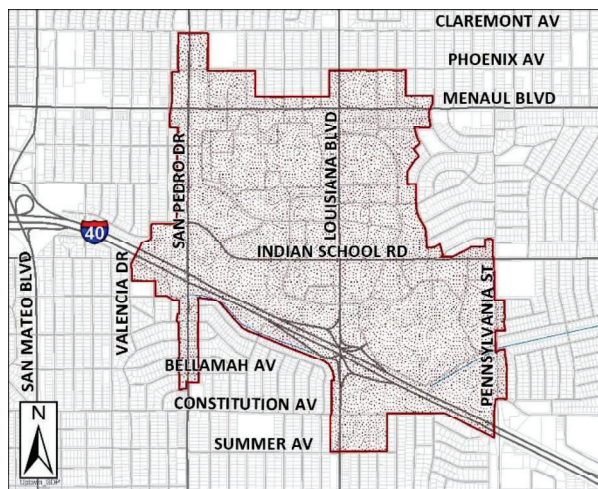
8. University Neighborhoods Small Area

This use is prohibited in any Mixed-use zone district in the following mapped small area.



9. Uptown Small Area

Within 330 feet of Louisiana Boulevard right-of-way between I-40 and Indian School Road, this use is conditional if accessory to a restaurant; otherwise, this use is prohibited if accessory to a restaurant in the following mapped small area (which includes all of the Uptown Urban Center as mapped in the ABC Comp Plan, as amended).

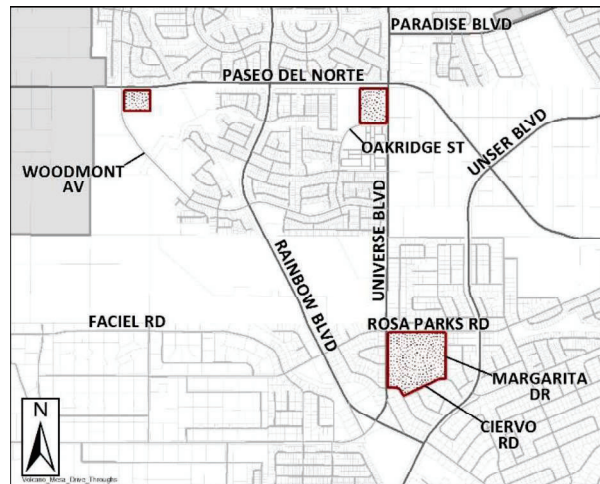


10. Volcano Heights Urban Center

This use is prohibited in the Mixed-use zone districts in this Center as mapped in the ABC Comp Plan, as amended.

11. Volcano Mesa – CPO-13

This use is prohibited, unless accessory to a use other than restaurant, in the 3 areas mapped below.



4-3(F)(6) Dwelling Unit, Accessory

- 4-3(F)(6)(a) Where this use is allowed, only 1 accessory dwelling unit is allowed per lot and is limited to 750 square feet of gross floor area. A garage attached to the accessory dwelling unit shall not count toward this size limit.
1. Where added as accessory to a single-family or two-family detached dwelling, this use must be provided as an accessory building.
 - a. A renovation to a single-family detached dwelling to create a second unit with a kitchen, a separate entrance, and no shared spaces within the original dwelling is regulated separately as a two-family detached dwelling in Table 4-2-1.
 - b. A second kitchen within a single-family or two-family detached dwelling is regulated separately as an allowable accessory use in Table 4-2-1.
 2. In a Mixed-use or Non-residential zone district, an accessory dwelling unit may be added for the caretaker of a primary non-residential use, either attached to or detached from the building with a primary use.
- 4-3(F)(6)(b) A minimum 5-foot side or rear setback is required.
- 4-3(F)(6)(c) An accessory dwelling unit shall be no taller than the primary structure on the property.
- 4-3(F)(6)(d) Building façades of an accessory dwelling unit shall be the same or similar in color to that of the primary building on the lot.
- 4-3(F)(6)(e) A detached accessory dwelling unit shall comply with any applicable provisions of Subsection 14-16-5-11(C)(4) (Accessory Buildings).
- 4-3(F)(6)(f) In any Residential or Mixed-use zone district, a detached accessory dwelling unit shall be located behind the rear wall of a primary building. On corner lots, the accessory dwelling unit shall have the

Part 14-16-4: Use Regulations

4-2: Allowable Uses

Table 4-2-1: Allowable Uses

P = Permissive Primary C = Conditional Primary A = Permissive Accessory CA = Conditional Accessory
 CV = Conditional if Structure Vacant for 5+ years T = Temporary CT = Conditional Temporary
 Blank Cell = Not Allowed

Zone District >>	Residential						Mixed-use				Non-residential									Use-specific Standards
	R-A	R-1	R-MC	R-T	R-ML	R-MH	MX-T	MX-L	MX-M	MX-H	NR-C	NR-BP	NR-LM	NR-GM	NR-SU	A	B	NR-PO	C	
Above-ground storage of fuels or feed													C	P						
Outdoor storage								CA	C	C	C	A	P	P						4-3(E)(17)
Warehousing									C	C	P	P	P	P						4-3(E)(18)
Wholesaling and distribution center									C	C	P	P	P	P						4-3(E)(19)
ACCESSORY AND TEMPORARY USES																				
ACCESSORY USES																				4-3(F)(1)
Agriculture sales stand	A	A	A	A	A	A	A	A	A	A	A	A	CA	CA			A			4-3(F)(2)
Animal keeping	A	A	A	A	A	A	A	A	A	A	A	A	A	A				CA		4-3(F)(3)
Automated Teller Machine (ATM)			A		A	A	A	A	A	A	A	A	A	A		T	T			
Clean Room												CA	A	A						4-3(F)(4)
Drive-through or drive-up facility								A	A	CA	A	A	A							4-3(F)(5)
Dwelling unit, accessory	A	A		A	A		A	A	A		A	A	A	A	A		A			4-3(F)(6)
Family care facility	A	A	A	A	A	A	A	A	A	A										4-3(F)(7)
Family home day care	CA	CA	CA	CA	A	A	A													4-3(F)(8)
Garden	A	A	A	A	A	A	A	A	A	A	A	A	A				A			
Hobby breeder	A	A	A	A																4-3(F)(9)
Home occupation	A	A	A	A	A	A	A	A	A	A										4-3(F)(10)
Independent living facility				A	A	A	A	A	A	A										4-3(F)(11)
Mobile food truck	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A				4-3(F)(12)
Mobile vending cart							A	A	A	A	A	A	A	A		A		A		4-3(F)(13)
Outdoor animal run	A							CA	CA		CA		A	A						4-3(F)(14)
Outdoor dining area							CA	A	A	A	A	A	A	A	A					4-3(F)(15)
Second kitchen in a dwelling	A	A	A	A	A	A	A													4-3(F)(16)
Other use accessory to non-residential primary use							A	A	A	A	A	A	A	A	A			A		4-3(F)(17)
Other use accessory to residential primary use	A	A	A	A	A	A	A	A	A	A										4-3(F)(18)
TEMPORARY USES																				
Temporary Uses That Require A Permit																				
Circus									T		T	T	T							4-3(G)(1)
Construction staging area, trailer, or office	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T			4-3(G)(2)
Dwelling, temporary	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T			4-3(G)(3)
Fair, festival, or theatrical performance	T	T	T	T	T	T	T	T	T	T	T				T	T	T			4-3(G)(4)
Film production	T	T	T	T	T	T	T	T	T	T	T	T	T	T		T				4-3(G)(5)
Open air market							T	T	T	T	T							T		4-3(G)(6)
Park-and-ride facility, temporary						T	T	T	T	T	T	T	T	T	T			T		4-3(G)(7)

June 1, 2024

Mr. Robert Lucero, ZHE
Zoning Hearing Examiner
City of Albuquerque
Plaza del Sol Building
600 Second NW
Albuquerque, NM 87102

RE: Letter of Authorization for Entitlement and Permit Applications for proposed Conditional Accessory Use Permit Approval and associated project Fazal Development Network, Inc. on lands owned by NMR-Avenida RE LLC C/O Murad Fazal, legally described as Tract G-1 Plat of South Barelas Industrial Park Unit #2 Cont 0.8394 AC.

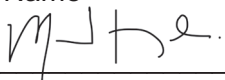
Fazal Development Network, Inc. hereby authorizes Tierra West, LLC to obtain information and submit entitlement and permit applications for a Conditional Accessory Use Permit Approval at the above referenced Property, and act as Fazal Development Network, Inc.'s agent for the limited purpose of entitling, permitting, and subdividing the above referenced Property owned by NMR-Avenida RE LLC C/O Murad Fazal.

Sincerely,

Fazal Development Network, Inc.

Murad Fazal

Print Name



Signature

President

Title

06/02/24

Date

Sergio Lozoya

From: Sergio Lozoya
Sent: Tuesday, May 14, 2024 8:21 AM
To: gcolts@msn.com; bna@seanpotter.co
Cc: Adam Johnstone
Subject: [#2024003] 310 Avenida Cesar Chavez : Conditional Use Permit - Drive Through
Attachments: Barelás Meeting Request - George Franco.pdf; Barelás Meeting Request - Sean Potter.pdf; 310 Avenida Cesar Chavez - Conditional Use Approval.pdf

12d Synergy: -1
12d Synergy Job: Tierra West llc/Projects/2024/2024003 Dunkin at 310 Avenida Cesar Chavez SW
12d Synergy Project: Tierra West llc/Projects/2024/2024003 Dunkin at 310 Avenida Cesar Chavez SW
12dSynergySendGUID: 9430ce99-f51e-4f22-8eac-db3cf7b176be

Greetings,

Please see attached Neighborhood Association meeting request.

Tierra West is applying for a Conditional Use Permit at 310 Avenida Cesar Chavez. The Conditional Use Permit is for a drive through, which is an accessory use to the primary proposed restaurant use.

We have an EPC hearing this Thursday 5.16.24 for the requested Zone Map Amendment to MX-H at the same subject site.

Please respond within 15 days to let us know if you would like to meet and discuss the Conditional Use Permit.

Attached you will find:

1. Meeting request form
2. Zone atlas map
3. Proposed Site Plan
4. Relevant IDO Section

Let me know if you have any questions or would like to discuss.

Best,

Sergio Lozoya
Senior Planner



5571 Midway Park PL., NE
Albuquerque, NM 87109
505-278-7088
505-858-1118 (fax)
SLozoya@tierrawestllc.com
www.tierrawestllc.com

310 AVENIDA CESAR CHAVEZ SW _Public Notice Inquiry Sheet Submission

Office of Neighborhood Coordination <onc@cabq.gov>

Thu 4/11/2024 10:29 AM

To: Adam Johnstone <AJohnstone@tierrawestllc.com>

Cc: Hernandez, Diane <dihernandez@cabq.gov>

1 attachments (555 KB)

3 - IDOZoneAtlasPage_L-14-Z.pdf;

PLEASE NOTE:**The neighborhood association contact information listed below is valid for 30 calendar days after today's date.**

Dear Applicant:

Please find the neighborhood contact information listed below. Please make certain to read the information further down in this e-mail as it will help answer other questions you may have.

Association Name	Association Email	First Name	Last Name	Email	Address Line 1	City	State	Zip	Mobile Phone	Phone
Barelas NA	barelasna505@gmail.com	Sean	Potter	bnas@seanpotter.co	705 Iron AVE SW	Albuquerque	NM	87102		5054801216
Barelas NA	barelasna505@gmail.com	George	Franco	gcolts66@outlook.com	1312 Barelas SW	Albuquerque	NM	87102	5056204513	5052443907

The ONC does not have any jurisdiction over any other aspect of your application beyond this neighborhood contact information. We can't answer questions about sign postings, pre-construction meetings, permit status, site plans, buffers, or project plans, so we encourage you to contact the Planning Department at: 505-924-3857 Option #1, e-mail: devhelp@cabq.gov, or visit: <https://www.cabq.gov/planning/online-planning-permitting-applications> with those types of questions.

Please note the following:

- You will need to e-mail each of the listed contacts and let them know that you are applying for an approval from the Planning Department for your project.
- Please use this online link to find the required forms you will need to submit your permit application. <https://www.cabq.gov/planning/urban-design-development/public-notice>.
- The Checklist form you need for notifying neighborhood associations can be found here: https://documents.cabq.gov/planning/online-forms/PublicNotice/CABQ-Official_public_notice_form-2019.pdf.
- The Administrative Decision form you need for notifying neighborhood associations can be found here: <https://documents.cabq.gov/planning/online-forms/PublicNotice/Emailed-Notice-Administrative-Print&Fill.pdf>.
- Once you have e-mailed the listed contacts in each neighborhood, you will need to attach a copy of those e-mails AND a copy of this e-mail from the ONC to your application and submit it to the Planning Department for approval.

If your application requires you to offer a neighborhood meeting, you can click on this link to find required forms to use in your e-mail to the neighborhood association(s):

<http://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

If your application requires a pre-application or pre-construction meeting, please plan on utilizing virtual platforms to the greatest extent possible and adhere to all current Public Health Orders and recommendations. The health and safety of the community is paramount.

If you have questions about what type of notification is required for your particular project or meetings that might be required, please click on the link below to see a table of different types of projects and what notification is required for each:

<https://ido.abc-zone.com/integrated-development-ordinance-ido?document=1&outline-name=6-1%20Procedures%20Summary%20Table>

Thank you,

Suzie**Suzie Flores**

Senior Administrative Assistant

Office of Neighborhood Coordination (ONC) | City Council Department | City of Albuquerque

(505) 768-3334 Office

E-mail: suzannaflores@cabq.govWebsite: www.cabq.gov/neighborhoods

From: webmaster@cabq.gov <webmaster@cabq.gov>
Sent: Thursday, April 11, 2024 9:59 AM
To: Office of Neighborhood Coordination <AJohnstone@tierrawestllc.com>
Cc: Office of Neighborhood Coordination <onc@cabq.gov>
Subject: Public Notice Inquiry Sheet Submission

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

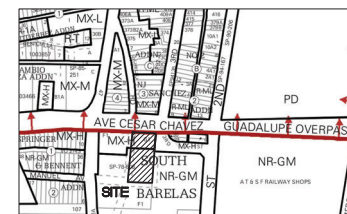
Public Notice Inquiry For:
Zoning Hearing Examiner
If you selected "Other" in the question above, please describe what you are seeking a Public Notice Inquiry for below:
Contact Name
Adam Johnstone
Telephone Number
(505) 858-3100
Email Address
AJohnstone@tierrawestllc.com
Company Name
Tierra West, LLC
Company Address
5571 Midway Park Pl NE
City
Albuquerque
State
NM
ZIP
87109
Legal description of the subject site for this project:
TR G-1 PLAT OF SOUTH BARELAS INDUSTRIAL PARK UNIT #2 CONT 0.8394 AC
Physical address of subject site:
310 AVENIDA CESAR CHAVEZ SW ALBUQUERQUE NM 87102
Subject site cross streets:
Avenida Cesar Chavez SW / 3rd St SW
Other subject site identifiers:
This site is located on the following zone atlas page:
L-14-Z
Captcha
x



THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY CAUTION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

(100' R/W)

PARKING CALCULATIONS		
BUILDING AREA:		AREA (SQUARE FEET)
RESTAURANT		+/- 2,087 SF
OUTDOOR DINING		+/- 500 SF
PARKING REQUIREMENTS:		
RESTAURANT (5.6/1,000 SF)	REQUIRED	PROVIDED
	12 spaces	11 spaces
OUTDOOR DINING (371,000 SF)	2 spaces	2 spaces
TOTAL (# / 20% Reduction)	11 spaces	13 spaces
	REQUIRED	PROVIDED
HANDICAP PARKING	1 spaces	2 spaces
MOTORCYCLE PARKING	1 spaces	2 spaces
BICYCLE PARKING	2 spaces	4 spaces
BIKE/BIKE-OUT/STING	13 spaces	16 spaces



VICINITY MAP - Zone Atlas L-14-Z

LEGAL DESCRIPTION: TR G-1 PLAT OF SOUTH BARELAS
INDUSTRIAL PARK UNIT #2 CONT 0.8424 AC

KEYED NOTES

1. PROPOSED TRASH ENCLOSURE TO COMPLY WITH MINIMUM COA SOLID WASTE STANDARDS. CONTRACTOR SHALL COORDINATE WITH THE SOLID WASTE DEPARTMENT FOR THE REQUIRED INSPECTIONS DURING CONSTRUCTION. THE APPROACH TO THE FACE OF THE TRASH ENCLOSURE MEASURING 37" SHALL NOT EXCEED 1/8" INCH PER FOOT. A SMOOTH SURFACE WILL BE REQUIRED FOR CASTER SERVICE.
2. INSTALL MEDIAN CURB/GUTTER (6" HIGH) PER COA STD DWG 2415A. GUTTER PAN SHALL BE SLOPED TO MATCH THE ADJACENT PAVEMENT. SECTION ON SHEET C1.2.
3. INSTALL PERPENDICULAR OR PARALLEL CURB RAMP PER PLAN USING COA STD DWGS 2440-2446.
4. INSTALL CONCRETE SIDEWALK PER COA STD DWG 2430. SIDEWALK CROSS SLOPE SHALL BE 2% MAX AND SLOPE AWAY FROM CURB.
5. INSTALL ASPHALT PAVEMENT PER GEOTECHNICAL REPORT. HEAVY DUTY PAVEMENT SHALL BE PLACED IN MAIN DRIVEWAYS. LIGHT DUTY PAVEMENT MAY BE USED IN PARKING SPACE AREAS ONLY.
6. INSTALL 4" WIDE PAINT STRIPES AT 45° ANGLE TO PARKING STRIPES, SPACED AT 1'-6" (WHITE PAINT IN PARKING LOT, BLUE PAINT IN ACCESSIBLE PARKING AREAS). MIN. TWO COATS.
7. PAINTED INTERNATIONAL WHEELCHAIR SYMBOL (BLU) PER ADA STANDARDS. MIN. TWO COATS. INDICATE VAN ONLY SPACE AS SHOWN ON PLAN.
8. INSTALL H/C SIGNAGE PER DETAIL, SHEET C02. ADD AVS ACCESSIBLE SIGNAGE. NOTE: SIGNAGE TO BE PLACED IN THE NEARBY TO BUILDING. H/C SIGN MUST INCLUDE LANGUAGE PER 66-7-352.4C CMOSA 1978 "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING." REF DETAIL ON SHEET C1.2.
9. PAINT WORDS "NO PARKING" &/OR "VAN" WITH LETTERS AT LEAST ONE FOOT HIGH AND 2 INCHES WIDE. MIN. TWO COATS.
10. INSTALL 4" WIDE PAINT STRIPES (WHITE) FOR ALL PARKING SPACES. MIN. TWO COATS.
11. INSTALL PRE-CAST WHEEL STOP PER DETAIL, SHEET C1.2.
12. LANDSCAPED AREA. REF. LANDSCAPE PLAN.
13. APPROX. LOCATION OF DUNKIN' DONUTS PLANT SIGNAGE. REF. ARCHITECTURAL PLANS FOR DETAILS. SIGN BY SEPARATE PERMIT.
14. INSTALL DUNKIN DONUTS BRAND "DO NOT ENTER / SEE YOU SOON" SIGNAGE. REF. ARCHITECTURAL PLANS FOR DETAILS.
15. PAINT DUNKIN DIRECTIONAL ARROWS AND SYMBOLS PER DUNKIN STANDARDS.
16. INSTALL DUNKIN' DONUTS DRIVE THRU EQUIPMENT. REF. ARCHITECTURAL PLANS FOR DETAILS.
17. INSTALL 6" HEAVY DUTY CONCRETE PER THE GEOTECHNICAL REPORT. SECTION ON SHEET C1.2.
18. INSTALL BICYCLE RACKS (2) FOR A TOTAL OF FOUR SPACES PER DETAIL, SHEET C1.2.
19. MOTORCYCLE PARKING (2 SPACES). ADD PAINT LABEL "MOTORCYCLE ONLY" (2 COATS) AND SIGNAGE. REF. SHEET C1.2 FOR DETAIL.
20. INSTALL 12" WIDE STOP BAR AND PAINT WORDS "DO NOT ENTER" WITH LETTERS AT LEAST 24 INCHES HIGH AND 3 INCHES WIDE. COLOR: REFLECTIVE YELLOW. MIN. TWO COATS.
21. INSTALL PRIVATE ENTRANCE PER PLAN AND PER COA STD DWG 2426.
22. INSTALL CURB/GUTTER TO MATCH EXISTING PER COA STD DWG 2415A
23. INSTALL STOP SIGN (R-1-1-30). SIGN POST DETAIL ON SHEET C1.2.
24. INSTALL MONOLITHIC CURB ONTO CONCRETE PAVEMENT TO MATCH THE MEDIAN CURB/GUTTER (6" HIGH) PER COA STD DWG 2415A. GUTTER PAN SHALL BE SLOPED TO MATCH THE ADJACENT PAVEMENT.
25. INSTALL STAMPED CONCRETE CROSSWALK PER DETAIL, SHEET C1.2.
26. 11'x11' MINI CLEAR SIGHT TRIANGLE. LANDSCAPING, FENCING, AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE: SIGNS, WALLS, TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GROUND PLANE) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
27. A DRAIN SHALL BE INSTALLED IN THE DUMPSTER ENCLOSURE AREA THAT CONNECTS TO THE SANITARY SEWER. REF. UTILITY PLAN, SHEET C3.1.

W  E

Wooten Engineering
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Phone: (505) 980-3560

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

THESE PLANS ARE CONFIDENTIAL PROPERTY OF INSPIRE BRANDS. UNDER RESTRICTED ACCESS.

dunkin'

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(505) 998-7717
www.archisarchitects.com

**PRELIMINARY
NOT FOR REGULATORY
APPROVAL, PERMITTING,
OR CONSTRUCTION**

SET REVISIONS			DATE
NO	DESCRIPTION	DATE	
1	-	-	SCALE
2			
3			
4			DRAWN
5			
6			CKD
7			
8			APPD

DUNKIN RESTAURANT
3310 AVENIDA CESAR CHAVEZ SW
ALBUQUERQUE NM 87102

SITE PLAN

PROJECT NO. 23-008

C1.1

6-6 DECISIONS REQUIRING A PUBLIC HEARING

6-6(A) CONDITIONAL USE APPROVAL

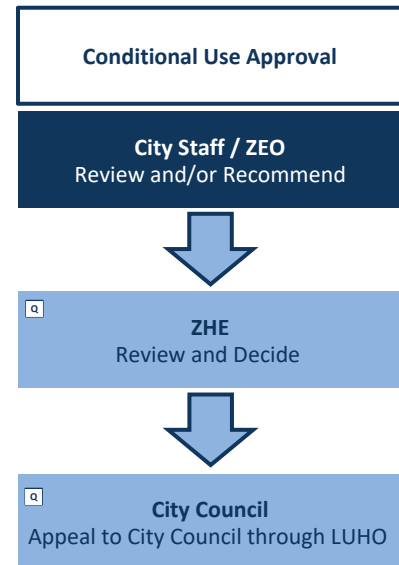
All applicable provisions of Section 14-16-6-4 (General Procedures) apply unless specifically modified by the provisions of this Subsection 14-16-6-6(A) or the DPM.

6-6(A)(1) Applicability

- 6-6(A)(1)(a) This Subsection 14-16-6-6(A) applies to all applications for a use listed as conditional (i.e. Conditional Primary, Conditional Accessory, Conditional Temporary, or Conditional Vacant if the application is submitted after the primary building on the property has been vacant for 5 years or more) in Table 4-2-1. Conditional uses are only allowed if approved pursuant to this Subsection 14-16-6-6(A).

- 6-6(A)(1)(b) A Conditional Use Approval is only valid for the location stated in the application and cannot be transferred to a new location.

- 6-6(A)(1)(c) If an approved conditional use is discontinued for a period of 1 year, it may not be reestablished without a new Conditional Use Approval.



q Indicates Quasi-judicial Hearing

6-6(A)(2) Procedure

- 6-6(A)(2)(a) The City Planning Department staff shall review the application and forward a recommendation to the ZHE.
- 6-6(A)(2)(b) The ZHE shall conduct a public hearing on the application and make a written decision on the application.
- 6-6(A)(2)(c) An application for a Conditional Use Approval must be decided before any Variance or Waiver for the subject property may be decided. Applications for a Variance or Waiver may be submitted concurrently with an application for a Conditional Use Approval.
1. If a Variance or Waiver is needed to comply with this IDO, the DPM, or other adopted City regulations, the decision on the Conditional Use Approval shall be conditioned on approval of any such necessary Variances or Waivers. If the Conditional Use Approval is denied, any necessary Variances or Waivers shall also be denied.
 2. If any Variance or Waiver is required in order to make an approved conditional use comply with this IDO, the DPM, or other adopted City regulations and such Variance or Waiver is not approved, the Conditional Use Approval is invalidated.

6-6(A)(3) Review and Decision Criteria

An application for a Conditional Use Approval shall be approved if it meets all of the following criteria.

- 6-6(A)(3)(a) It is consistent with the adopted ABC Comp Plan, as amended.
- 6-6(A)(3)(b) It complies with all applicable provisions of this IDO, including but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in a prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.
- 6-6(A)(3)(c) It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.
- 6-6(A)(3)(d) It will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.
- 6-6(A)(3)(e) On a project site with existing uses, it will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M.
- 6-6(A)(3)(f) It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.

[Note: Items with an asterisk (*) are required.]

Neighborhood Meeting Request for a Proposed Project in the City of Albuquerque

Date of Request*: 5.14.24

This request for a Neighborhood Meeting for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Neighborhood Association (NA)*: Barelas Neighborhood Association

Name of NA Representative*: George Franco

Email Address* or Mailing Address* of NA Representative¹: gcolts@msn.com

The application is not yet submitted. If you would like to have a Neighborhood Meeting about this proposed project, please respond to this request within 15 days.²

Email address to respond yes or no: slozoya@tierrawestllc.com

The applicant may specify a Neighborhood Meeting date that must be at least 15 days from the Date of Request above, unless you agree to an earlier date.

Meeting Date / Time / Location:

To be determined by facilitator, if requested

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez
Location Description Between 3rd and 4th street
2. Property Owner* NMR-AVENIDA RE LLC ATTN: MURAD FAZAL MANAGER
3. Agent/Applicant* [if applicable] Tierra West LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) [mark all that apply]
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)

¹ Pursuant to [IDO Subsection 14-16-6-4\(K\)\(5\)\(a\)](#), email is sufficient if on file with the Office of Neighborhood Coordination. If no email address is on file for a particular NA representative, notice must be mailed to the mailing address on file for that representative.

² If no one replies to this request, the applicant may be submitted to the City to begin the review/decision process.

[Note: Items with an asterisk (*) are required.]

- ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
- ☐ Variance
- ☐ Waiver
- ☐ Zoning Map Amendment
- ☐ Other: _____

Summary of project/request^{3*}:

The request is for a Conditional Use Approval for a drive-through

5. This type of application will be decided by^{*}: ☐ City Staff
OR at a public meeting or hearing by:
☒ Zoning Hearing Examiner (ZHE) ☐ Development Review Board (DRB)
☐ Landmarks Commission (LC) ☐ Environmental Planning Commission (EPC)
☐ City Council
6. Where more information about the project can be found^{*4}:
email - slozoya@tierrawestllc.com

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)^{*5} L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant^{*}: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards will be requested for this project^{*}:

- ☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation:

N/A

4. An offer of a Pre-submittal Neighborhood Meeting is required by [Table 6-1-1](#)^{*}: ☒ Yes ☐ No

³ Attach additional information, as needed to explain the project/request. Note that information provided in this meeting request is conceptual and constitutes a draft intended to provide sufficient information for discussion of concerns and opportunities.

⁴ Address (mailing or email), phone number, or website to be provided by the applicant

⁵ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*
- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

1. From the IDO Zoning Map⁶:

- a. Area of Property [typically in acres] 0.8394 - acres
- b. IDO Zone District MX-H (Requested at EPC to be heard 5.16.24)
- c. Overlay Zone(s) [if applicable] _____
- d. Center or Corridor Area [if applicable] Major Transit and Main Street Corridors

2. Current Land Use(s) [vacant, if none] Vacant

Useful Links

Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

Cc: _____ [Other Neighborhood Associations, if any]

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Neighborhood Association (NA)*: Barelas Neighborhood Association

Name of NA Representative*: Sean Potter

Email Address* or Mailing Address* of NA Representative¹: bn@seanpotter.co

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Email address to respond yes or no: slozoya@tierrawestllc.com

The applicant may specify a Neighborhood Meeting date that must be at least 15 days from the Date of Request above, unless you agree to an earlier date.

Meeting Date / Time / Location:

To be determined by facilitator, if requested

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez
Location Description Between 3rd and 4th street
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Summary of project/request^{3*}:

The request is for a Conditional Use Approval for a drive-through

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☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation:

N/A

4. An offer of a Pre-submittal Neighborhood Meeting is required by [Table 6-1-1](#)^{*}: ☒ Yes ☐ No

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- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
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Additional Information:

1. From the IDO Zoning Map⁶:

- a. Area of Property [typically in acres] 0.8394 - acres
- b. IDO Zone District MX-H (Requested at EPC to be heard 5.16.24)
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Useful Links

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IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

Cc: _____ [Other Neighborhood Associations, if any]

⁶ Available here: <https://tinurl.com/idozoningmap>



May 13, 2024

Ms. Conchetta Trujillo
Code Enforcement
City of Albuquerque Planning Department
Plaza Del Sol Building
600 2nd NW
Albuquerque, NM 87102

RE: REQUEST FOR A CONDITIONAL USE APPROVAL A FOR DRIVE THROUGH AT 310 AVENIDA CESAR CHAVEZ, TR G-1 PLAT OF SOUTH BARELAS INDUSTRIAL PARK UNIT #2 CONT 0.8394 AC

Dear Ms. Trujillo:

Tierra West LLC, on behalf of our client, Murad Fazal, requests a review of the application for Conditional Use Approval – for a Drive through accessory use to a proposed restaurant (Dunkin’ Donuts). The subject site is located at 310 Avenida Cesar Chavez and is legally described as Tract G-1 Plat of South Barelbas Industrial Park Unit #2 approximately 0.80 acres in size (the subject site).

We are currently in the process of requesting a zone map amendment for the subject site. It has two zoning designations, MX-H on the northern portion and NR-GM on the southern portion (see figure 1 below). The request was originally for a zone map amendment for MX-M, which allows drive-throughs permissively. The neighbors were opposed to this request, so we requested to rezone the site wholly as MX-H, which does not allow drive-throughs permissively. The EPC Zone Map Amendment for MX-H is going to be heard on Thursday May 16, 2024.

The requested Conditional (Accessory) Use Approval is for a drive through. We believe it fulfills all criteria as described in IDO 6-6(A)(3) Review and Decision Criteria. This requested conditional use approval will not negatively impact the surrounding area through increases in traffic, parking, noise or vibration without sufficient mitigation or benefits that outweigh the expected impacts. The City has reviewed and approved the Traffic Impact Study (TIS) associated with the proposed restaurant use and drive through. The TIS shows that the restaurant and drive-through will serve the pass-through traffic and will not generate a large amount of new traffic in the area.

On behalf of Murad Fazal, Tierra West LLC respectfully requests Conditional Use Approval of a drive-through accessory use (the primary use is a restaurant) for a parcel zoned MX-H, located at 310 Avenida Cesar Chavez.

As part of this submittal, please find the proposed site plan and zone atlas map attached.

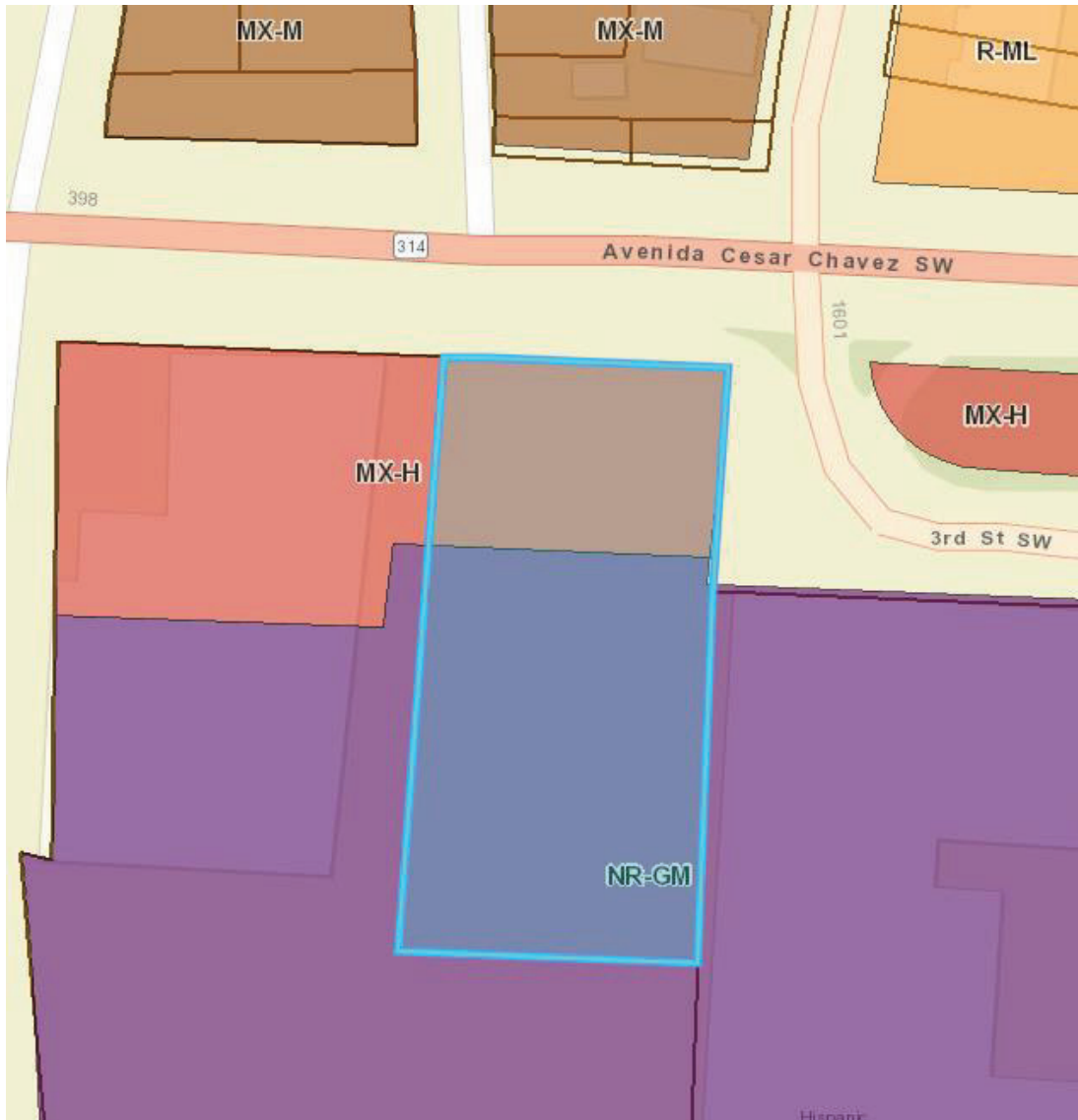


Figure 1: Current zoning designation (split zone)

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

Sergio Lozoya
Sr. Planner

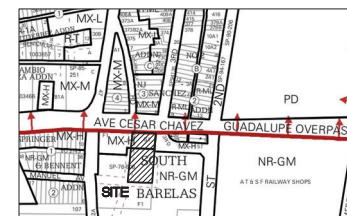
JN: 2024003
SL



THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

(100' R/W)

PARKING CALCULATIONS		
BUILDING AREA:		AREA (SQUARE FEET)
RESTAURANT		+/- 2,087 SF
OUTDOOR DINING		+/- 500 SF
PARKING REQUIREMENTS:		
RESTAURANT (5.6/1,000 SF)	REQUIRED	PROVIDED
	12 spaces	11 spaces
OUTDOOR DINING (3/1,000 SF)	2 spaces	2 spaces
TOTAL (# / 20% Reduction)	11 spaces	13 spaces
	REQUIRED	PROVIDED
HANDICAP PARKING	1 spaces	2 spaces
MOTORCYCLE PARKING	1 spaces	2 spaces
BICYCLE PARKING	2 spaces	4 spaces
DRIVE-THRU QUEUING	12 spaces	16 spaces



VICINITY MAP - Zone Atlas L-14-Z

LEGAL DESCRIPTION: TR G-1 PLAT OF SOUTH BARELAS
INDUSTRIAL PARK UNIT #2 CONT 0.8424 AC

KEYED NOTES

1. PROPOSED TRASH ENCLOSURE TO COMPLY WITH MINIMUM COA SOLID WASTE STANDARDS. CONTRACTOR SHALL COORDINATE WITH THE SOLID WASTE DEPARTMENT FOR THE REQUIRED INSPECTIONS DURING CONSTRUCTION. THE APPROACH TO THE FACE OF THE TRASH ENCLOSURE MEASURING 37" SHALL NOT EXCEED 1/8" INCH PER FOOT. A SMOOTH SURFACE WILL BE REQUIRED FOR CASTER SERVICE.
2. INSTALL MEDIAN CURB/GUTTER (6" HIGH) PER COA STD DWG 2415A. GUTTER PAN SHALL BE SLOPED TO MATCH THE ADJACENT PAVEMENT. SECTION ON SHEET C1.2.
3. INSTALL PERPENDICULAR OR PARALLEL CURB RAMP PER PLAN USING COA STD DWGS 2440-2446.
4. INSTALL CONCRETE SIDEWALK PER COA STD DWG 2430. SIDEWALK CROSS SLOPE SHALL BE 2% MAX AND SLOPE AWAY FROM CURB.
5. INSTALL ASPHALT PAVEMENT PER GEOTECHNICAL REPORT. HEAVY DUTY PAVEMENT SHALL BE PLACED IN MAIN DRIVEWAYS. LIGHT DUTY PAVEMENT MAY BE USED IN PARKING SPACE AREAS ONLY.
6. INSTALL 4" WIDE PAINT STRIPES AT 45° ANGLE TO PARKING STRIPES, SPACED AT 1'-6" (WHITE PAINT IN PARKING LOT, BLUE PAINT IN ACCESSIBLE PARKING AREAS). MIN. TWO COATS.
7. PAINTED INTERNATIONAL WHEELCHAIR SYMBOL (BLU) PER ADA STANDARDS. MIN. TWO COATS. INDICATE VAN ONLY SPACE AS SHOWN ON PLAN.
8. INSTALL H/C SIGNAGE PER DETAIL, SHEET C02. ADD AV ACCESSIBLE SIGNAGE. NOTE: SIGNAGE TO BE PLACED ON THE SIDE OF THE BUILDING. H/C SIGN MUST INCLUDE LANGUAGE PER 866-7-352.4C CMOSA 1978 "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING." REF DETAIL ON SHEET C1.2.
9. PAINT WORDS "NO PARKING" &/OR "VAN" WITH LETTERS AT LEAST ONE FOOT HIGH AND 2 INCHES WIDE. MIN. TWO COATS.
10. INSTALL 4" WIDE PAINT STRIPES (WHITE) FOR ALL PARKING SPACES. MIN. TWO COATS.
11. INSTALL PRE-CAST WHEEL STOP PER DETAIL, SHEET C1.2.
12. LANDSCAPED AREA. REF. LANDSCAPE PLAN.
13. APPROX. LOCATION OF DUNKIN' DONUTS PLANT SIGNAGE. REF. ARCHITECTURAL PLANS FOR DETAILS. SIGN BY SEPARATE PERMIT.
14. INSTALL DUNKIN DONUTS BRAND "DO NOT ENTER / SEE YOU SOON" SIGNAGE. REF. ARCHITECTURAL PLANS FOR DETAILS.
15. PAINT DUNKIN DIRECTIONAL ARROWS AND SYMBOLS PER DUNKIN STANDARDS.
16. INSTALL DUNKIN' DONUTS DRIVE THRU EQUIPMENT. REF. ARCHITECTURAL PLANS FOR DETAILS.
17. INSTALL 6" HEAVY DUTY CONCRETE PER THE GEOTECHNICAL REPORT. SECTION ON SHEET C1.2.
18. INSTALL BICYCLE RACKS (2) FOR A TOTAL OF FOUR SPACES PER DETAIL, SHEET C1.2.
19. MOTORCYCLE PARKING (2 SPACES). ADD PAINT LABEL "MOTORCYCLE ONLY" (2 COATS) AND SIGNAGE. REF. SHEET C1.2 FOR DETAIL.
20. INSTALL 12" WIDE STOP BAR AND PAINT WORDS "DO NOT ENTER" WITH LETTERS AT LEAST 24 INCHES HIGH AND 3 INCHES WIDE. COLOR: REFLECTIVE YELLOW. MIN. TWO COATS.
21. INSTALL PRIVATE ENTRANCE PER PLAN AND PER COA STD DWG 2426.
22. INSTALL CURB/GUTTER TO MATCH EXISTING PER COA STD DWG 2415A
23. INSTALL STOP SIGN (R-1-1-30). SIGN POST DETAIL ON SHEET C1.2.
24. INSTALL MONOLITHIC CURB ONTO CONCRETE PAVEMENT TO MATCH THE MEDIAN CURB/GUTTER (6" HIGH) PER COA STD DWG 2415A. GUTTER PAN SHALL BE SLOPED TO MATCH THE ADJACENT PAVEMENT.
25. INSTALL STAMPED CONCRETE CROSSWALK PER DETAIL, SHEET C1.2.
26. 11'x11' MINI CLEAR SIGHT TRIANGLE. LANDSCAPING, FENCING, AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE: SIGNS, WALLS, TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GROUND PLANE) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
27. A DRAIN SHALL BE INSTALLED IN THE DUMPSTER ENCLOSURE AREA THAT CONNECTS TO THE SANITARY SEWER. REF. UTILITY PLAN, SHEET C3.1.



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NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

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NO	DESCRIPTION	DATE
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3310 AVENIDA CESAR CHAVEZ SW
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SITE PLAN

PROJECT NO. 23-008

C1.1

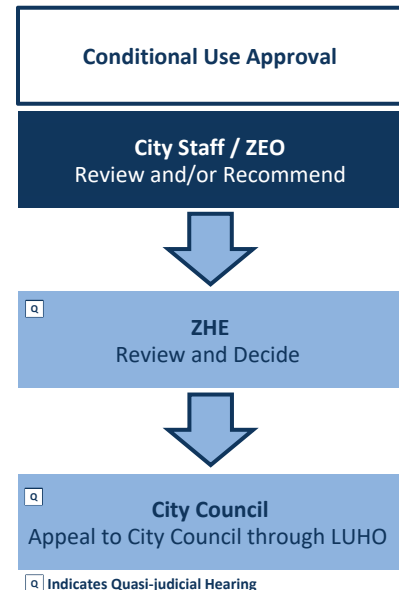
6-6 DECISIONS REQUIRING A PUBLIC HEARING

6-6(A) CONDITIONAL USE APPROVAL

All applicable provisions of Section 14-16-6-4 (General Procedures) apply unless specifically modified by the provisions of this Subsection 14-16-6-6(A) or the DPM.

6-6(A)(1) Applicability

- 6-6(A)(1)(a) This Subsection 14-16-6-6(A) applies to all applications for a use listed as conditional (i.e. Conditional Primary, Conditional Accessory, Conditional Temporary, or Conditional Vacant if the application is submitted after the primary building on the property has been vacant for 5 years or more) in Table 4-2-1. Conditional uses are only allowed if approved pursuant to this Subsection 14-16-6-6(A).
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6-6(A)(2) Procedure

- 6-6(A)(2)(a) The City Planning Department staff shall review the application and forward a recommendation to the ZHE.
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1. If a Variance or Waiver is needed to comply with this IDO, the DPM, or other adopted City regulations, the decision on the Conditional Use Approval shall be conditioned on approval of any such necessary Variances or Waivers. If the Conditional Use Approval is denied, any necessary Variances or Waivers shall also be denied.
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6-6(A)(3) Review and Decision Criteria

An application for a Conditional Use Approval shall be approved if it meets all of the following criteria.

- 6-6(A)(3)(a) It is consistent with the adopted ABC Comp Plan, as amended.
- 6-6(A)(3)(b) It complies with all applicable provisions of this IDO, including but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in a prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.
- 6-6(A)(3)(c) It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.
- 6-6(A)(3)(d) It will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.
- 6-6(A)(3)(e) On a project site with existing uses, it will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M.
- 6-6(A)(3)(f) It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.



June 4, 2024

Mr. Robert Lucero
Zoning Hearing Examiner
Plaza Del Sol Building
600 2nd NW
Albuquerque, NM 87102

**RE: REQUEST FOR A CONDITIONAL USE APPROVAL A FOR DRIVE-THRU
TR G-1 PLAT OF SOUTH BARELAS INDUSTRIAL PARK UNIT #2 CONT 0.8394 AC
310 AVENIDA CESAR CHAVEZ
ZONE ATLAS PAGE L-14-Z**

Dear Mr. Robert Lucero:

Tierra West LLC, on behalf of our client, Fazal Development Network, Inc., requests a Conditional Use Permit for a Drive-through accessory use to a proposed restaurant (Dunkin' Donuts). The subject site is located at 310 Avenida Cesar Chavez and is legally described as Tract G-1 Plat of South Barelas Industrial Park Unit #2 approximately 0.80 acres in size (the "subject site").

Following EPC approval on May 16, 2024, this parcel is zoned MX-H. The parcel originally had a split zoning of MX-H and NR-GM due to a floating zone line. The zone map amendment request was originally for a rezone to MX-M, which allows drive-throughs permissively. The neighbors opposed this request, Tierra West then shifted the requested to rezone the site wholly as MX-H, which does not allow drive-throughs permissively and therefore requires a Conditional Use Permit. The MX-H zone was supported by neighbors, this consensus was reached after several meetings between Barelas Neighborhood Association, Barelas Community Coalition, Tierra West, and CABQ Facilitators.

Planning Context

The Applicant requests a zone change from MX-H and NR-GM to MX-M. Currently, the lot contains an industrial use. It is located within the Central ABQ Community Planning Area and is located within an Area of Change, as designated by the ABC Comp Plan. Furthermore, it is just outside of the Barelas Character Protection Overlay Zone, CPO-1. The subject site abuts the Major Transit Corridor Bridge/Tower Blvd. and is within 660 feet of the 4th St. Major Transit Corridor. Both are also Main Street Corridors.

The overall area is characterized by a variety of uses. Abutting the subject property to the west is an industrial warehouse that shares the MX-H/NR-GM split zoning. To the southwest of the property is the Hispanic Cultural Center, zoned NR-GM. East of the property, across a small section of 3rd St., lies a small section of vacant land. Directly north of the property, across Avenida Cesar Chavez, is land that alternates between residential uses and vacancy, with their zones being MX-M, MX-L, and R-ML.

See Figure 1 and Table 1 below for zoning information.

Request

The requested Conditional (Accessory) Use Approval is for a drive through. As described in this letter, the request fulfills all criteria as described in IDO 6-6(A)(3) Review and Decision Criteria. This requested conditional use approval will not negatively impact the surrounding area through increases in traffic, parking, noise or vibration without sufficient mitigation or benefits that outweigh the expected impacts.

The City has reviewed and approved the Traffic Impact Study (TIS) associated with the proposed restaurant use and drive through. The TIS shows that the restaurant and drive-through will serve the pass-through traffic and will not generate a large amount of new traffic in the area.

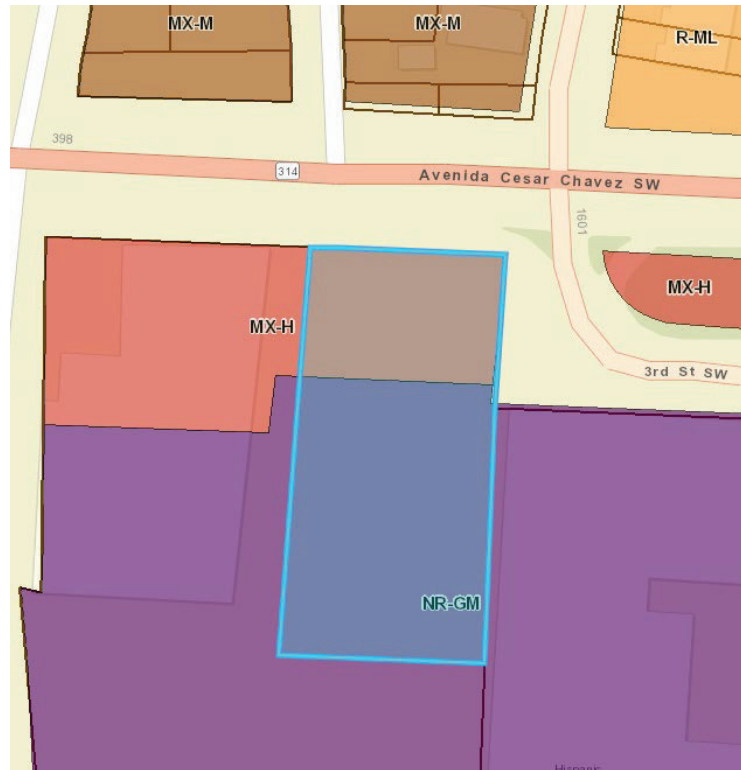


Figure 1: Zoning of subject site.

Table 1. Surrounding Zoning		
North	MX-M, MX-L R-ML	Mixed-Use, Low and Medium Intensity Residential – Low Density Multi-Family
East	MX-H	Mixed-Use, High Intensity
South	NR-GM	Non-residential – General Manufacturing
West	MX-H NR-GM	Mixed-Use, High Intensity Non-residential – General Manufacturing
Subject Site	MX-H NR-GM	Mixed-Use, High Intensity Non-residential – General Manufacturing

Policy Analysis

This request for a Conditional Use Permit supports multiple Goals and Policies found within the Albuquerque Bernalillo County Comprehensive Plan (ABC Comp Plan), as described below.

Goal 4.1, Character – Enhance, protect, and preserve distinct communities.

The requested Conditional Accessory Use Approval would facilitate development of this lot that would alleviate development pressure imposed directly within the neighboring Barelás CPO, thus preserving, enhancing, and protecting the character of all neighboring communities, including Barelás. The proposed zone map amendment supports this goal by improving, safeguarding, and maintaining the

unique communities in and around Barelás. It enables the potential development of a parcel near a historic neighborhood, offering essential services to the community while ensuring potential development is appropriate in scale and intensity for the area.

Additionally, this request involved a partial downzone, aligning better with the surrounding area's general character under the MX-H zone district standards. Furthermore, the Bridge/4th Comprehensive Plan Activity Center that this site is in is characterized by various uses of varying intensity, such as a cultural center, gas station, car parts shop, and fast-food restaurants. This zone change to MX-H would therefore enhance, protect, and preserve the distinct mixed-intensity, mixed-use character by encouraging development appropriate for the area. This request is consistent with Goal 4.1 – Character.

Policy 4.1.4, Neighborhoods – Enhance, protect, and preserve neighborhoods and traditional communities as key to our long-term health and vitality.

This request enhances, protects, and preserves neighborhoods and traditional communities by facilitating development that has been reviewed by and adjusted to support the unique and traditional Barelás neighborhood. This development would reduce development pressure in the Barelás neighborhood, further protecting the community and working to ensure its long-term health and viability. Finally, the introduction of this new use would provide an additional amenity via an easily accessible commercial restaurant, which would contribute to the community's long-term health and vitality. This request is consistent with Policy 4.1.4 – Neighborhoods.

Goal 5.1, Centers & Corridors – Grow as a community of strong Centers connected by a multi-modal network of Corridors.

This zone map amendment is for a parcel located within the Bridge/4th Comprehensive Plan Activity Center. The approval of the conditional use permit would facilitate high-quality active development in this center and would encourage the development of a strong Center that is connected to other Centers by a multi-modal network of Corridors. Furthermore, currently, only around half of the lot is being utilized, and it is being utilized in a way which does not provide many services to the communities that frequent the Center.

Should the conditional use permit be approved, the resulting development would contribute the creating a strong and connected Bridge/4th Center. The access to this Center is facilitated by its proximity within the Bridge/Tower Blvd Major Transit Corridor, which spans from the nearby Bridge/4th intersection to Coors Blvd, providing quick access to the Center for the South Valley. The site is also within the 4th St Major Transit Corridor, which spans from the Bridge/4th intersection to Silver Ave, further increasing ease of access to this site. Finally, if this zone map amendment were approved, the newly allowed uses would be in character not just for the area but for an Activity Center that is connected to multiple Corridors. The request is consistent with Goal 5.1 – Centers & Corridors.

Policy 5.1.1, Desired Growth – Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

The proposed conditional accessory use approval would capture regional growth in the Bridge/4th Activity Center to help shape the built environment into a sustainable development pattern because it would encourage redevelopment within a Center, a more appropriate area designed to accommodate growth over time. The Bridge/4th Activity Center connects to nearby communities via 4th St. SW, an urban minor arterial road, and Bridge Blvd, an urban principal arterial road. The approval of this zone map amendment would direct desired growth to a Center. Furthermore, the strengthening of the Bridge/4th Activity Center captures the regional growth that has been occurring on the south side of Albuquerque, especially since the Center is served by the Major Transit Corridors Bridge/Tower Blvd and 4th St. SW. The request is consistent with Policy 5.1.1 – Desired Growth.

Policy 5.1.2, Development Areas: Direct more intense growth to Centers and Corridors and use Development Areas to establish and maintain appropriate density and scale of development within areas that should be more stable.

The proposed conditional use approval would direct more intense growth to the Bridge/4th Activity Center by encouraging redevelopment of the subject site. Furthermore, the site sits within an Area of Change, and the zone change would establish and maintain an appropriate density and scale of development within the Center, which should be more stable. The site is also located within the Major Transit Corridors of Bridge/Tower Blvd and 4th St. SW, where similar developments exist. Therefore, the approval of this zone map amendment would encourage redevelopment with an appropriate density and scale in a Center and Area of Change. The request is consistent with Policy 5.1.2 - Development Areas.

Policy 5.1.6, Activity Centers – Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses.

The approval of the conditional use approval would foster the Bridge / 4th center as a mixed-use center of activity with a range of services and amenities by providing a restaurant with a drive through to support other nearby land uses which include residential, commercial, and community amenities. The request is consistent with Policy 5.1.6 Activity Centers.

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

The proposed conditional accessory use permit would support Goal 5.2 through fostering a community where residents can live, work, learn, shop, and play together because it would encourage redevelopment of a vacant and underutilized lot. The development of this lot would bring jobs and services to nearby residents, thereby fostering a community where residents can work, shop, and play together. The request is consistent with Goal 5.2 – Complete Communities

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

The proposed zone map amendment would support Policy 5.2.1 by facilitating redevelopment in a healthy, sustainable, distinct community. In particular, the restaurant and accessory drive through use is a flexible use that can provide a variety of services to the surrounding neighborhoods. Furthermore, the site's location along the 4th Main Street Corridor and the Bridge/Tower Major Transit Corridor thus the proposed development would be conveniently accessible from surrounding neighborhoods. The request is consistent with Policy 5.2.1 Land Uses.

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

The request is consistent with Goal 5.3 Efficient Development patterns because the subject site is in an area with existing infrastructure and public facilities. The subject site also promotes the use of transit, a public amenity, as it is located along the Bridge / Tower Major Transit Corridor. The request is consistent with Goal 5.3: Efficient Development Patterns.

Policy 5.3.1, Infill Development – Support additional growth in areas with existing infrastructure and public facilities.

The request is consistent with Goal 5.3 Efficient Development patterns because the subject site is in an area with existing infrastructure and public facilities. The subject site also promotes the use of transit, a public amenity, as it is located along the Bridge / Tower Major Transit Corridor. The request is also nearby the National Hispanic Cultural Center, and can support the center by providing amenities to those who frequent events there. The request is consistent with Goal 5.3: Efficient Development Patterns.

IDO 14-16-6-6(A)(3) Review and Decision Criteria

This request meets all IDO justification criteria as listed in 14-16-6-6(A)(3), Review and Decision Criteria as outlined below.

14-16-6-6(A)(3)(a) It is consistent with the adopted ABC Comp Plan, as amended.

As discussed above, the requested conditional use permit approval will benefit the surrounding neighborhood by being consistent with Goals and Policies in the ABC Comp Plan as shown in the previous analysis. The proposed redevelopment of this lot is consistent and not in conflict with the health, safety, and general welfare of the City. The analysis describes how the proposed Zone Map Amendment furthers Goals and Policies regarding Character, Centers and Corridors, Complete Communities, and City Development Areas. These Goals and policies are supported because the request will provide for an array of moderate-intensity retail, commercial, or institutional uses as described in the definition of MX-H. The request meets criterion a.

14-16-6-6(A)(3)(b) It complies with all applicable provisions of this IDO, including but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in a prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.

The requested Conditional Use Approval complies with all provision with the IDO, including but not limited to any Use-Specific Standards applicable to the use in Section 14-16-4-3; the DPM, other adopted City regulations, and all requirements outlined above. The proposed development and site plan meets all said requirements. The request meets criterion b.

14-16-6-6(A)(3)(c) It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.

The proposed conditional accessory use for a Drive-through or drive-up facility will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community. In fact, the proposed development will benefit the surrounding community as demonstrated in the policy analysis above. Further, a Traffic Impact Study has been completed and shows that the development will largely serve existing pass-through traffic and will not generate a significant amount of new traffic.

This will be discussed further in criterion D below. The request meets criterion c.

14-16-6-6(A)(3)(d) It will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

The request will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

Below is a statement regarding traffic, directly from the City reviewed and approved Traffic Impact Study, found on page 15.

Proposed Site Traffic Generation

The estimate of vehicle traffic to be generated by the proposed Dunkin is based upon the proposed land use types and sizes. The vehicle trip generation was calculated using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Land-Use Code 937 (Coffee/Donut Shop with Drive-Through Window) was utilized. The ITE trip generation sheets are included in the Appendix.

It is important to note that surveys conducted by ITE have shown that a percentage of trips made to coffee/donut shops with drive-through lanes are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from work-to-lunch and work-to-home trips. Such diverted trips are referred to as “pass-by” trips. **Based on information published by ITE for coffee/donut shops, approximately 85 to 95 percent of trips are pass-by trips. However, in order to provide a conservative analysis, only a 70 percent pass-by reduction was applied to the trips estimated to be generated by Dunkin.**

Table 2 below shows the estimated vehicle trip generation for the weekday morning peak hour, weekday evening peak hour, and daily trips.

Table 2 Estimated Peak Hour Vehicle Trip Generation

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive-Through (1,700 s.f.)	74	72	146	33	33	66	454	454	908
	<i>70% Pass-By Reduction</i>	<i>-51</i>	<i>-51</i>	<i>-102</i>	<i>-23</i>	<i>-23</i>	<i>-46</i>	<i>-318</i>	<i>-318</i>	<i>-636</i>
	Total New Trips	23	21	44	10	10	20	136	136	272

The approved Traffic Impact Study shows that well over half of the Dunkin Donut trips are projected to be pass-by trips, meaning that the vehicles are already traveling on Avenida Cesar Chavez, but they decide to pick up a cup of coffee and / or a donut on their way to work or home. Tierra West estimates that approximately 50 of the 74 trips entering and 50 of the 72 trips exiting during the AM Peak Hour are already driving on Avenida Cesar Chavez. Only about 22 or so are new trips on the roadway. (20 trips per hour added to the roadway is one new vehicle every 3 minutes on average). The pass-by trips would not be increasing traffic volumes on Avenida Cesar Chavez.

The request meets criterion d.

14-16-6-6(A)(3)(e) On a project site with existing uses, it will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M.

The subject site is partially vacant and is partially being used as an outdoor vehicle storage yard. These uses will no longer be in place as the proposed Dunkin Donuts with drive through will replace them. The hours of operation for the proposed use will be from 5:00am to 10:00pm and will not generate any non-residential activity from 10:00pm – 6:00am. The request meets criterion e.

14-16-6-6(A)(3)(f) It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.

The proposed use and associated plan have designated pedestrian pathways, and the drive through is designed as such to minimize interactions with pedestrians. The proposed Conditional Use Approval will not negatively impact pedestrian or transit connectivity without appropriate mitigation. As described above, the traffic generated by the proposed use is minimal, and will mostly serve pass through traffic.

The request meets criterion f.

Conclusion

On behalf of Fazal Development Network, Inc., Tierra West LLC respectfully requests Conditional Use Approval of a drive-through accessory use (the primary use is a restaurant) for a parcel zoned MX-H, located at 310 Avenida Cesar Chavez.

As part of this submittal, please find the proposed site plan and zone atlas map attached.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sergio Lozoya', with a stylized, flowing script.

Sergio Lozoya

Sr. Planner

JN: 2024003

SL



Photo of 310 Avenida Cesar Chavez

Hernandez, Diane

From: Donna Bohannon <djb@tierrawestllc.com>
Sent: Thursday, June 6, 2024 3:24 PM
To: Hernandez, Diane
Cc: Jay Miller; Sergio Lozoya; Adam Johnstone
Subject: [#2024003] 2024003 FW: Payment Confirmation: 2024158001-28

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Please see below for payment confirmation.

Donna J. Bohannon
Owner
Tierra West LLC
5571 Midway Park Pl., NE
Albuquerque, NM 87109
505-858-3100
505-858-1118 (fax)
djb@tierrawestllc.com
www.tierrawestllc.com

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From: NOREPLY_cabq@ipayment.com <NOREPLY_cabq@ipayment.com>
Sent: Thursday, June 6, 2024 3:15 PM
To: Donna Bohannon <djb@tierrawestllc.com>
Subject: Payment Confirmation: 2024158001-28



CITY OF ALBUQUERQUE REAL
ESTATE OFFICE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

SANCHEZ JOSEPH RUDY TR
SANCHEZ TRUST
1512 4TH ST SW
ALBUQUERQUE NM 87102-1421

NATIONAL HISPANIC CULTURAL
CENTER OF NM
1701 4TH ST SW
ALBUQUERQUE NM 87102-4508

VIGIL ALAN A
4300 STANDFIER CT SW
ALBUQUERQUE NM 87105

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

VIGIL ALAN A
4300 STANDFIER CT SW
ALBUQUERQUE NM 87105

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

3RIA INC
1701 2ND ST SW
ALBUQUERQUE NM 87102-4505

OLMI ANTONIO M & ROGER D JONES
1500 ARCHULETA DR NE
ALBUQUERQUE NM 87112

SANCHEZ ELOISA ETAL
1521 DENNISON RD SW
ALBUQUERQUE NM 87105-2815

ABORN AURORA M & SANCHEZ C
1518 BARELAS ST SW
ALBUQUERQUE NM 87102

CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

OLMI ANTONIO M & JONES ROGER D
1500 ARCHULETA DR NE
ALBUQUERQUE NM 87112-4891

NMR-AVENIDA RE LLC ATTN: MURAD
FAZAL MANAGER COURT A
1 S 376 SUMMIT AVE SUITE B
OAKBROOK TERRACE IL 60181-0000

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: ABORN AURORA M & SANCHEZ C

Mailing Address*: 1518 BARELAS ST SW ALBUQUERQUE NM 87102

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelas Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

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Property Owner within 100 feet*: CITY OF ALBUQUERQUE REAL ESTATE OFFICE

Mailing Address*: PO BOX 1293, ALBUQUERQUE NM 87103-2248

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

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2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
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 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

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Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

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<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: CITY OF ALBUQUERQUE

Mailing Address*: PO BOX 1293 ALBUQUERQUE NM 87103-2248

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

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⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

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<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: CITY OF ALBUQUERQUE

Mailing Address*: PO BOX 1293 ALBUQUERQUE NM 87103-2248

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

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IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: CITY OF ALBUQUERQUE

Mailing Address*: PO BOX 1293 ALBUQUERQUE NM 87103-2248

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

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**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: NATIONAL HISPANIC CULTURAL CENTER OF NM

Mailing Address*: 1701 4TH ST SW ALBUQUERQUE NM 87102-4508

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelmas Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Zoning Hearing Examiner (ZHE) | <input type="checkbox"/> Development Review Board (DRB) |
| <input type="checkbox"/> Landmarks Commission (LC) | <input type="checkbox"/> Environmental Planning Commission (EPC) |

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

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1. Zone Atlas Page(s)*⁴ L-14-Z
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3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

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**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: NMR-AVENIDA RE LLC ATTN: MURAD FAZAL MANAGER COURT A
Mailing Address*: 1 S 376 SUMMIT AVE SUITE B OAKBROOK TERRACE IL 60181-0000

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelmas Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
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 - ☐ Variance
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 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
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¹ Attach additional information, as needed to explain the project/request.

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Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

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 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
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[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: OLMI ANTONIO M & JONES ROGER D

Mailing Address*: 1500 ARCHULETA DR NE ALBUQUERQUE NM 87112-4891

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
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 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Zoning Hearing Examiner (ZHE) | <input type="checkbox"/> Development Review Board (DRB) |
| <input type="checkbox"/> Landmarks Commission (LC) | <input type="checkbox"/> Environmental Planning Commission (EPC) |

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

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6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

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<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: OLMI ANTONIO M & ROGER D JONES

Mailing Address*: 1500 ARCHULETA DR NE ALBUQUERQUE NM 87112

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Zoning Hearing Examiner (ZHE) | <input type="checkbox"/> Development Review Board (DRB) |
| <input type="checkbox"/> Landmarks Commission (LC) | <input type="checkbox"/> Environmental Planning Commission (EPC) |

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

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<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: SANCHEZ ELOISA ETAL

Mailing Address*: 1521 DENNISON RD SW ALBUQUERQUE NM 87105-2815

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelás Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

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⁵ Available here: <https://tinyurl.com/idozoningmap>

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: SANCHEZ JOSEPH RUDY TR SANCHEZ TRUST

Mailing Address*: 1512 4TH ST SW, ALBUQUERQUE NM 87102-1421

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelmas Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
 - ☐ Development Review Board (DRB)
 - ☐ Landmarks Commission (LC)
 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:
tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

Project Information Required for Mail/Email Notice by [IDO Subsection 6-4\(K\)\(1\)\(b\)](#):

1. Zone Atlas Page(s)*⁴ L-14-Z
2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above
3. The following exceptions to IDO standards have been requested for this project*:

☐ Deviation(s) ☐ Variance(s) ☐ Waiver(s)

Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
- ☐ b. Access and circulation for vehicles and pedestrians.*
- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- ☐ d. **For residential development***: Maximum number of proposed dwelling units.
- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
 - ☐ Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
 2. IDO Zone District MX-H (recently approved, previously MX-H/NR-GM split)
 3. Overlay Zone(s) [if applicable] None
 4. Center or Corridor Area [if applicable] Bridge/Tower Blvd Major Transit Corridor, 4th St Main Street Corridor, Bridge/4th Activity Center
- Current Land Use(s) [vacant, if none] North portion vacant / south portion wholesaling and distribution center

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

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**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: June 4, 2024

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: VIGIL ALAN A

Mailing Address*: 4300 STANDFIER CT SW ALBUQUERQUE NM 87105

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* 310 Avenida Cesar Chavez SW
Location Description Tract G-1 Plat of South Barelmas Industrial Park Unit #2 containing 0.8394 Acres
2. Property Owner* NMR-Avenida Re LLC ATTN: Murad Fazal Manager Court A
3. Agent/Applicant* *[if applicable]* Tierra West, LLC
4. Application(s) Type* per IDO [Table 6-1-1](#) *[mark all that apply]*
 - ☒ Conditional Use Approval
 - ☐ Permit _____ (Carport or Wall/Fence – Major)
 - ☐ Site Plan
 - ☐ Subdivision _____ (Minor or Major)
 - ☐ Vacation _____ (Easement/Private Way or Public Right-of-way)
 - ☐ Variance
 - ☐ Waiver
 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

5. This application will be decided at a public meeting or hearing by*:
 - ☒ Zoning Hearing Examiner (ZHE)
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 - ☐ Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 16, 2024, 9:00AM

Location*²: Zoom: <https://cabq.zoom.us/j/6288000074>

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

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tierrawestllc.com | slozoya@tierrawestllc.com | (505) 858-3100

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Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
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- ☐ c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

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Additional Information:

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1. Area of Property [typically in acres] 0.8394 Acres
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Property Owner within 100 feet*: VIGIL ALAN A

Mailing Address*: 4300 STANDFIER CT SW ALBUQUERQUE NM 87105

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

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 - ☐ Other: _____

Summary of project/request¹*:

Conditional Use Permit to allow for drive-thru for proposed restaurant

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Date/Time*: July 16, 2024, 9:00AM

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Explanation*:

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): ☒ Yes ☐ No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

A Pre-submittal Neighborhood Meeting did not occur.

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- ☐ a. Location of proposed buildings and landscape areas.*
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² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

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- ☐ e. **For non-residential development***:
 - ☐ Total gross floor area of proposed project.
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From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] 0.8394 Acres
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⁵ Available here: <https://tinyurl.com/idozoningmap>

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



ABORN AURORA M & SANCHEZ C
1518 BARELAS ST SW
ALBUQUERQUE NM 87102

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



3RIA INC
1701 2ND ST SW
ALBUQUERQUE NM 87102-4505

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

TERRA West LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



CITY OF ALBUQUERQUE REAL
ESTATE OFFICE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

TERRA West LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



CITY OF ALBUQUERQUE
PO BOX 1293
ALBUQUERQUE NM 87103-2248

TERRA West LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



NMRR-AVENIDA RE LLC ATTN: MURAD
FAZAL MANAGER COURT A
1 S 376 SUMMIT AVE SUITE B
OAKBROOK TERRACE IL 60181-0000

TERRA West LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109



NATIONAL HISPANIC CULTURAL
CENTER OF NM
1701 4TH ST SW
ALBUQUERQUE NM 87102-4508

OLMI ANTONIO M & ROGER D JONES
1500 ARCHULETA DR NE
ALBUQUERQUE NM 87112

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
JERRA O/EST, LLC



5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
JERRA O/EST, LLC

OLMI ANTONIO M & JONES ROGER D
1500 ARCHULETA DR NE
ALBUQUERQUE NM 87112-4891



SANCHEZ JOSEPH RUDY TR
SANCHEZ TRUST
1612 4TH ST SW
ALBUQUERQUE NM 87102-1421

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
JERRA O/EST, LLC



5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
JERRA O/EST, LLC

SANCHEZ ELOISA ETAL
1521 DENNISON RD SW
ALBUQUERQUE NM 87105-2815



VIGIL ALANA
4300 STANDFIER CT SW
ALBUQUERQUE NM 87105

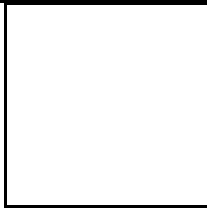


5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
TERRA OCEANIC LLC

VIGIL ALANA
4300 STANDFIER CT SW
ALBUQUERQUE NM 87105



5571 MIDWAY PARK PLACE NE
ALBUQUERQUE NM 87109
TERRA OCEANIC LLC



Receipt

Your Reference Number:

2024158001-28

06/06/2024 3:12:11 PM

TRANSACTIONS

Building Permits, Business Registrations, Code Enforcement Permits and Planning Applications	\$265.20
2024158001-28-1	
Name: TIERRA WEST LLC TIERRA WEST LLC - CU161629248	
Customer Number: CU161629248	
Permit Information	\$50.00
Permit Number: VA-2024-00179	
Permit Description: PL003: Planning: Published Notice (Variance and Appeals)	
Name: TIERRA WEST LLC TIERRA WEST LLC - CU161629248	
Permit Information	\$10.00
Permit Number: VA-2024-00179	
Permit Description: PL004: Planning: Posted Sign Fee (Variance and Appeals)	
Name: TIERRA WEST LLC TIERRA WEST LLC - CU161629248	
Permit Information	\$50.00
Permit Number: VA-2024-00179	
Permit Description: PL002: Planning: Pre-Application Meeting (Variance and Appeals)	
Name: TIERRA WEST LLC TIERRA WEST LLC - CU161629248	
Permit Information	\$5.20
Permit Number:	

VA-2024-00179

Permit Description:

TF001: Planning: Technology Fee Application (Variance and Appeals)

Name:

TIERRA WEST LLC TIERRA WEST LLC - CU161629248

Permit Information

\$100.00

Permit Number:

VA-2024-00179

Permit Description:

PL002: Planning: Application Fee (Variance and Appeals)

Name:

TIERRA WEST LLC TIERRA WEST LLC - CU161629248

Permit Information

\$50.00

Permit Number:

VA-2024-00179

Permit Description:

PL001: Planning: Facilitated Meeting Fee (Variance and Appeals)

Name:

TIERRA WEST LLC TIERRA WEST LLC - CU161629248

Visa Service Fee

\$7.29

2024158001-28-8

TOTAL AMOUNT:\$272.49

PAYMENT

Visa Credit Sale M

\$265.20

Card Number:

*****0227

First Name:

Donna

Last Name:

Bohannon

Auth Code:

05628G

Visa Service Fee Credit Sale M

\$7.29

Card Number:

*****0227

First Name:

Donna

Last Name:

Bohannon

Payment Type:

credit
Auth Code:
08819G

CE2024158001-28

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the Integrated Development Ordinance are responsible for the posting and maintaining of one or more signs on the property which is subject to the application, as shown in Table 6-1-1. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproof signs are provided at the time of application for a \$10 fee per sign. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign(s).

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to any public meeting or hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Development Services Front Counter.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be at least two feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs may be required on unpaved street frontages.
- B. If the land does not abut a public street, then, in addition to a sign placed on the property, a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or a full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from July 1st, 2024 To August 15, 2024

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Development Services Front Counter Staff. I understand (A) my obligation to keep the sign(s) posted for (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

Sergio Lozoya


(Applicant or Agent)

6/10/24

(Date)

I issued _____ signs for this application, _____, _____
(Date) (Staff Member)

PROJECT NUMBER: PR-2024-010482, VA-2024-00179



CITY OF ALBUQUERQUE INVOICE

TIERRA WEST LLC TIERRA WEST LLC

5571 MIDWAY PARK PLACE

Reference NO: VA-2024-00179

Customer NO: CU-161629248

Date	Description	Amount
6/06/24	2% Technology Fee	\$5.20
6/06/24	Application Fee	\$100.00
6/06/24	Facilitated Meeting Fee	\$50.00
6/06/24	Posted Sign Fee	\$10.00
6/06/24	Pre-Application Meeting Fee	\$50.00
6/06/24	Published Notice Fee	\$50.00

Due Date: **6/06/24**

Total due for this invoice:

\$265.20

Options to pay your Invoice:

1. Online with a credit card: <https://posse.cabq.gov/posse/pub/lms/Default.aspx>
2. In person: Plaza Del Sol, 600 2nd St. NW, Albuquerque, NM 87102

PLEASE RETURN THE BOTTOM PORTION OF THIS INVOICE NOTICE WITH PAYMENT



City of Albuquerque
PO Box 1293
Albuquerque, NM 87103

Date: 6/06/24
Amount Due: \$265.20
Reference NO: VA-2024-00179
Payment Code: 130
Customer NO: CU-161629248

TIERRA WEST LLC TIERRA WEST LLC
5571 MIDWAY PARK PLACE
ALBUQUERQUE, NM 87109



130 0000VA2024001790010254667205303248000000000000002652CU161629248



SPECIAL EXCEPTION REQUEST
Property Address: 210 Avenida Cesar Chavez
Property Owner: Wendy Davis LLC dba Wendy Davis
Name of Applicant: Wendy Davis LLC dba Wendy Davis
Summary of Request: Special exception to allow for
extra trash enclosures on 11/17/2016
A public hearing is required and will be held
electronically via Zoom and/or in person in the
Plaza Del Sol Hearing Room at 600 2ND ST NW
on 11/17/2016 at 9:00 AM.
Required posting dates: 11/17/2016 to 11/24/2016
For information, contact the City of Albuquerque
Planning Department at (505) 924-3894.
REFER TO FILE: 16-00000-0014



July 10, 2024

Mr. Robert Lucero
Zoning Hearing Examiner
Plaza Del Sol Building
600 2nd NW
Albuquerque, NM 87102

**RE: REQUEST FOR A CONDITIONAL USE APPROVAL A FOR DRIVE-THRU
TR G-1 PLAT OF SOUTH BARELAS INDUSTRIAL PARK UNIT #2 CONT 0.8394 AC
310 AVENIDA CESAR CHAVEZ
ZONE ATLAS PAGE L-14-Z**

Dear Mr. Robert Lucero:

Tierra West LLC, on behalf of our client, Fazal Development Network, Inc., requests a Conditional Use Permit for a Drive-through accessory use to a proposed restaurant (Dunkin' Donuts). The subject site is located at 310 Avenida Cesar Chavez and is legally described as Tract G-1 Plat of South Barelas Industrial Park Unit #2 approximately 0.80 acres in size (the "subject site").

Following EPC approval on May 16, 2024, this parcel is zoned MX-H. The parcel originally had a split zoning of MX-H and NR-GM due to a floating zone line. The zone map amendment request was originally for a rezone to MX-M, which allows drive-throughs permissively. The neighbors opposed this request, Tierra West then shifted the requested to rezone the site wholly as MX-H, which does not allow drive-throughs permissively and therefore requires a Conditional Use Permit. The MX-H zone was supported by neighbors, this consensus was reached after several meetings between Barelas Neighborhood Association, Barelas Community Coalition, Tierra West, and CABQ Facilitators.

Planning Context

The Applicant requests a zone change from MX-H and NR-GM to MX-M. Currently, the lot contains an industrial use. It is located within the Central ABQ Community Planning Area and is located within an Area of Change, as designated by the ABC Comp Plan. Furthermore, it is just outside of the Barelas Character Protection Overlay Zone, CPO-1. The subject site abuts the Major Transit Corridor Bridge/Tower Blvd. and is within 660 feet of the 4th St. Major Transit Corridor. Both are also Main Street Corridors.

The overall area is characterized by a variety of uses. Abutting the subject property to the west is an industrial warehouse that shares the MX-H/NR-GM split zoning. To the southwest of the property is the Hispanic Cultural Center, zoned NR-GM. East of the property, across a small section of 3rd St., lies a small section of vacant land. Directly north of the property, across Avenida Cesar Chavez, is land that alternates between residential uses and vacancy, with their zones being MX-M, MX-L, and R-ML.

See Figure 1 and Table 1 below for zoning information.

Request

The requested Conditional (Accessory) Use Approval is for a drive through. As described in this letter, the request fulfills all criteria as described in IDO 6-6(A)(3) Review and Decision Criteria. This requested conditional use approval will not negatively impact the surrounding area through increases in traffic, parking, noise or vibration without sufficient mitigation or benefits that outweigh the expected impacts.

The City has reviewed and approved the Traffic Impact Study (TIS) associated with the proposed restaurant use and drive through. The TIS shows that the restaurant and drive-through will serve the pass-through traffic and will not generate a large amount of new traffic in the area.

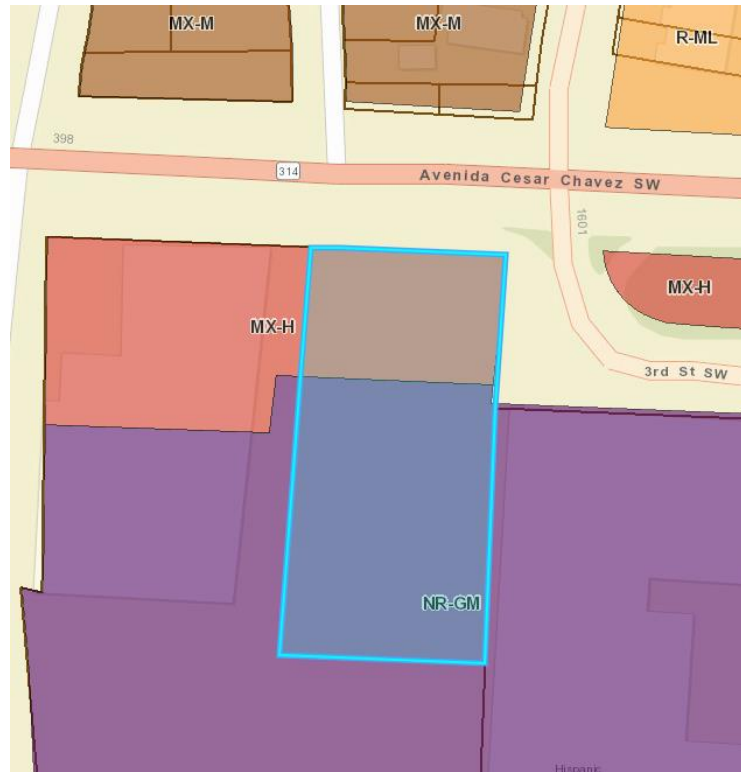


Figure 1: Zoning of subject site.

Table 1. Surrounding Zoning		
North	MX-M, MX-L R-ML	Mixed-Use, Low and Medium Intensity Residential – Low Density Multi-Family
East	MX-H	Mixed-Use, High Intensity
South	NR-GM	Non-residential – General Manufacturing
West	MX-H NR-GM	Mixed-Use, High Intensity Non-residential – General Manufacturing
Subject Site	MX-H NR-GM	Mixed-Use, High Intensity Non-residential – General Manufacturing

Policy Analysis

This request for a Conditional Use Permit supports multiple Goals and Policies found within the Albuquerque Bernalillo County Comprehensive Plan (ABC Comp Plan), as described below.

Goal 4.1, Character – Enhance, protect, and preserve distinct communities.

The requested Conditional Accessory Use Approval would facilitate development of this lot that would alleviate development pressure imposed directly within the neighboring Barelás CPO, thus preserving, enhancing, and protecting the character of all neighboring communities, including Barelás. The proposed conditional use permit supports this goal by improving, safeguarding, and maintaining the

unique communities in and around Barelas. It enables the potential development of a parcel near a historic neighborhood, offering essential services to the community while ensuring potential development is appropriate in scale and intensity for the area.

Additionally, this request involved a partial downzone, aligning better with the surrounding area's general character under the MX-H zone district standards. Furthermore, the Bridge/4th Comprehensive Plan Activity Center that this site is in is characterized by various uses of varying intensity, such as a cultural center, gas station, car parts shop, and fast-food restaurants. This zone change to MX-H would therefore enhance, protect, and preserve the distinct mixed-intensity, mixed-use character by encouraging development appropriate for the area. This request is consistent with Goal 4.1 – Character.

Policy 4.1.4, Neighborhoods – Enhance, protect, and preserve neighborhoods and traditional communities as key to our long-term health and vitality.

This request enhances, protects, and preserves neighborhoods and traditional communities by facilitating development that has been reviewed by and adjusted to support the unique and traditional Barelas neighborhood. This development would reduce development pressure in the Barelas neighborhood, further protecting the community and working to ensure its long-term health and viability. Finally, the introduction of this new use would provide an additional amenity via an easily accessible commercial restaurant, which would contribute to the community's long-term health and vitality. This request is consistent with Policy 4.1.4 – Neighborhoods.

Goal 5.1, Centers & Corridors – Grow as a community of strong Centers connected by a multi-modal network of Corridors.

This conditional use permit is for a parcel located within the Bridge/4th Comprehensive Plan Activity Center. The approval of the conditional use permit would facilitate high-quality active development in this center and would encourage the development of a strong Center that is connected to other Centers by a multi-modal network of Corridors. Furthermore, currently, only around half of the lot is being utilized, and it is being utilized in a way which does not provide many services to the communities that frequent the Center.

Should the conditional use permit be approved, the resulting development would contribute the creating a strong and connected Bridge/4th Center. The access to this Center is facilitated by its proximity within the Bridge/Tower Blvd Major Transit Corridor, which spans from the nearby Bridge/4th intersection to Coors Blvd, providing quick access to the Center for the South Valley. The site is also within the 4th St Major Transit Corridor, which spans from the Bridge/4th intersection to Silver Ave, further increasing ease of access to this site. Finally, if this conditional use permit were approved, the newly allowed uses would be in character not just for the area but for an Activity Center that is connected to multiple Corridors. The request is consistent with Goal 5.1 – Centers & Corridors.

Policy 5.1.1, Desired Growth – Capture regional growth in Centers and Corridors to help shape the built environment into a sustainable development pattern.

The proposed conditional accessory use approval would capture regional growth in the Bridge/4th Activity Center to help shape the built environment into a sustainable development pattern because it would encourage redevelopment within a Center, a more appropriate area designed to accommodate growth over time. The Bridge/4th Activity Center connects to nearby communities via 4th St. SW, an urban minor arterial road, and Bridge Blvd, an urban principal arterial road. The approval of this conditional use permit would direct desired growth to a Center. Furthermore, the strengthening of the Bridge/4th Activity Center captures the regional growth that has been occurring on the south side of Albuquerque, especially since the Center is served by the Major Transit Corridors Bridge/Tower Blvd and 4th St. SW. The request is consistent with Policy 5.1.1 – Desired Growth.

Policy 5.1.2, Development Areas: Direct more intense growth to Centers and Corridors and use Development Areas to establish and maintain appropriate density and scale of development within areas that should be more stable.

The proposed conditional use approval would direct more intense growth to the Bridge/4th Activity Center by encouraging redevelopment of the subject site. Furthermore, the site sits within an Area of Change, and the zone change would establish and maintain an appropriate density and scale of development within the Center, which should be more stable. The site is also located within the Major Transit Corridors of Bridge/Tower Blvd and 4th St. SW, where similar developments exist. Therefore, the approval of this conditional use permit would encourage redevelopment with an appropriate density and scale in a Center and Area of Change. The request is consistent with Policy 5.1.2 - Development Areas.

Policy 5.1.6, Activity Centers – Foster mixed-use centers of activity with a range of services and amenities that support healthy lifestyles and meet the needs of nearby residents and businesses.

The approval of the conditional use approval would foster the Bridge / 4th center as a mixed-use center of activity with a range of services and amenities by providing a restaurant with a drive through to support other nearby land uses which include residential, commercial, and community amenities. The request is consistent with Policy 5.1.6 Activity Centers.

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

The proposed conditional accessory use permit would support Goal 5.2 through fostering a community where residents can live, work, learn, shop, and play together because it would encourage redevelopment of a vacant and underutilized lot. The development of this lot would bring jobs and services to nearby residents, thereby fostering a community where residents can work, shop, and play together. The request is consistent with Goal 5.2 – Complete Communities

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

The proposed conditional use permit would support Policy 5.2.1 by facilitating redevelopment in a healthy, sustainable, distinct community. In particular, the restaurant and accessory drive through use is a flexible use that can provide a variety of services to the surrounding neighborhoods. Furthermore, the site's location along the 4th Main Street Corridor and the Bridge/Tower Major Transit Corridor thus the proposed development would be conveniently accessible from surrounding neighborhoods. The request is consistent with Policy 5.2.1 Land Uses.

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

The request is consistent with Goal 5.3 Efficient Development patterns because the subject site is in an area with existing infrastructure and public facilities. The subject site also promotes the use of transit, a public amenity, as it is located along the Bridge / Tower Major Transit Corridor. The request is consistent with Goal 5.3: Efficient Development Patterns.

Policy 5.3.1, Infill Development – Support additional growth in areas with existing infrastructure and public facilities.

The request is consistent with Goal 5.3 Efficient Development patterns because the subject site is in an area with existing infrastructure and public facilities. The subject site also promotes the use of transit, a public amenity, as it is located along the Bridge / Tower Major Transit Corridor. The request is also nearby the National Hispanic Cultural Center, and can support the center by providing amenities to those who frequent events there. The request is consistent with Goal 5.3: Efficient Development Patterns.

IDO 14-16-6-6(A)(3) Review and Decision Criteria

This request meets all IDO justification criteria as listed in 14-16-6-6(A)(3), Review and Decision Criteria as outlined below.

14-16-6-6(A)(3)(a) It is consistent with the adopted ABC Comp Plan, as amended.

As discussed above, the requested conditional use permit approval will benefit the surrounding neighborhood by being consistent with Goals and Policies in the ABC Comp Plan as shown in the previous analysis. The proposed redevelopment of this lot is consistent and not in conflict with the health, safety, and general welfare of the City. The analysis describes how the proposed conditional use permit is consistent with Goals and Policies regarding Character, Centers and Corridors, Complete Communities, and City Development Areas. These Goals and policies are supported because the request will provide for an array of moderate-intensity retail, commercial, or institutional uses as described in the definition of MX-H. The request meets criterion a.

14-16-6-6(A)(3)(b) It complies with all applicable provisions of this IDO, including but not limited to any Use-specific Standards applicable to the use in Section 14-16-4-3; the DPM; other adopted City regulations; and any conditions specifically applied to development of the property in a prior permit or approval affecting the property, or there is a condition of approval that any Variances or Waivers needed to comply with any of these provisions must be approved or the Conditional Use Approval will be invalidated pursuant to Subsection (2)(c)2 above.

The requested Conditional Use Approval complies with all provision with the IDO, including but not limited to any Use-Specific Standards applicable to the use in Section 14-16-4-3; the DPM, other adopted City regulations, and all requirements outlined above. The proposed development and site plan meets all said requirements. The request meets criterion b.

14-16-6-6(A)(3)(c) It will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community.

The proposed conditional accessory use for a Drive-through or drive-up facility will not create significant adverse impacts on adjacent properties, the surrounding neighborhood, or the larger community. In fact, the proposed development will benefit the surrounding community as demonstrated in the policy analysis above. Further, a Traffic Impact Study has been completed and shows that the development will largely serve existing pass-through traffic and will not generate a significant amount of new traffic.

This will be discussed further in criterion D below. The request meets criterion c.

14-16-6-6(A)(3)(d) It will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

The request will not create material adverse impacts on other land in the surrounding area through increases in traffic congestion, parking congestion, noise, or vibration without sufficient mitigation or civic or environmental benefits that outweigh the expected impacts.

Below is a statement regarding traffic, directly from the City reviewed and approved Traffic Impact Study, found on page 15.

Proposed Site Traffic Generation

The estimate of vehicle traffic to be generated by the proposed Dunkin is based upon the proposed land use types and sizes. The vehicle trip generation was calculated using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Land-Use Code 937 (Coffee/Donut Shop with Drive-Through Window) was utilized. The ITE trip generation sheets are included in the Appendix.

It is important to note that surveys conducted by ITE have shown that a percentage of trips made to coffee/donut shops with drive-through lanes are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from work-to-lunch and work-to-home trips. Such diverted trips are referred to as “pass-by” trips. **Based on information published by ITE for coffee/donut shops, approximately 85 to 95 percent of trips are pass-by trips. However, in order to provide a conservative analysis, only a 70 percent pass-by reduction was applied to the trips estimated to be generated by Dunkin.**

Table 2 below shows the estimated vehicle trip generation for the weekday morning peak hour, weekday evening peak hour, and daily trips.

Table 2 Estimated Peak Hour Vehicle Trip Generation

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive-Through (1,700 s.f.)	74	72	146	33	33	66	454	454	908
	<i>70% Pass-By Reduction</i>	<i>-51</i>	<i>-51</i>	<i>-102</i>	<i>-23</i>	<i>-23</i>	<i>-46</i>	<i>-318</i>	<i>-318</i>	<i>-636</i>
	Total New Trips	23	21	44	10	10	20	136	136	272

The approved Traffic Impact Study shows that well over half of the Dunkin Donut trips are projected to be pass-by trips, meaning that the vehicles are already traveling on Avenida Cesar Chavez, but they decide to pick up a cup of coffee and / or a donut on their way to work or home. Tierra West estimates that approximately 50 of the 74 trips entering and 50 of the 72 trips exiting during the AM Peak Hour are already driving on Avenida Cesar Chavez. Only about 22 or so are new trips on the roadway. (20 trips per hour added to the roadway is one new vehicle every 3 minutes on average). The pass-by trips would not be increasing traffic volumes on Avenida Cesar Chavez.

The request meets criterion d.

14-16-6-6(A)(3)(e) On a project site with existing uses, it will not increase non-residential activity within 300 feet in any direction of a lot in any Residential zone district between the hours of 10:00 P.M. and 6:00 A.M.

The subject site is partially vacant and is partially being used as an outdoor vehicle storage yard. These uses will no longer be in place as the proposed Dunkin Donuts with drive through will replace them. The hours of operation for the proposed use will be from 5:00am to 10:00pm and will not generate any non-residential activity from 10:00pm – 6:00am. The request meets criterion e.

14-16-6-6(A)(3)(f) It will not negatively impact pedestrian or transit connectivity without appropriate mitigation.

The proposed use and associated plan have designated pedestrian pathways, and the drive through is designed as such to minimize interactions with pedestrians. The proposed Conditional Use Approval will not negatively impact pedestrian or transit connectivity without appropriate mitigation. As described above, the traffic generated by the proposed use is minimal, and will mostly serve pass through traffic.

The request meets criterion f.

Conclusion

On behalf of Fazal Development Network, Inc., Tierra West LLC respectfully requests Conditional Use Approval of a drive-through accessory use (the primary use is a restaurant) for a parcel zoned MX-H, located at 310 Avenida Cesar Chavez.

As part of this submittal, please find the proposed site plan and zone atlas map attached.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

Sergio Lozoya

Sr. Planner

JN: 2024003

SL

Robert Lucero, Esq.
Zoning Hearing Examiner
Planning Department

RE: VA-2024-00179 PR-2024-010482
Conditional Use: Drive Through
310 Avenida Cesar Chavez SW, zoned MX-H
July 10, 2024

Dear Mr. Lucero,

As the Barelás Neighborhood Association, we firmly oppose the conditional use application before you, and believe it does not meet the criteria of IDO 14-6-6(A)(3). As proposed, this design adds multiple new high-risk vehicle and pedestrian conflicts, with no proportionate mitigations or even assessment of harms to pedestrians, cyclists, or driver safety. It also does not align with the long-term objectives of the ABC Comp Plan, and the associated 2024 Central CPA report which covers Barelás and reflects local resident priorities.

We've taken the opportunity to listen and collaborate with the applicant's planners and our local residents, and we appreciated meeting with the planners to amend their original ZMA into one we supported. While our residents and members are open to new restaurant options, they have specific concerns about the public safety consequences of a drive-through at this site.

The applicant's August 2023 KLOA Traffic Impact Study drastically undercounts crashes. MR-COG/HFIN data from NMDOT reports 158 crashes for the same period and intersections where KLOA finds 49. (2017-2021: 3rd/Avenida, 4th/Avenida)

This span of road is already very unsafe with 77 MRCoG tracked injuries (2017-2021) in just 370 feet between 3rd and 4th street on Avenida. This span has a Link HFIN (High Fatal and Injury Network) Score of 1069.44, compared to a major regional roadway average of 159.9.

With injuries every month on average, it already has a 569% higher risk for people traveling in and living in Barelás. One of our board members has a neighbor who lives nearby and has already been in a crash here. As highlighted in the city's 2024 Central CPA Report, our community wants strong review processes and investments which actively prioritize *improving* road safety and walkability for all users, not car-centric conditional uses. (Central CPA 5.1.2.2, pg. 82)

Even using the data in the TIS, the site plan adds multiple high-volume conflict points on the north and east sides, with no comparison of appropriate traffic control options. Instead, two stop signs are proposed, without assessment of conflict points or modeling of road safety.

The TIS predicts the majority of traffic will exit north, turn right, and continue east. To avoid the right-turn-only lane, drivers cross the turn lane at a solid white stripe within 110 feet of the intersection to reach east travel lanes. KLOA's data projects *94% of cars* exiting to Avenida would make this high-risk maneuver, as only 6% would have turned at the intersection. The alternate east exit will have a majority of its drivers making tight, unsignalized left turns immediately before the 3rd/Avenida intersection into oncoming traffic.

The application and TIS do not provide any new pedestrian safety mitigations, or modeling assessment of crash risks and the frequency of high-conflict maneuvers. These unsafe access routes degrade the safety of residents, drivers, cyclists and pedestrians, whether visiting a restaurant or passing by. In scope and intent, the TIS exhaustively prioritizes and predicts car throughput, but provides no assessment of this design's safety compared to alternatives or no-build.

The Barel原因as/South Broadway communities also already have high rates of air pollution from industry, trains, and traffic, and a use of almost an acre to stack 14+ idling cars and trucks only adds to the health injustices.

The site is however directly on the planned path of the multimodal Rail Trail, Major Transit and 4th and Avenida Main Street Corridors. Each of these zones highlight the potential of MX-H's human-scale, engaged streetscape which prioritizes accessible and transit/bike/pedestrian-friendly streets to maximize economic opportunity and equitable development in our neighborhood of Barel原因as.

The ABC Comp Plan's objectives for 3.3.2 "Corridors" emphasize this, noting that Major Transit corridors should "prioritize transit above other modes" and that development in Main Street Corridors should support "lively, highly walkable neighborhood streets." A drive-through use will prioritize car traffic crossing in and out, disrupting the safety of transit, cyclists, pedestrians, and local residents just heading home.

As the Barel原因as Neighborhood Association, we remain committed to working collaboratively to support positive urban and economic development which prioritizes our historic neighborhood's right to healthy, safe, and equitable lives and livelihoods.

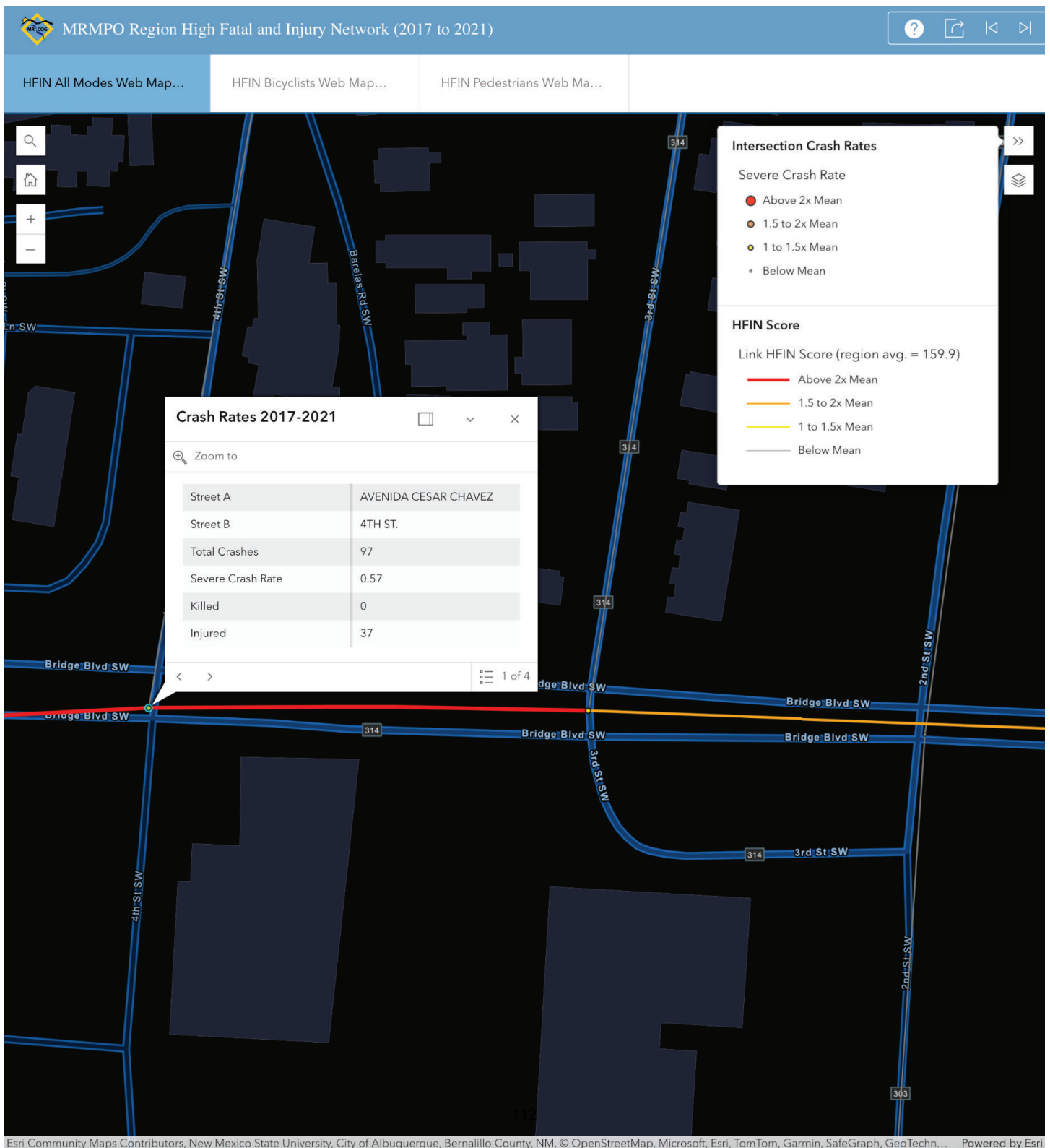
Sincerely,

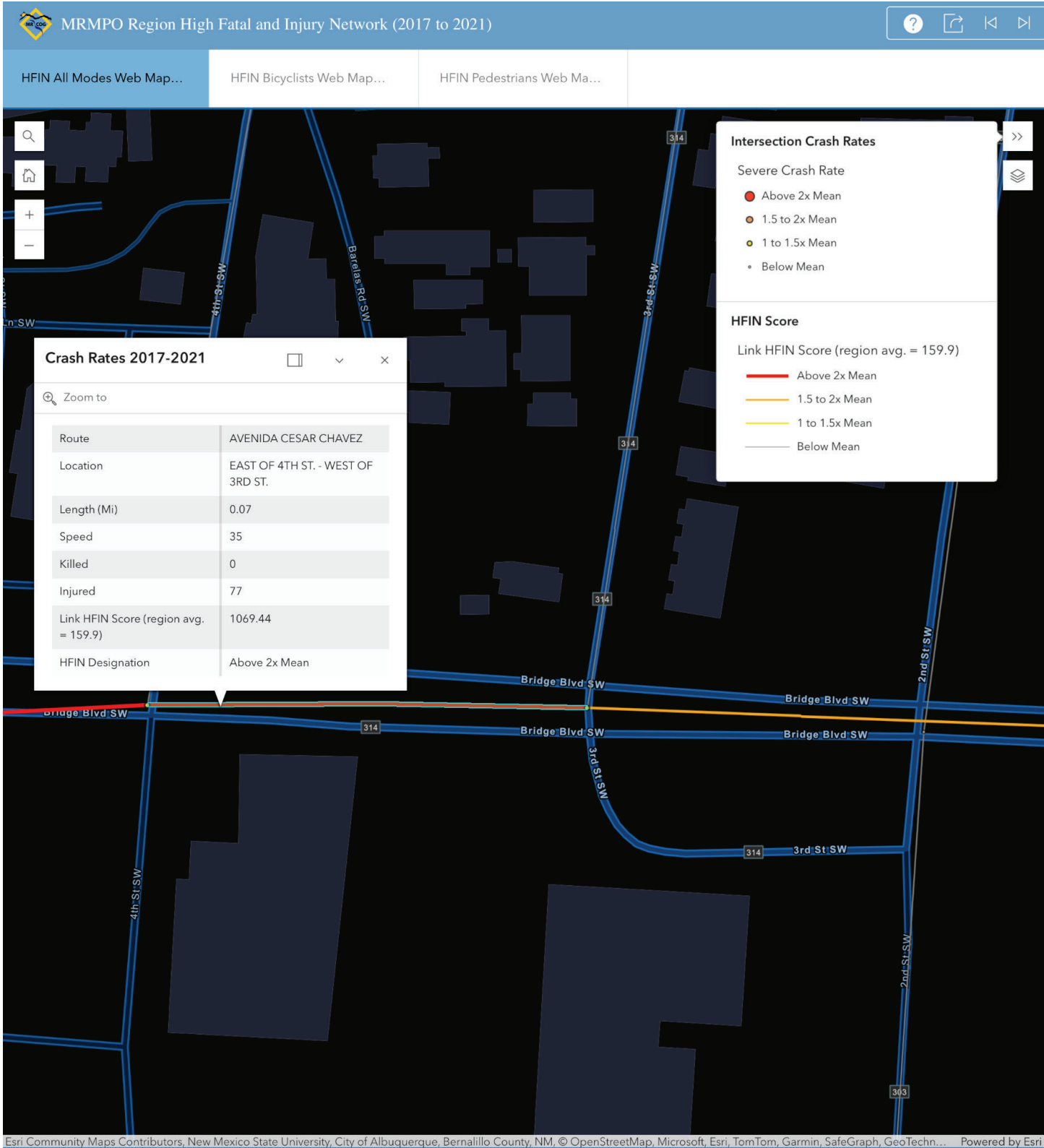
A handwritten signature in black ink that reads "George Franco". The signature is fluid and cursive, with the first name "George" and last name "Franco" clearly distinguishable.

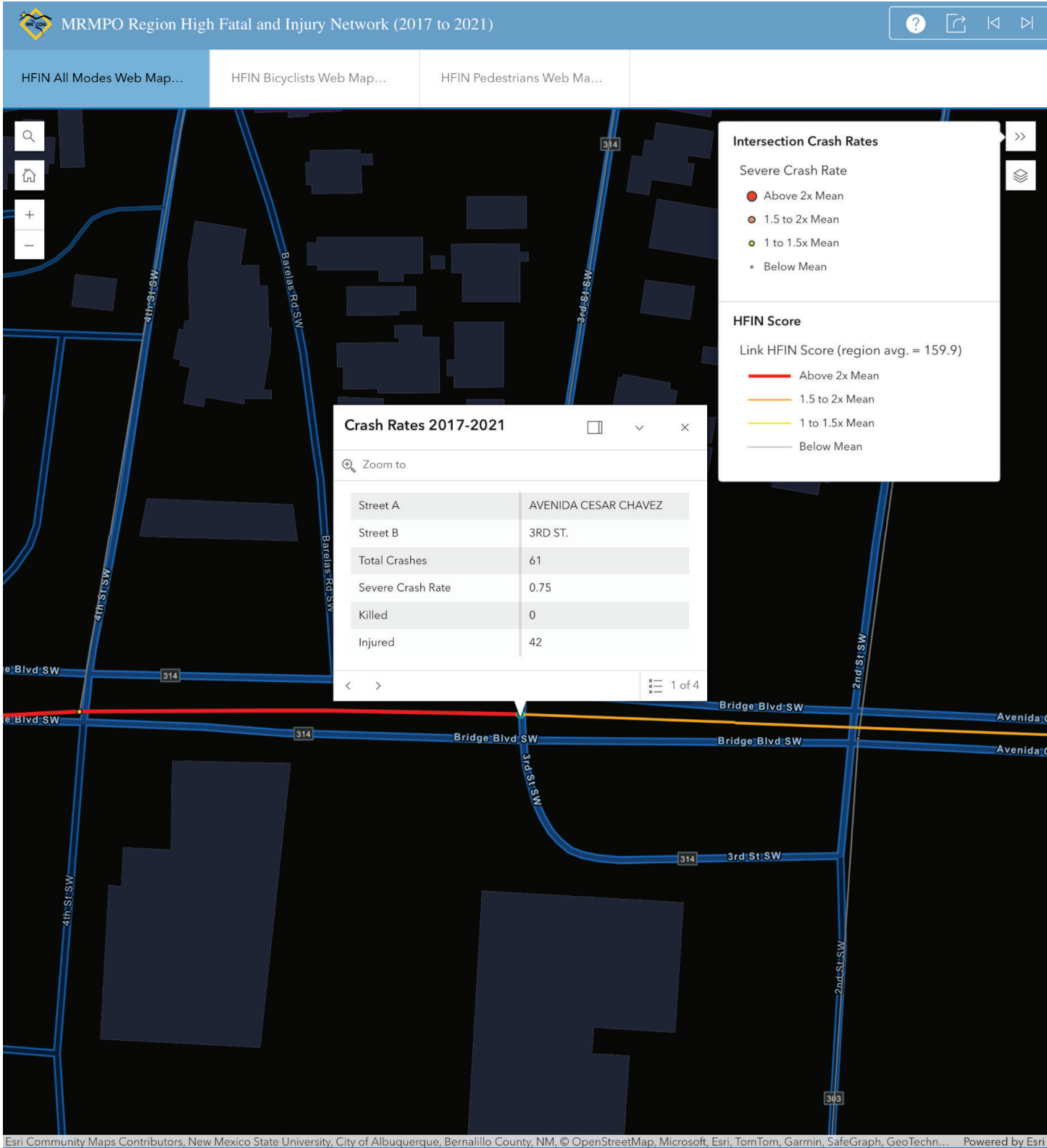
George Franco
President, Barel原因as Neighborhood Association

Mid-Region Council of Governments: High Fatal and Injury Network
Geocoded data collected and annotated by NM DOT

<https://www.mrcog-nm.gov/570/High-Fatal-and-Injury-Network>
<https://www.arcgis.com/apps/instant/portfolio/index.html?appid=242e6458e8fa45e99ef6b89428d9ec4b§ionId=50a75070be064c0f996e98fa8bbf61f1¢er=-106.6546;35.0705&level=17&selectedFeature=533b11b4346e44c5a7becf4f1cc9b15b:824>









AVENIDA CESAR CHAVEZ SW

THIRD ST SW

THIRD ST SW

AVENIDA CESAR CHAVEZ SW





5.1.2.1 Economic Development

Fundamentally, the Centers and Corridors framework outlines a strategy of private development and public investment that is fiscally responsible and sustainable. Directing growth to areas where public dollars have already been invested in Centers and along Corridors increases the rate of return on that investment. This strategy increases the tax base and provides high-quality places to live and work, all while investing in growing and supporting the places where people want to live.

More specifically, Policy 8.1.1, related to Placemaking, encourages investments in Centers and Corridors to concentrate employment opportunities for a range of occupational skills and earning levels. Outside of designated Centers, lower-density, lower-intensity services, jobs, and housing are a priority.

Beyond the Centers & Corridors focus, Policy 8.1.1 supports a range of development types, densities, and scale.

- **Policy 8.1.1 Diverse Places:** Foster a range of interesting places and contexts with different development intensities, densities, uses, and building scale to encourage economic development opportunities.

5.1.2.2 Safe Walking and Biking

The most frequently mentioned issue from community engagement was the importance of a walkable environment, with “more and better destinations” as well as safe and connected facilities for walking and biking. Walkability is a primary feature of the designated areas in Central ABQ. Policies for the Downtown Center (5.1.3), Activity Center (5.1.6), Premium Transit Corridors (5.1.8), and Main Street (5.1.9) all emphasize the importance of mixed-use development in a pedestrian-friendly, multimodal environment.

Transportation goals and policies in the Comp Plan reinforce the concept that pedestrians are the highest priority travel mode in urban areas.

- **Policy 6.1.5 Main Street Corridors:**
Prioritize pedestrians in street design and improvements, emphasizing safety, accommodation, and amenities by slowing auto traffic, providing on-street parking, limiting or prohibiting curb cuts, and requiring primary auto access to parking lots to be provided from intersecting, auto-oriented streets.
- **Policy 6.2.3 Pedestrian & Bicycle Connectivity:** Provide direct pedestrian and bicycle access to and circulation within Centers, commercial properties, community facilities, and residential neighborhoods.

In addition to policies related to Centers and Corridors, Goal 5.2 Complete Communities emphasizes that developments should bring goods, services, and amenities within walking and biking distance of neighborhoods.



Caption: Artwalk on Central Ave.



Caption: Walking on the Bosque Trail

3.3.2 CORRIDORS

Corridors describe the mix of uses and transportation connections within walking distance (about one-eighth to one-quarter mile) of a major street. The Comp Plan highlights a network of five different Corridor types with different policy objectives for street design, transit service, and development form. This range of Corridor types balances the street system by ensuring access to Centers by walking, biking, and transit. Commuter Corridors prioritize automobile travel to ensure efficient cross-town movement for vehicles and trucks.

Premium Transit Corridors

Premium Transit Corridors are intended to be served eventually by high-quality, high-capacity, high-frequency public transit (e.g. bus rapid transit). These Corridors are planned for mixed-use and transit-oriented development within walking distance from transit stations at strategic locations along the corridor.

Main Street Corridors

Main Streets are lively, highly walkable neighborhood streets lined with local-serving businesses.

Major Transit Corridors

Major Transit Corridors are anticipated to be served by high frequency and local transit (e.g. RapidRide, local, and commuter buses). These Corridors prioritize transit above other modes to ensure a convenient and efficient transit system.

Multi-Modal Corridors

Multi-Modal Corridors should encourage the redevelopment of aging auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment and focus heavily on providing safe, multi-modal transportation options.

Commuter Corridors

Commuter Corridors are higher-speed and higher-traffic volume with routes for people going across town (e.g. limited-access roadways). These Corridors accommodate faster and longer trips for personal vehicles, commuter bus service, and often bicycling.

Image credit: City of Albuquerque

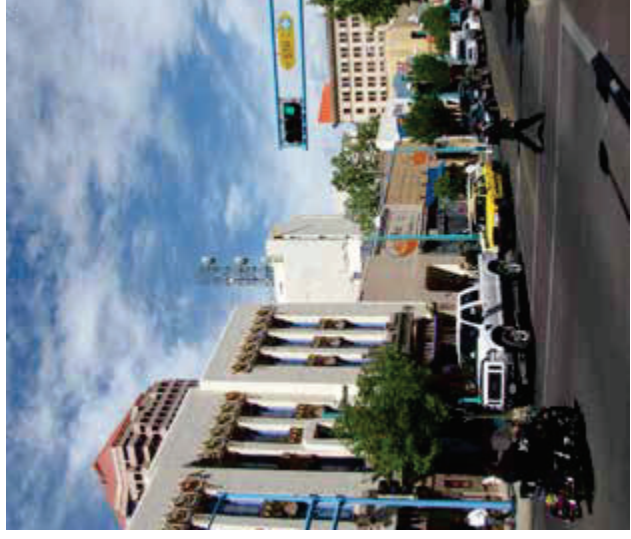


Image credit: Bernalillo County



Downtown's KiMo Theatre and the unmistakable flavors of New Mexico.

Traffic Impact Study Proposed Dunkin Drive-Through

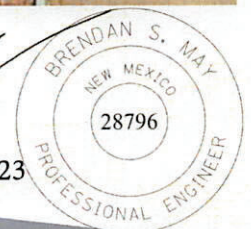
Albuquerque, New Mexico



Prepared For:

NMR, LLC

8/9/2023



July 11, 2023

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I. Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Dunkin Drive-Through (Dunkin) to be located at 310 Avenida Cesar Chavez SW in Albuquerque, New Mexico. The objectives of the traffic study are as follows:

- Determine the existing vehicular conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on traffic conditions in the area.
- Determine any roadway or access modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning and weekday evening peak periods at the intersections of Avenida Cesar Chavez with 2nd Street, 3rd Street, and 4th Street to determine the peak hour of traffic activity during these time periods.

As proposed, the Dunkin will be approximately 1,700 square feet in size and will provide double drive through lanes that will accommodate 14 vehicles. A total of 16 parking spaces will serve the site. Access to the site will be provided via a right-in/right-out access drive off Avenida Cesar Chavez Road and a full movement access drive off 3rd Street.

Based on the proceeding analyses and recommendations, the following conclusions have been made:

- The proposed Dunkin will be located at 310 Avenida Cesar Chavez SW and will be an approximately 1,700 square-foot building providing a drive-through that will accommodate 14 vehicles and a parking lot with 16 parking spaces.
- Access to the site will be provided via the two full movement access drives off Avenida Cesar Chavez SW and 3rd Street SW.
- The volume of traffic estimated to be generated by Dunkin will be reduced due to the volume of pass-by trips anticipated to be diverted from the existing traffic on Avenida Cesar Chavez SW.
- The access drives are projected to be adequate in accommodating the traffic estimated to be generated by Dunkin and will provide flexible and efficient access to the site.
- As part of the proposed development, stop signs should be provided for outbound traffic from both access drives.
- The drive-through stacking of 14 vehicles will be adequate in accommodating the peak drive-through activity for the coffee shop.

1. Introduction

This report summarizes the results of a traffic study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Dunkin to be located at 310 Avenida Cesar Chavez in Albuquerque, New Mexico. The site, which is currently partly utilized as a heavy vehicle parking lot, is located on the south side of Avenida Cesar Chavez west of 3rd Street. The scoping document for this traffic impact study can be found in the Appendix.

As proposed, the proposed Dunkin will be approximately 1,700 square feet in size and will provide a drive through that will accommodate 14 vehicles. A total of 16 parking spaces will serve the site. Access to the site will be provided via a right-in/right-out access drive off Avenida Cesar Chavez and a full movement access drive off 3rd Street.

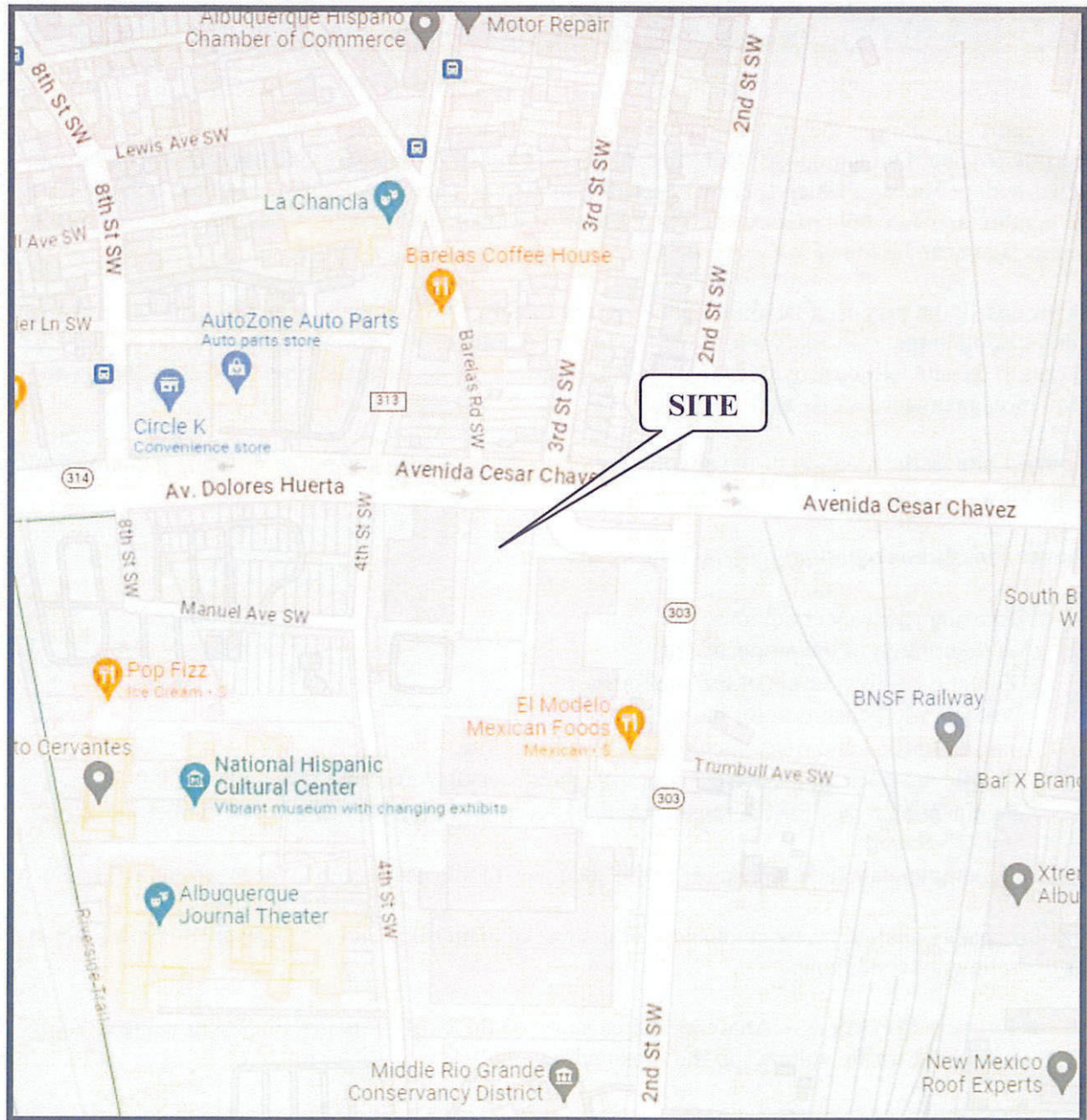
Figure 1 shows the location of the site in relation to the area roadway network. Figure 2 shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed site
- Directional distribution of the site traffic
- Vehicle trip generation for the site
- Future traffic conditions, including access to the site.
- Traffic analyses for the weekday morning and weekday evening peak hours
- Accident analyzes for the intersections of Avenida Cesar Chavez with 4th Street, 3rd Street, and 2nd Street.
- Recommendations with respect to the adequacy of site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2024 No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth, not attributable to any particular development.
3. Year 2024 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth, and traffic estimated to be generated by the proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

The following provides a detailed description of the physical characteristics of the adjacent roadways, including geometry and traffic control, adjacent land uses, and peak hour traffic flows.

Site Location

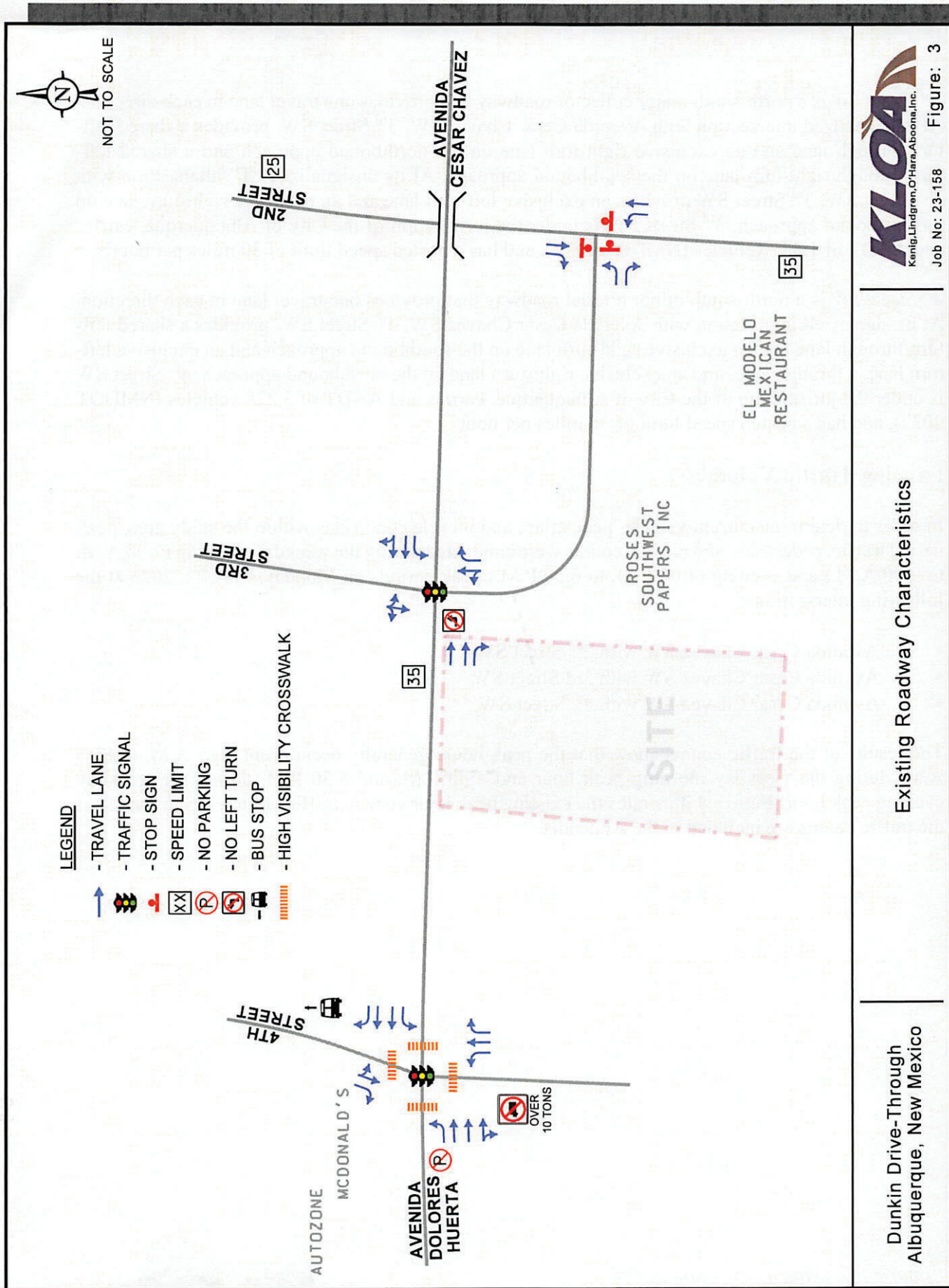
The site of the proposed Dunkin is located on the south side of Avenida Cesar Chavez west of 3rd Street and is currently partly utilized as a heavy vehicle parking lot. Land uses within the vicinity of the site are primarily commercial along Avenida Cesar Chavez SW and include Roses Southwest Papers, Inc. and El Modelo Mexican Restaurants to the east, La Entrada Real Estate to the north, McDonald's Restaurant and AutoZone Auto Parts to the north, and Sandra's School of Dance to the south. Land-uses to the north of the commercial corridor consists primarily of residential homes.

Existing Roadway Characteristics

Some of the key characteristics of the existing roadways within the study area are described below and illustrated in Figure 3.

Avenida Cesar Chavez SW is an east-west roadway that generally provides two travel lanes in each direction. The roadway is classified as a principal arterial. At its signalized intersection with 4th Street SW, Avenida Cesar Chavez provides an exclusive left-turn lane, two exclusive through lanes, and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the westbound approach. High visibility crosswalks and pedestrian signals are provided at all four legs of this intersection. At its signalized intersection with 3rd Street SW, Avenida Cesar Chavez provides two exclusive through lanes and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the westbound approach. Pedestrian signals are provided at the north and west legs of this intersection. Avenida Cesar Chavez SW is under the jurisdiction of the City of Albuquerque, carries an AADT volume of 29,748 vehicles (NMDOT 2022) and has a posted speed limit of 35 miles per hour.

2nd Street SW is a north-south major collector roadway north of Avenida Cesar Chavez SW and a minor arterial south of it. 2nd Street SW provides one travel lane in each direction. At its unsignalized "T" intersection with 3rd Street SW, 2nd Street SW provides an exclusive left-turn lane and a through lane on the northbound approach and a through lane and an exclusive right-turn lane on the southbound approach. 2nd Street SW is under the jurisdiction of the City of Albuquerque, carries an AADT of 4,952 vehicles (NMDOT 2022), and has a posted speed limit of 25 miles per hour north of Avenida Cesar Chavez SW and 35 miles per hour south of it.



Existing Roadway Characteristics

Dunkin Drive-Through
Albuquerque, New Mexico

3rd Street SW is a north-south major collector roadway that provides one travel lane in each direction. At its signalized intersection with Avenida Cesar Chavez SW, 3rd Street SW, provides a shared left-turn/through lane and an exclusive right-turn lane on the northbound approach and a shared left-turn/through/right-turn lane on the southbound approach. At its unsignalized “T” intersection with 2nd Street SW, 3rd Street SW provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach. 3rd Street SW is under the jurisdiction of the City of Albuquerque, carries and AADT of 1,437 vehicles (NMDOT 2022), and has a posted speed limit of 30 miles per hour.

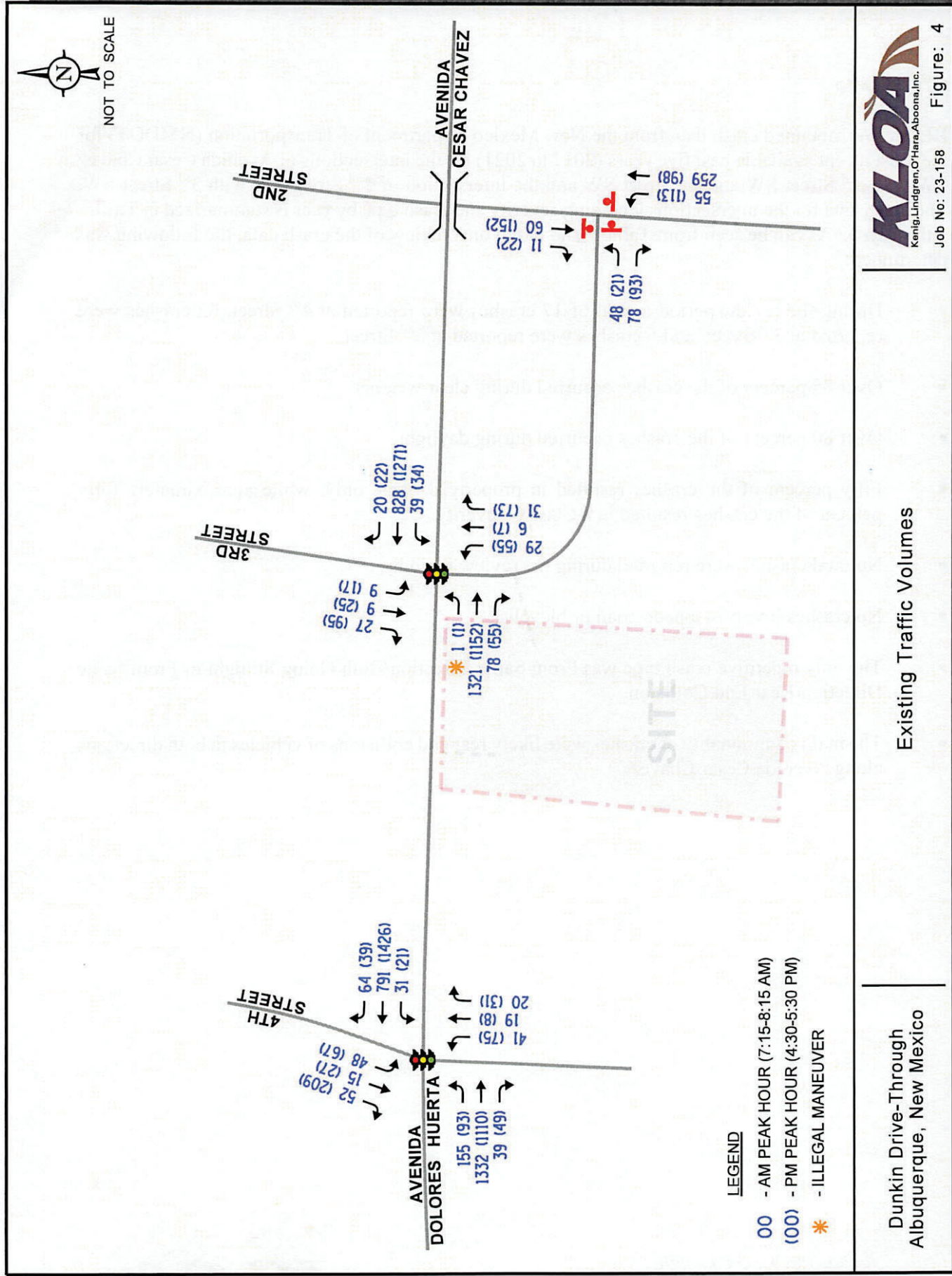
4th Street SW is a north-south minor arterial roadway that provides one travel lane in each direction. At its signalized intersection with Avenida Cesar Chavez SW, 4th Street SW, provides a shared left-turn/through lane and an exclusive right-turn lane on the southbound approach and an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach. 4th Street SW is under the jurisdiction of the City of Albuquerque, carries and AADT of 3,228 vehicles (NMDOT 2022), and has a posted speed limit of 30 miles per hour

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, peak period traffic, pedestrian, and bicycle counts were conducted during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods on Monday, May 22, 2023 at the following intersections:

- Avenida Cesar Chavez SW with 2nd Street SW
- Avenida Cesar Chavez SW with 3rd Street SW
- Avenida Cesar Chavez SW with 4th Street SW

The results of the traffic counts show that the peak hours generally occur from 7:15 A.M. to 8:15 A.M. during the weekday morning peak hour and 4:30 P.M. and 5:30 P.M. during the weekday evening peak hour. **Figure 4** illustrates the existing peak hour vehicle traffic volumes. Summaries of the traffic counts are included in the Appendix.



Crash Data

KLOA, Inc. obtained crash data from the New Mexico Department of Transportation (NMDOT) for the most recent available past five years (2017 to 2021) for the intersections of Avenida Cesar Chavez SW with 3rd Street SW and 4th Street SW and the intersection of 2nd Street SW with 3rd Street SW. The crash data for the intersections including severity and crash type by year is summarized in **Tables 1 through 3**. As can be seen from Table 1 and based on a review of the crash data, the following was determined:

- During the review period a total of 17 crashes were reported at 4th Street, 32 crashes were reported at 3rd Street, and 6 crashes were reported at 2nd Street.
- Over 85 percent of the crashes occurred during clear weather.
- Over 80 percent of the crashes occurred during daylight.
- Fifty percent of the crashes resulted in property damage only, while approximately forty percent of the crashes resulted in a Class C severity.
- No fatal crashes were reported during the review period.
- No crashes involved a pedestrian or bicyclist.
- The only repetitive crash type was From Same Direction/Both Going Straight or From Same Direction/Rear End Collision.
- The main commonality of crashes were likely rear end collisions of vehicles in both directions along Avenida Cesar Chavez.

Table 1

AVENIDA CESAR CHAVEZ WITH 4th STREET– CRASH SUMMARY

Year	Type of Crash Frequency						
	2017	2018	2019	2020	2021	Total	Average
Property Damage Only	0	3	1	2	2	8	1.6
Class A Severity	0	0	0	0	0	0	0
Class B Severity	0	0	0	0	1	1	< 1
Class C severity	3	2	1	0	2	8	1.6
Fatalities	0	0	0	0	0	0	0
Total	3	5	2	2	5	17	3.4
Other Vehicle – Both Going Straight/Entering At Angle	1	1	0	0	0	2	< 1
Other Vehicle – Both Turn Left/Entering At Angle	1	0	0	0	0	1	< 1
Other Vehicle – From Same Direction/Both Going Straight	1	1	0	0	0	2	< 1
Other Vehicle – From Same Direction/One Stopped	0	1	0	0	0	1	< 1
Other Vehicle – One Left Turn/Entering At Angle	0	1	1	0	0	2	< 1
Other Vehicle – From Opposite Direction/One Left Turn	0	0	1	0	0	1	< 1
Other Vehicle – From Opposite Direction	0	0	0	1	0	1	< 1
Left Blank	0	1	0	1	5	7	1.4

Table 2

AVENIDA CESAR CHAVEZ WITH 3rd STREET– CRASH SUMMARY

Year	Type of Crash Frequency						
	2017	2018	2019	2020	2021	Total	Average
Property Damage Only	1	3	4	4	2	14	2.8
Class A Severity	1	0	0	0	1	2	< 1
Class B Severity	1	2	1	1	0	5	1
Class C severity	3	2	3	2	1	11	2.2
Fatalities	0	0	0	0	0	0	0
Total	6	7	8	7	4	32	6.4
Other Vehicle – From Opposite Direction/One Left Turn	1	0	0	0	0	1	< 1
Other Vehicle – Both Going Straight/Entering At Angle	1	3	0	1	0	5	1
Other Vehicle – From Same Direction/Both Going Straight	3	1	1	1	0	6	1.2
Other Vehicle – One Left Turn/Entering At Angle	1	0	1	0	0	2	< 2
Other Vehicle – From Opposite Direction	0	1	1	2	1	5	1
Other Vehicle – From Same Direction/Rear End Collision	0	1	3	1	0	5	1
Other Vehicle – From Same Direction/One Stopped	0	0	2	0	0	2	< 1
Other Vehicle – One Stopped/Entering At Angle	0	0	0	1	0	1	< 1
Left Blank	0	1	0	1	3	5	1

Table 3

AVENIDA CESAR CHAVEZ WITH 2nd STREET– CRASH SUMMARY

Year	Type of Crash Frequency						
	2017	2018	2019	2020	2021	Total	Average
Property Damage Only	0	3	1	0	0	4	<1
Class A Severity	0	0	0	0	0	0	0
Class B Severity	0	1	0	0	0	1	<1
Class C severity	0	0	0	0	1	1	<1
Fatalities	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	<u>0</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>≤1</u>
Other Vehicle – From Same Direction/Both Going Straight	0	1	1	0	0	2	<1
Other Vehicle – Both Going Straight/ Entering At Angle	0	1	0	0	0	1	<1
Other Vehicle – One Vehicle/Making a U-Turn	0	1	0	0	0	1	<2
Other Vehicle – From Same Direction/Sideswipe Collision	0	1	0	0	0	1	<1
Left Blank	0	0	0	0	1	1	<1

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Use Plan

As proposed, Dunkin will be approximately 1,700 square feet in size and will provide double drive-through lanes with stacking for 14 vehicles. A total of 16 parking spaces will serve Dunkin. Five of the parking spaces are located to the north of the proposed building and the remaining eleven spaces will be located west side of the building. Access will be provided via two access drives that will serve the site which consist of the following:

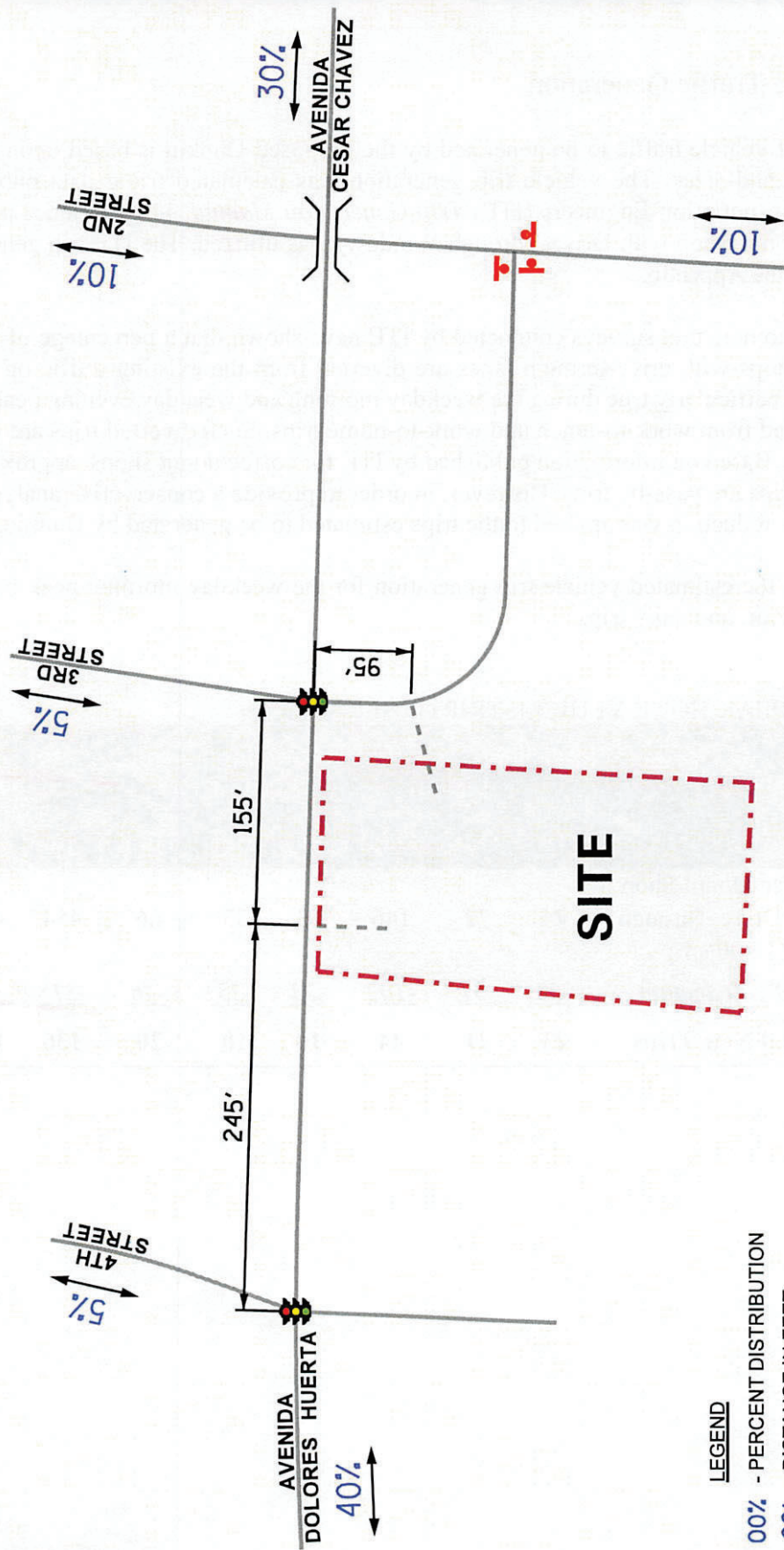
- A right-in/right-out access drive off Avenida Cesar Chavez SW which will be located approximately 245 feet east of 4th Street SW. This access drive will provide one inbound lane and one outbound lane.
- A full movement access drive off 3rd Street which will be located approximately 95 feet south of Avenida Cesar Chavez SW. This access drive will provide one inbound lane and one outbound lane.

It should be noted that outbound movements from the access drives should be under stop sign control.

A copy of the proposed site plan is included in the Appendix.

Directional Distribution of Site Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes, in combination with the population information and socioeconomic forecasts provided by the Mid-Region Council of Governments (MRCOG) for the subareas surrounding the site. **Figure 5** shows the established directional distribution for the proposed Dunkin and illustrates the distance in feet between the access drives and the existing roadways.



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Dunkin Drive-Through
Albuquerque, New Mexico

Directional Distribution



Job No: 23-158

Figure: 5

Proposed Site Traffic Generation

The estimate of vehicle traffic to be generated by the proposed Dunkin is based upon the proposed land use types and sizes. The vehicle trip generation was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Land-Use Code 937 (Coffee/Donut Shop with Drive-Through Window) was utilized. The ITE trip generation sheets are included in the Appendix.

It is important to note that surveys conducted by ITE have shown that a percentage of trips made to coffee/donut shops with drive-through lanes are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from work-to-lunch and work-to-home trips. Such diverted trips are referred to as “pass-by” trips. Based on information published by ITE for coffee/donut shops, approximately 85 to 95 percent of trips are pass-by trips. However, in order to provide a conservative analysis, only a 70 percent pass-by reduction was applied to the trips estimated to be generated by Dunkin.

Table 4 shows the estimated vehicle trip generation for the weekday morning peak hour, weekday evening peak hour, and daily trips.

Table 4
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive-Through (1,700 s.f.)	74	72	146	33	33	66	454	454	908
	70% Pass-By Reduction	<u>-51</u>	<u>-51</u>	<u>-102</u>	<u>-23</u>	<u>-23</u>	<u>-46</u>	<u>-318</u>	<u>-318</u>	<u>-636</u>
	Total New Trips	23	21	44	10	10	20	136	136	272

4. Projected Traffic Conditions

The total projected traffic volumes include the base traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed Dunkin.

Development Traffic Assignment

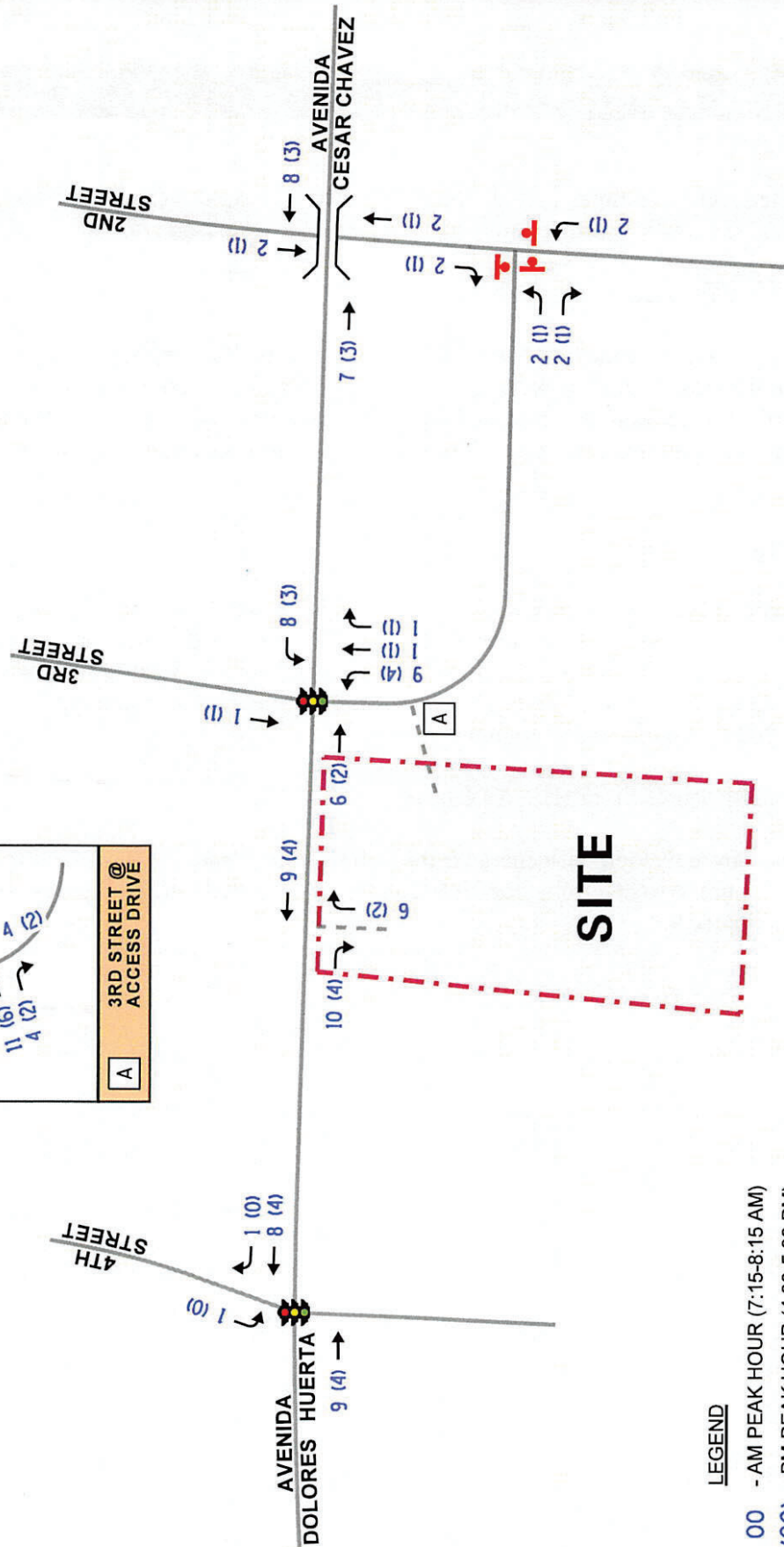
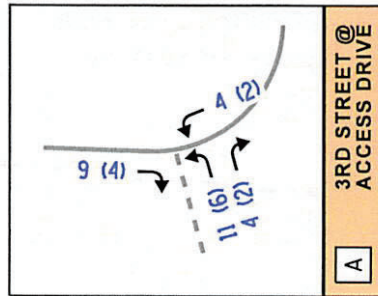
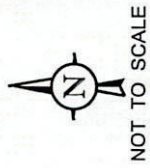
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed Dunkin were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrated the traffic assignment of the new passenger vehicle trips and **Figure 7** illustrates the traffic assignment of the pass-by vehicles trips.

Ambient Traffic Growth

The existing traffic volumes were increased by an ambient growth factor of 1.0 percent per year for one year (project completion year) to represent Year 2024 no-build conditions. This background growth was determined from the population information and socioeconomic forecasts provided by the Mid-Region Council of Governments (MRCOG) for the subareas surrounding the site. **Figure 8** shows the Year 2024 no-build traffic volumes.

Year 2024 Total Projected Traffic Volumes

The new and pass-by development-generated traffic (Figures 6 and 7) was added to the no-build traffic volumes (Figure 8) to determine the Year 2024 total projected traffic volumes. These volumes are illustrated in **Figure 9**.



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

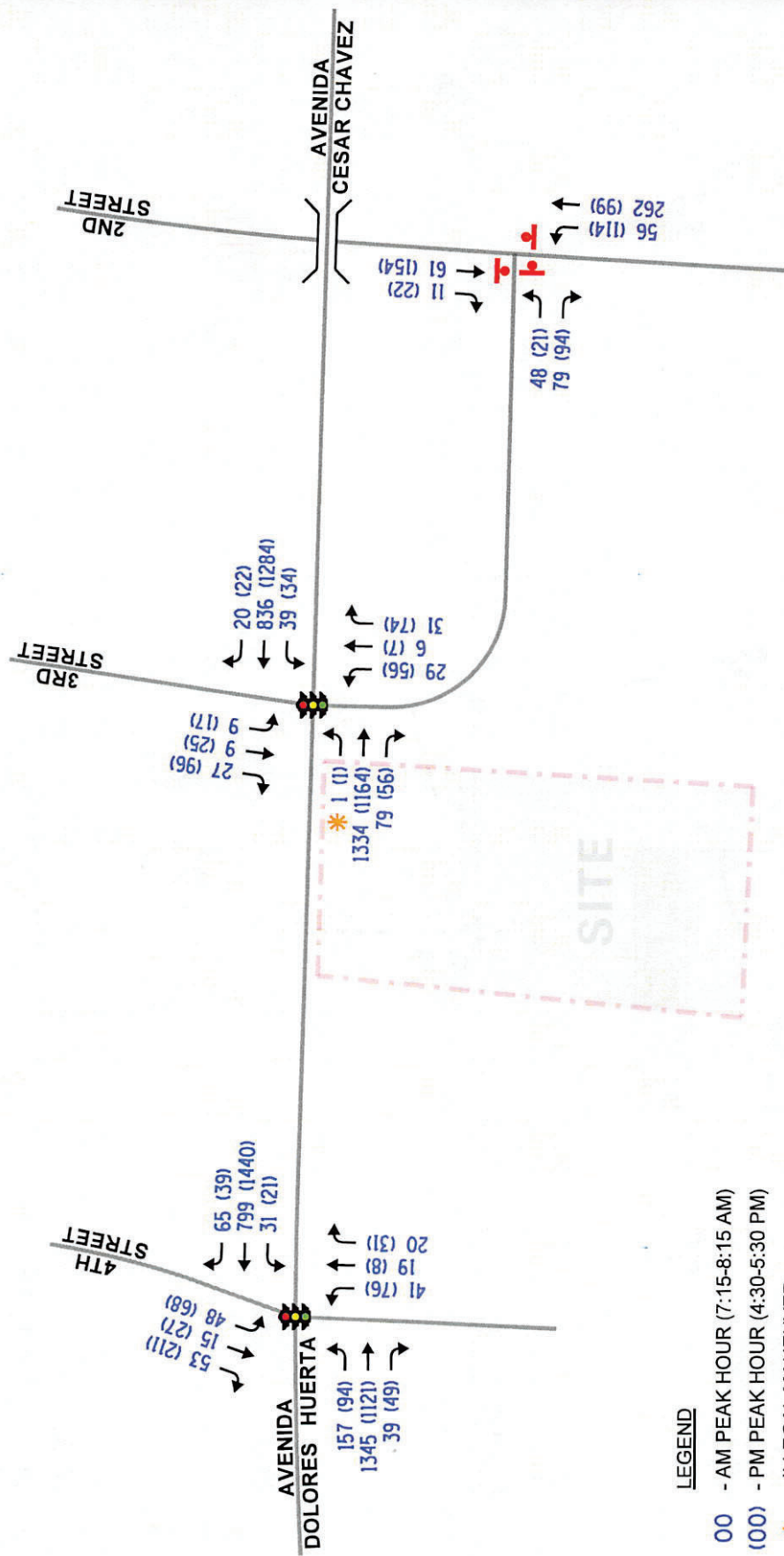
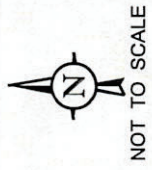
Site-Generated Traffic Volumes - New Trips

Dunkin Drive-Through
Albuquerque, New Mexico



Job No: 23-158

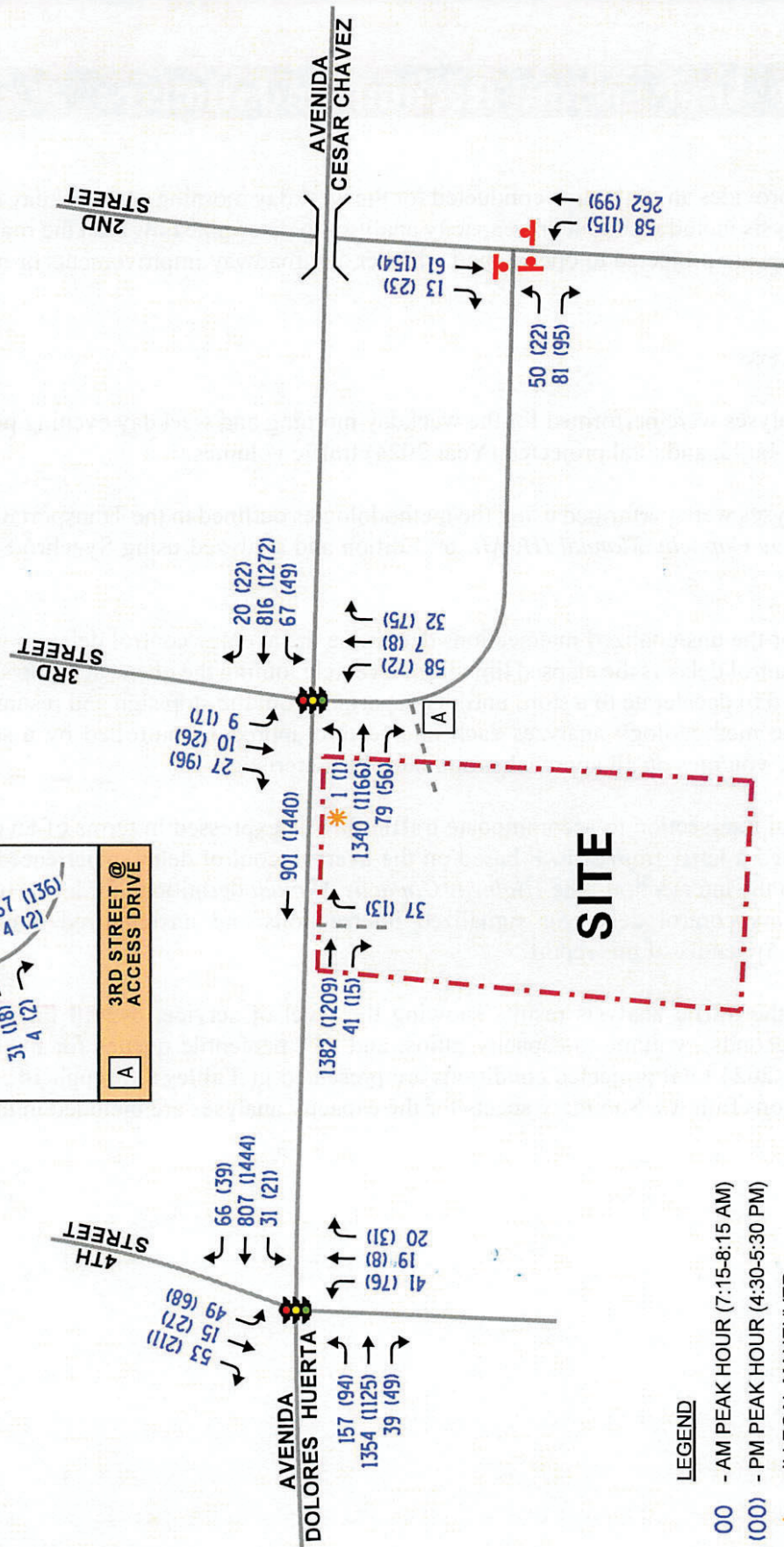
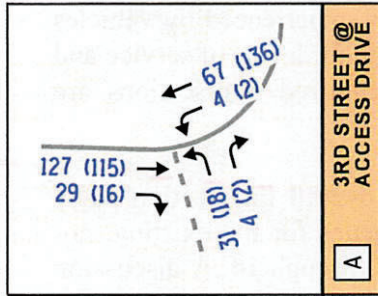
Figure: 6



- LEGEND**
- 00 - AM PEAK HOUR (7:15-8:15 AM)
 - (00) - PM PEAK HOUR (4:30-5:30 PM)
 - * - ILLEGAL MANEUVER

Year 2024 No-Build Traffic Volumes

Dunkin Drive-Through
Albuquerque, New Mexico



5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build, and total projected (Year 2024) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service, overall intersection delay (measured in seconds), volume-to-capacity ratios, and 95th percentile queues for the existing, no-build, and Year 2024 total projected conditions are presented in **Tables 5 through 14**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

SIGNALIZED – AVENIDA CESAR CHAVEZ WITH 4TH STREET

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T/R		L	T	R	L	T	R	L/T	R		
Existing Conditions	Weekday Morning	A	A		A	A	A	D	C	A	D	B		A 8.0
		4.2	5.9		3.7	7.6	2.1	39.9	33.1	9.2	42.5	15.9		
		A – 5.8			A – 7.0			C – 30.7			C – 30.5			
	Weekday Evening	A	A		A	B	A	D	C	B	D	C		B 12.2
		6.3	5.9		3.4	11.8	0.9	42.6	30.2	11.4	42.9	30.6		
		A – 5.9			B – 11.4			C – 33.3			C – 34.4			
No-Build Conditions	Weekday Morning	A	A		A	A	A	D	C	A	D	B		A 8.0
		4.2	5.9		3.7	7.6	2.1	39.9	33.1	9.2	42.5	15.9		
		A – 5.8			A – 7.0			C – 30.7			C – 30.5			
	Weekday Evening	A	A		A	B	A	D	C	B	D	C		B 12.4
		6.5	6.0		3.5	12.1	0.9	42.6	30.1	11.3	42.9	30.6		
		A – 6.0			B – 11.7			C – 33.4			C – 34.4			
Projected Conditions	Weekday Morning	A	A		A	A	A	D	C	A	D	B		A 8.1
		4.4	6.0		3.8	7.7	2.2	39.7	33.0	9.1	42.4	16.1		
		A – 5.9			A – 7.2			C – 30.6			C – 30.5			
	Weekday Evening	A	A		A	B	A	D	C	B	D	C		B 12.4
		6.5	6.0		3.5	12.1	0.9	42.6	30.1	11.3	42.9	30.6		
		A – 6.0			B – 11.7			C – 33.4			C – 34.4			
Letter denotes Level of Service Delay is measured in seconds.														
L – Left Turn R – Right Turn														
T – Through														

SIGNALIZED - AVENIDA CESAR CHAVEZ SW WITH 4TH STREET SW - V/C RATIO (95TH PERCENTILE QUEUE)

Letter denotes Level of Service
Delay is measured in seconds.

Table 7

SIGNALIZED – AVENIDA CESAR CHAVEZ SW WITH 3RD STREET SW

	Peak Hour	Eastbound			Westbound			Northbound			Southbound	Overall
		T	R	L	T/R	L/T	R	L/T/R				
Existing Conditions	Weekday Morning	A 4.2	A 1.2	A 6.0	A 3.3	D 35.3	B 15.8	B – 19.2	A 4.7			
		A – 4.0			A – 3.4					C – 26.2		
	Weekday Evening	A 6.6	A 1.6	A 6.4	A 9.5	C 31.9	C 20.3	C – 31.7	A 10.0			
A – 6.4			A – 9.4			C – 25.6						
No-Build Conditions	Weekday Morning	A 4.2	A 1.2	A 6.0	A 3.3	D 35.3	B 15.8	B – 19.2	A 4.7			
		A – 4.0			A – 3.4					C – 26.2		
	Weekday Evening	A 6.7	A 1.6	A 6.5	A 9.8	C 31.9	C 20.4	C – 31.9	B 10.1			
A – 6.4			A – 9.7			C – 25.7						
Projected Conditions	Weekday Morning	A 6.5	A 1.6	B 16.2	A 5.0	D 37.8	B 13.9	B – 16.7	A 7.2			
		A – 6.2			A – 5.8					C – 30.0		
	Weekday Evening	A 6.7	A 1.6	A 7.6	A 9.6	D 35.4	C 20.5	C – 31.8	B 10.3			
A – 6.5			A – 9.5			C – 28.2						
Letter denotes Level of Service Delay is measured in seconds.												
L – Left Turn R – Right Turn T – Through												

Table 8

SIGNALIZED – AVENIDA CESAR CHAVEZ SW WITH 3RD STREET SW – V/C RATIO (95TH PERCENTILE QUEUE)

	Peak Hour	Eastbound		Westbound		Northbound		Southbound	
		T	R	L	T/R	L/T	R	L/T/R	
Existing Conditions	Weekday Morning	0.49 (181 ft)	0.07 (11 ft)	0.21 (20 ft)	0.34 (98 ft)	0.29 (43 ft)	0.18 (26 ft)	0.25 (36 ft)	
	Weekday Evening	0.46 (186 ft)	0.05 (11 ft)	0.14 (19 ft)	0.55 (232 ft)	0.35 (57 ft)	0.28 (51 ft)	0.52 (100 ft)	
No-Build Conditions	Weekday Morning	0.49 (181 ft)	0.07 (11 ft)	0.21 (20 ft)	0.34 (98 ft)	0.29 (43 ft)	0.18 (26 ft)	0.25 (36 ft)	
	Weekday Evening	0.46 (190 ft)	0.05 (12 ft)	0.15 (19 ft)	0.55 (236 ft)	0.36 (58 ft)	0.28 (51 ft)	0.52 (101 ft)	
Projected Conditions	Weekday Morning	0.55 (233 ft)	0.07 (14 ft)	0.44 (70 ft)	0.36 (121 ft)	0.46 (65 ft)	0.16 (25 ft)	0.21 (35 ft)	
	Weekday Evening	0.46 (190 ft)	0.05 (12 ft)	0.21 (28 ft)	0.55 (233 ft)	0.46 (71 ft)	0.28 (52 ft)	0.53 (101 ft)	
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through							

Table 9

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Avenida Cesar Chavez with 2nd Street SW¹				
• Overall	B	10.5	A	9.6
• Eastbound Left-Turn	A	9.6	A	9.3
• Eastbound Right-Turn	A	8.7	A	9.0
• Northbound Through	A	9.3	B	10.1
• Northbound Left-Turn	B	12.1	A	9.1
• Southbound Through	A	8.8	B	10.1
• Southbound Right-Turn	A	7.4	A	7.5
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds.				

Table 10

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	V/C Ratio	95 th Queues (ft)	V/C Ratio	95 th Queues (ft)
Avenida Cesar Chavez with 2nd Street SW¹				
• Eastbound Left-Turn	0.104	8	0.049	5
• Eastbound Right-Turn	0.14	13	0.178	15
• Northbound Through	0.112	10	0.237	23
• Northbound Left-Turn	0.459	60	0.188	18
• Southbound Through	0.113	10	0.295	30
• Southbound Right-Turn	0.018	3	0.037	3
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds.				

Table 11
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Avenida Cesar Chavez with 2nd Street SW¹				
• Overall	B	10.6	A	9.6
• Eastbound Left-Turn	A	9.7	A	9.3
• Eastbound Right-Turn	A	8.7	A	9.0
• Northbound Through	A	9.3	B	10.2
• Northbound Left-Turn	B	12.2	A	9.1
• Southbound Through	A	8.9	B	10.2
• Southbound Right-Turn	A	7.5	A	7.5
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds.				

Table 12
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	V/C Ratio	95 th Queues (ft)	V/C Ratio	95 th Queues (ft)
Avenida Cesar Chavez with 2nd Street SW¹				
• Eastbound Left-Turn	0.104	8	0.049	5
• Eastbound Right-Turn	0.142	13	0.18	15
• Northbound Through	0.113	10	0.239	23
• Northbound Left-Turn	0.466	63	0.19	18
• Southbound Through	0.115	10	0.298	30
• Southbound Right-Turn	0.018	3	0.037	3
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds.				

Table 13

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
3rd Street SW with 2nd Street SW¹				
• Overall	B	10.7	A	9.6
• Eastbound Left-Turn	A	9.7	A	9.4
• Eastbound Right-Turn	A	8.8	A	9.1
• Northbound Through	A	9.3	B	10.2
• Northbound Left-Turn	B	12.3	A	9.1
• Southbound Through	A	8.9	B	10.2
• Southbound Right-Turn	A	7.5	A	7.5
Avenida Cesar Chavez SW with Proposed Right-In/Right-Out Access Drive²				
• Northbound Approach	B	12.3	B	11.1
3rd Street SW with Proposed Access Drive²				
• Eastbound Approach	A	9.5	A	9.9
• Northbound Left-Turn	A	7.5	A	7.5
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds. 2 – One-way stop control.				

Table 14

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	V/C Ratio	95 th Queues (ft)	V/C Ratio	95 th Queues (ft)
3rd Street SW with 2nd Street SW¹				
• Eastbound Left-Turn	0.108	10	0.051	5
• Eastbound Right-Turn	0.145	13	0.183	18
• Northbound Through	0.117	10	0.242	23
• Northbound Left-Turn	0.468	63	0.19	18
• Southbound Through	0.116	10	0.299	30
• Southbound Right-Turn	0.021	3	0.04	3
Avenida Cesar Chavez SW with Proposed Right-In/Right-Out Access Drive²				
• Northbound Approach	0.073	5	0.023	3
3rd Street SW with Proposed Access Drive²				
• Eastbound Approach	0.044	3	0.028	3
• Northbound Left-Turn	0.003	0	0.001	0
LOS = Level of Service 1 – All-way stop control. Delay is measured in seconds. 2 – One-way stop control.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the generated traffic.

Avenida Cesar Chavez SW with 3rd Street SW

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) A during the weekday morning and weekday evening peak hours. The eastbound and westbound approaches currently operate at LOS A during both peak hours while the northbound and southbound approaches operate at LOS C or better during the peak hours.

Under Year 2024 no-build and total projected conditions, the intersection is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of less than three seconds. All the approaches are projected to operate at the existing levels of service during both peak hours with increases in delay of less than less than four seconds. The maximum 95th percentile queue for the eastbound through movement is projected to be approximately 235 feet during the weekday morning peak hour that will not extend back to the intersection of 4th Street with Avenida Cesar Chavez. However, the eastbound through movement may extend back to the proposed right-in/right-out access drive but a review of the traffic simulation showed that the queue will clear the intersection during one cycle. The maximum 95th percentile queue for the westbound left-turn movement is projected to be approximately 70 feet during the weekday morning peak hour that can be accommodated within the existing left-turn lane storage provided. As such, this intersection had adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed Dunkin Drive-Through and no roadway improvement or traffic control adjustments will be required.

Avenida Cesar Chavez SW with 4th Street SW

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. The eastbound and westbound approaches operate at LOS B or better during the peak hours and the northbound and southbound approaches operate at LOS C during both peak hours.

Under Year 2024 no-build and total projected conditions, the intersection and all its approaches are projected to continue operating at the existing levels of service during both peak hours with increases in delay of less than one second. The maximum 95th percentile queue for the westbound through movement is projected to be approximately 355 feet during the weekday evening peak hour and will not extend back to the intersection of Avenida Cesar Chavez with 3rd Street. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed Dunkin Drive-Through and no roadway improvements or traffic control adjustments will be required.

3rd Street SW with 2nd Street SW

The results of the capacity analysis indicate that overall the intersection currently operates at LOS B during the weekday morning and LOS A during the weekday evening peak hour. All the approaches and their critical movements currently operate at LOS B or better during both peak hours.

Under Year 2024 no-build and total projected conditions, the intersections and all its critical movements are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed Dunkin Drive-Through will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments will be required.

Avenida Cesar Chavez SW with Proposed Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that the outbound movement is projected to operate at LOS B during the weekday morning and weekday evening peak hour with a 95th percentile queue of one to two vehicles during both peak hours. As such, this access drive will be adequate to accommodate the traffic estimated to be generated by the proposed Dunkin Drive-Through and will ensure efficient access to the site.

3rd Street SW with Proposed Access Drive

The results of the capacity analysis indicate that the eastbound approach and the northbound left-turn movement are projected to operate at LOS A during the weekday morning and weekday evening peak hours. The maximum 95th percentile queue for the northbound left-turn movement is projected to be one to two vehicles during both peak hours and will not interrupt the traffic flow on 3rd Street. As such, this access drive will be adequate to accommodate the traffic estimated to be generated by the proposed Dunkin Drive-Through and will ensure efficient and flexible access to the site.

On-Site Circulation and Drive-Through Stacking

Based on a review of the site plan, vehicles entering the drive-through facility for the coffee shop will enter at the southwest corner of the building facing east. Vehicles will proceed to the dual ordering boards, place their order, and then proceed to the pay/pick-up window located on the east side of the building. Vehicles will then exit the drive-through from the northeast corner of the building and will be able to proceed either left to the access drive on Avenida Cesar Chavez SW or right to the access drive on 3rd Street SW.

A stop sign should be provided for outbound movements from the drive-through onto the main circulation drive aisles and a “Do Not Enter” sign should be provided at the drive-through exit facing north.

Based on the site plan, the drive-through facility will provide stacking for approximately six vehicles before the ordering boards and eight vehicles from the dual order boards to the pick-up window for a total of 14 stacked vehicles.

Observations conducted by KLOA, Inc at existing coffee shops in the Chicagoland area indicated the following:

- During the weekday morning peak period (6:30 A.M. to 9:00 A.M.), an average queue of seven vehicles and a maximum queue of 12 vehicles were observed.
- During the weekday evening peak period (4:00 P.M. to 6:30 P.M.), an average queue of one vehicle and a maximum queue of two vehicles were observed.

As such, the proposed stacking for 14 vehicles will be adequate in accommodating the average and peak drive-through stacking anticipated for the coffee shop.

6. Conclusion

Based on the proceeding analyses and recommendations, the following conclusions have been made:

- The proposed Dunkin will be located at 310 Avenida Cesar Chavez SW and will be an approximately 1,700 square-foot building providing a drive-through that will accommodate 14 vehicles and a parking lot with 16 parking spaces.
- Access to the site will be provided via the two full movement access drives off Avenida Cesar Chavez SW and 3rd Street SW.
- The volume of traffic estimated to be generated by Dunkin will be reduced due to the volume of pass-by trips anticipated to be diverted from the existing traffic on Avenida Cesar Chavez SW.
- The access drives are projected to be adequate in accommodating the traffic estimated to be generated by Dunkin and will provide flexible and efficient access to the site.
- As part of the proposed development, stop signs should be provided for outbound traffic from both access drives.
- The drive-through stacking of 14 vehicles will be adequate in accommodating the peak drive-through activity for the coffee shop.

Appendix

Scope of Traffic Impact Study

Traffic Count Summary Sheets

Site Plan

ITE Trip Generation Summary Sheets

Level of Service Criteria

Capacity Analysis Summary Sheets

Scope of Traffic Impact Study

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Brendan May, PE, PTOE
KLOA, Inc.
9575 W. Higgins Road, Suite 400
Rosemont, Illinois 60018

MEETING DATE: Wednesday, April 26, 2023 – Was a virtual meeting held

ATTENDEES: Matthew Grush, P.E. (City of Albuquerque), Brendan May, PE, PTOE (KLOA, Inc.), Luay Aboona, PE, PTOE (KLOA, Inc.), Jeff Wooten, PE, LEED AP (Wooten Engineering, LLC)

PROJECT: Dunkin Donuts (310 Avenida Cesar Chavez)

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan
☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment
☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: Coffee Shop with Drive-Through Window (1,700 s.f.)

SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
2. Appropriate study area:
 - Signalized Intersections;
 - a. Avenida Cesar Chavez with 3rd Street SW
 - b. Avenida Cesar Chavez with 4th Street SW
 - Unsignalized Intersections;
 - a. Avenida Cesar Chavez with 2nd Street SW
 - Driveway Intersections: all site drives.- confirmed
3. Intersection turning movement counts
 - Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
 - Consultant to provide for all intersections listed above.
4. Type of intersection progression and factors to be used.
 - Information to be determined from the results of the traffic counts
5. Boundaries of area to be used for trip distribution.
 - 2 mile radius – commercial;

6. Basis for trip distribution.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial -

$$Ts = (Tt) (Sp) / (Sp)$$

Ts = Development to Individual Subarea Trips

Tt = Total Trips

Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include: N/A

9. Method of intersection capacity analysis - planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
Implementation Year: 2024

10. Traffic conditions for analysis:

- a. Existing analysis ☒ yes ___ no - year (2023);
- b. Phase implementation year(s) without proposed development – N/A
- c. Phase implementation year(s) with proposed development – N/A
- d. Project completion year without proposed development – 2025
- e. Project completion year with proposed development – 2025
- f. Other –

11. Background traffic growth.

Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.

List planned CIP improvements in study area and projected project implementation year:

- a. N/A

13. Items to be included in the study:

- a. Intersection analysis. Yes
- b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
- c. Arterial LOS analysis; No
- d. Recommended street, intersection and signal improvements. Yes
- e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
- f. Transportation system impacts.
- g. Other mitigating measures. Yes
- h. Accident analyses ☒ yes ___ no; Location(s): Avenida Cesar Chavez with 2nd Street, 3rd Street, 4th Street (5 years)
- i. Weaving analyses ___ yes ☒ no; Location(s): N/A

14. Other: N/A

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews plus technology fee

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3362.

 P.E.

6/13/2023

Matt Grush, P.E.
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

Date

via: email

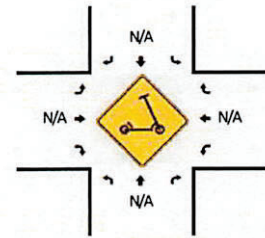
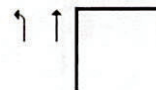
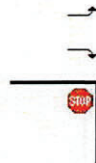
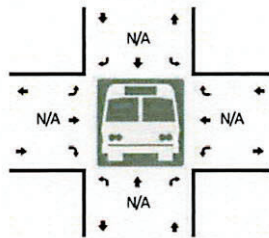
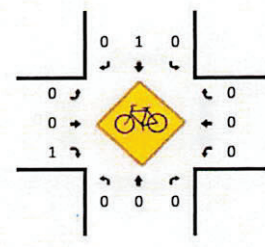
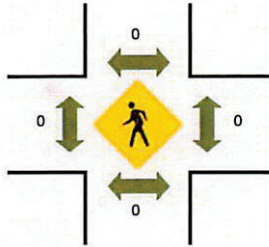
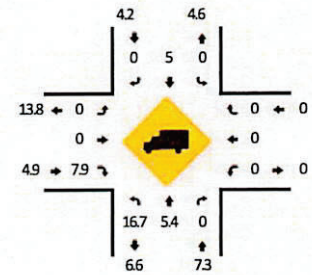
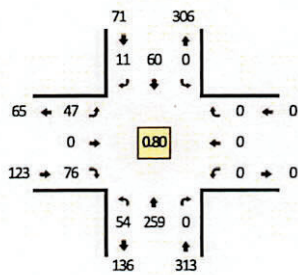
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Traffic Count Summary Sheets

LOCATION: 2nd St SW -- Avenida Cesar Chavez
CITY/STATE: Albuquerque, NM

QC JOB #: 16204803
DATE: Tue, May 23 2023

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	2nd St SW (Northbound)				2nd St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	16	41	0	0	0	8	0	0	3	0	11	0	0	0	0	0	79	
7:15 AM	6	53	0	0	0	18	2	0	12	0	18	0	0	0	0	0	109	
7:30 AM	14	72	0	0	0	15	1	0	9	0	16	0	0	0	0	0	127	
7:45 AM	18	85	0	0	0	17	3	0	17	0	18	0	0	0	0	0	158	473
8:00 AM	16	49	0	0	0	10	5	0	9	0	24	0	0	0	0	0	113	507
8:15 AM	9	44	0	0	0	17	1	0	7	0	18	0	0	0	0	0	96	494
8:30 AM	15	33	0	0	0	25	1	0	9	0	33	0	0	0	0	0	116	483
8:45 AM	16	33	0	0	0	17	3	0	10	0	25	0	0	0	0	0	104	429
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	340	0	0	0	68	12	0	68	0	72	0	0	0	0	0	632	
Heavy Trucks	4	20	0	0	0	8	0	0	0	0	0	0	0	0	0	0	32	
Buses																	0	
Pedestrians	0	0			0				0				0				0	
Bicycles	0	0	0		0	4	0		0	0	4		0	0	0		8	
Scoters																		

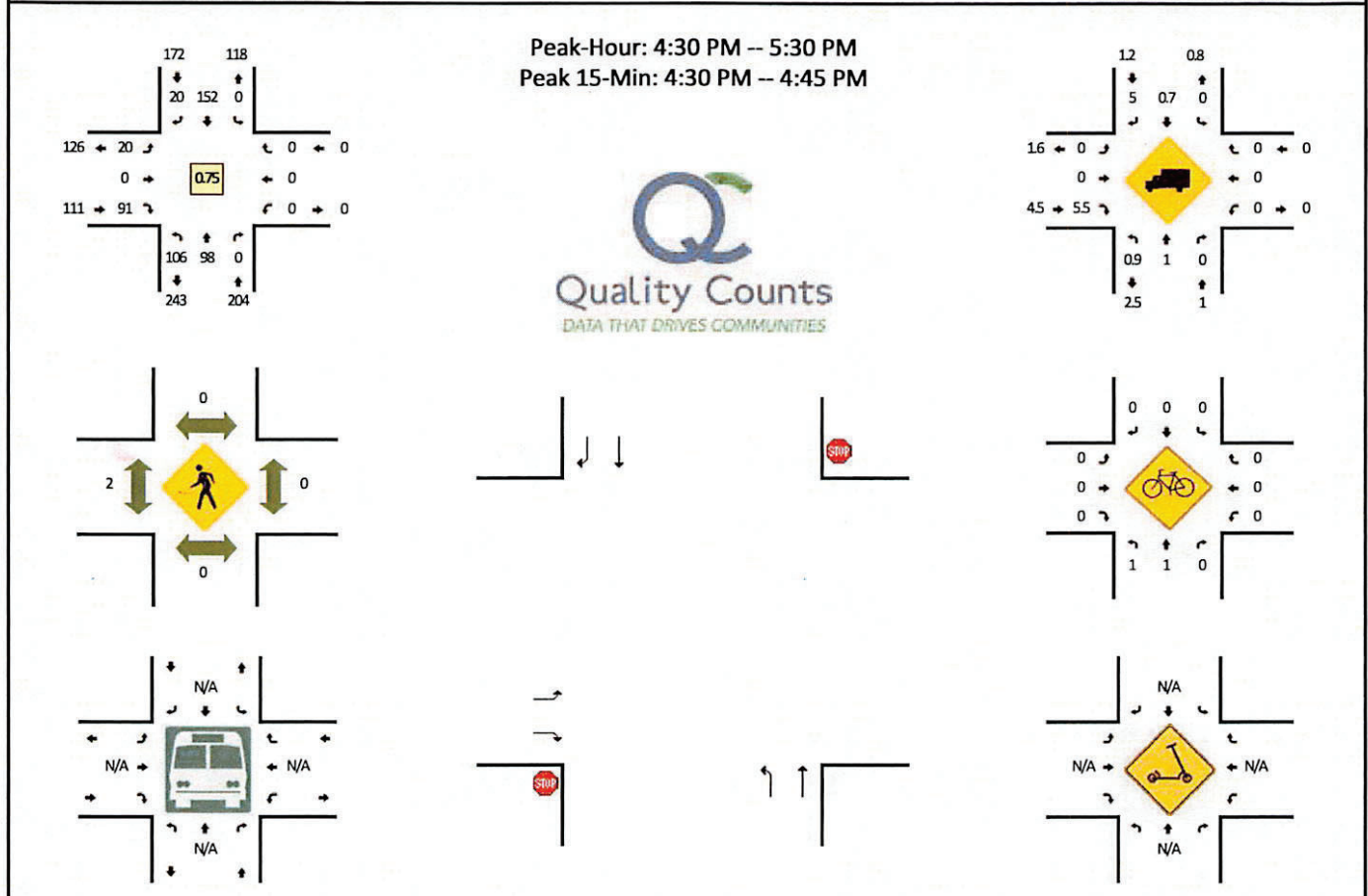
Comments:

Report generated on 7/5/2023 11:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 2nd St SW -- Avenida Cesar Chavez
CITY/STATE: Albuquerque, NM

QC JOB #: 16204804
DATE: Mon, May 22 2023



15-Min Count Period Beginning At	2nd St SW (Northbound)				2nd St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	23	24	0	0	0	45	2	0	5	0	19	0	0	0	0	0	118	
4:15 PM	23	34	0	0	0	31	6	0	5	0	22	0	0	0	0	0	121	
4:30 PM	52	38	0	0	0	40	5	0	7	0	21	0	0	0	0	0	163	
4:45 PM	21	21	0	0	0	31	6	0	6	0	21	0	0	0	0	0	106	508
5:00 PM	13	18	0	0	0	49	6	0	2	0	25	0	0	0	0	0	113	503
5:15 PM	20	21	0	0	0	32	3	0	5	0	24	0	0	0	0	0	105	487
5:30 PM	11	16	0	0	0	32	4	0	2	0	18	0	0	0	0	0	83	407
5:45 PM	21	20	0	0	0	29	3	0	5	0	10	0	0	0	0	0	88	389
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	208	152	0	0	0	160	20	0	28	0	84	0	0	0	0	0	652	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 7/5/2023 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

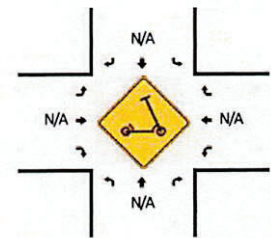
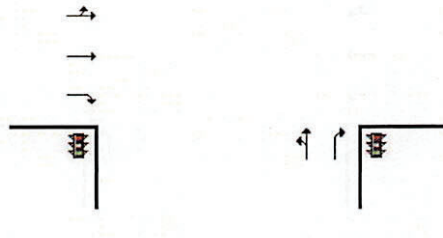
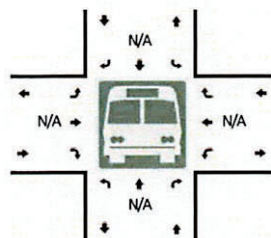
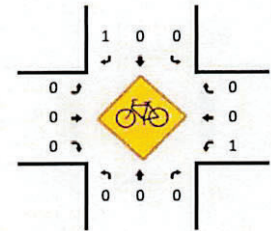
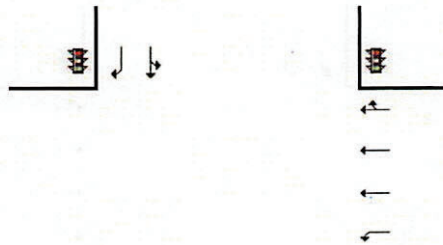
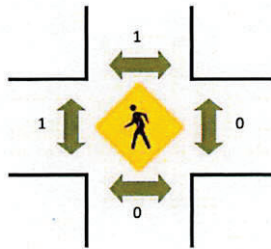
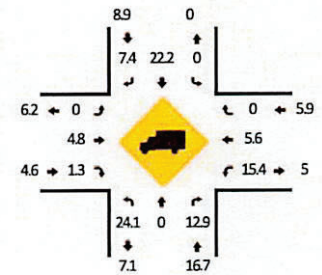
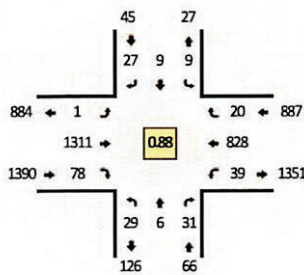
LOCATION: 3rd St SW -- Avenida Cesar Chavez

QC JOB #: 16204805

CITY/STATE: Albuquerque, NM

DATE: Tue, May 23 2023

Peak-Hour: 7:15 AM – 8:15 AM
Peak 15-Min: 7:45 AM – 8:00 AM



15-Min Count Period Beginning At	3rd St SW (Northbound)				3rd St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	1	12	0	2	0	6	0	0	304	10	0	6	151	3	0	500	
7:15 AM	4	0	4	0	1	3	5	0	1	348	17	0	10	183	4	0	580	
7:30 AM	11	1	4	0	0	3	10	0	0	315	18	0	6	198	7	0	573	
7:45 AM	8	5	9	0	4	2	7	0	0	356	25	0	10	249	6	0	681	2334
8:00 AM	6	0	14	0	4	1	5	0	0	292	18	0	13	198	3	0	554	2388
8:15 AM	3	1	7	0	1	1	7	0	1	323	9	0	15	203	6	0	577	2385
8:30 AM	10	1	9	0	4	1	6	0	1	301	21	0	18	200	6	0	578	2390
8:45 AM	5	2	12	0	1	3	5	0	0	291	17	0	14	191	3	0	544	2253
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	20	36	0	16	8	28	0	0	1424	100	0	40	996	24	0	2724	
Heavy Trucks	4	0	0		0	0	0		0	64	0		0	40	0		108	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		4	0	0		4	
Scooters																		

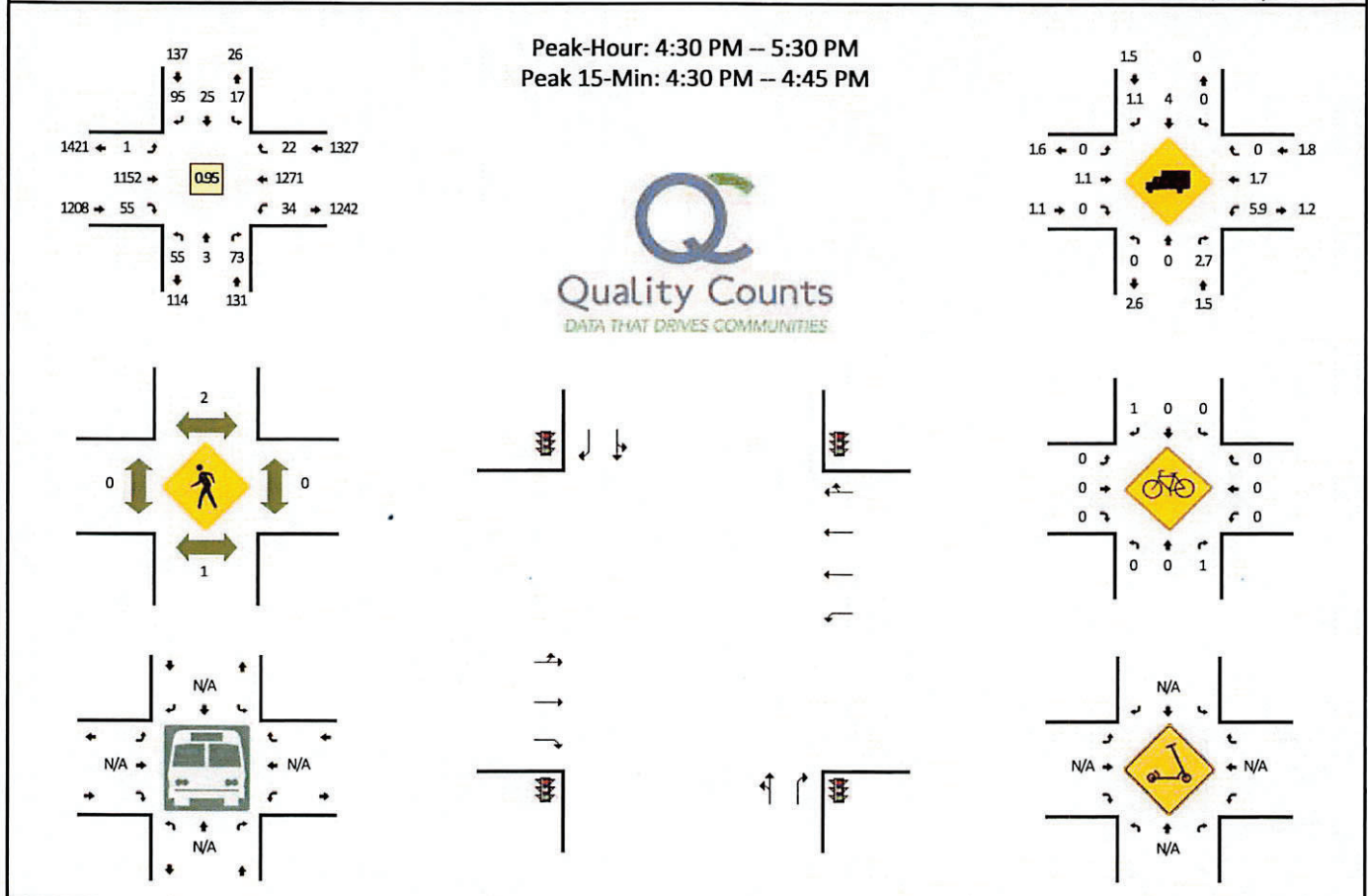
Comments:

Report generated on 7/5/2023 11:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 3rd St SW -- Avenida Cesar Chavez
CITY/STATE: Albuquerque, NM

QC JOB #: 16204806
DATE: Tue, May 23 2023



15-Min Count Period Beginning At	3rd St SW (Northbound)				3rd St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	2	19	0	5	3	17	1	1	271	14	0	9	335	3	1	688	
4:15 PM	14	1	12	0	3	3	25	0	0	269	11	0	11	310	3	1	663	
4:30 PM	20	0	35	0	2	5	23	0	1	298	14	0	13	321	7	0	739	
4:45 PM	17	0	14	0	3	5	25	0	0	267	12	0	9	313	4	0	669	2759
5:00 PM	9	1	12	0	7	8	20	0	0	326	12	0	8	331	2	0	736	2807
5:15 PM	9	2	12	0	5	7	27	0	0	261	17	0	4	306	9	0	659	2803
5:30 PM	8	0	10	0	1	1	18	0	0	243	8	0	12	300	6	1	608	2672
5:45 PM	10	1	11	0	2	1	17	0	0	225	8	0	5	273	3	0	556	2559
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	0	140	0	8	20	92	0	4	1192	56	0	52	1284	28	0	2956	
Heavy Trucks	0	0	4		0	0	0		0	28	0		0	24	0		56	
Buses																		
Pedestrians	0	0			0	4			0	0			0	0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

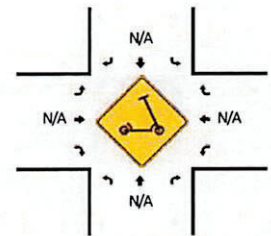
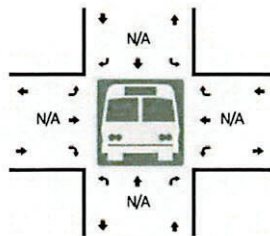
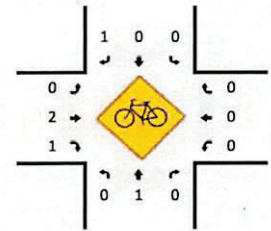
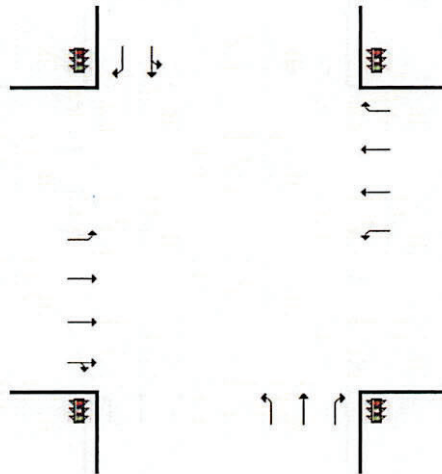
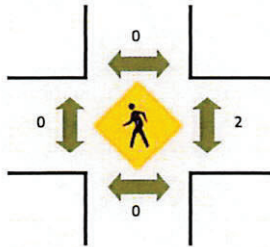
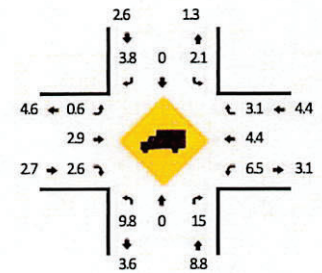
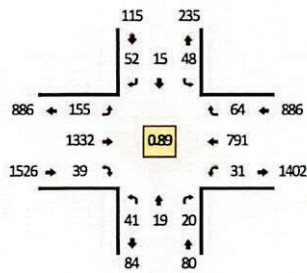
Report generated on 7/5/2023 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: 4th St SW -- Avenida Cesar Chavez
CITY/STATE: Albuquerque, NM

QC JOB #: 16204807
DATE: Tue, May 23 2023

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

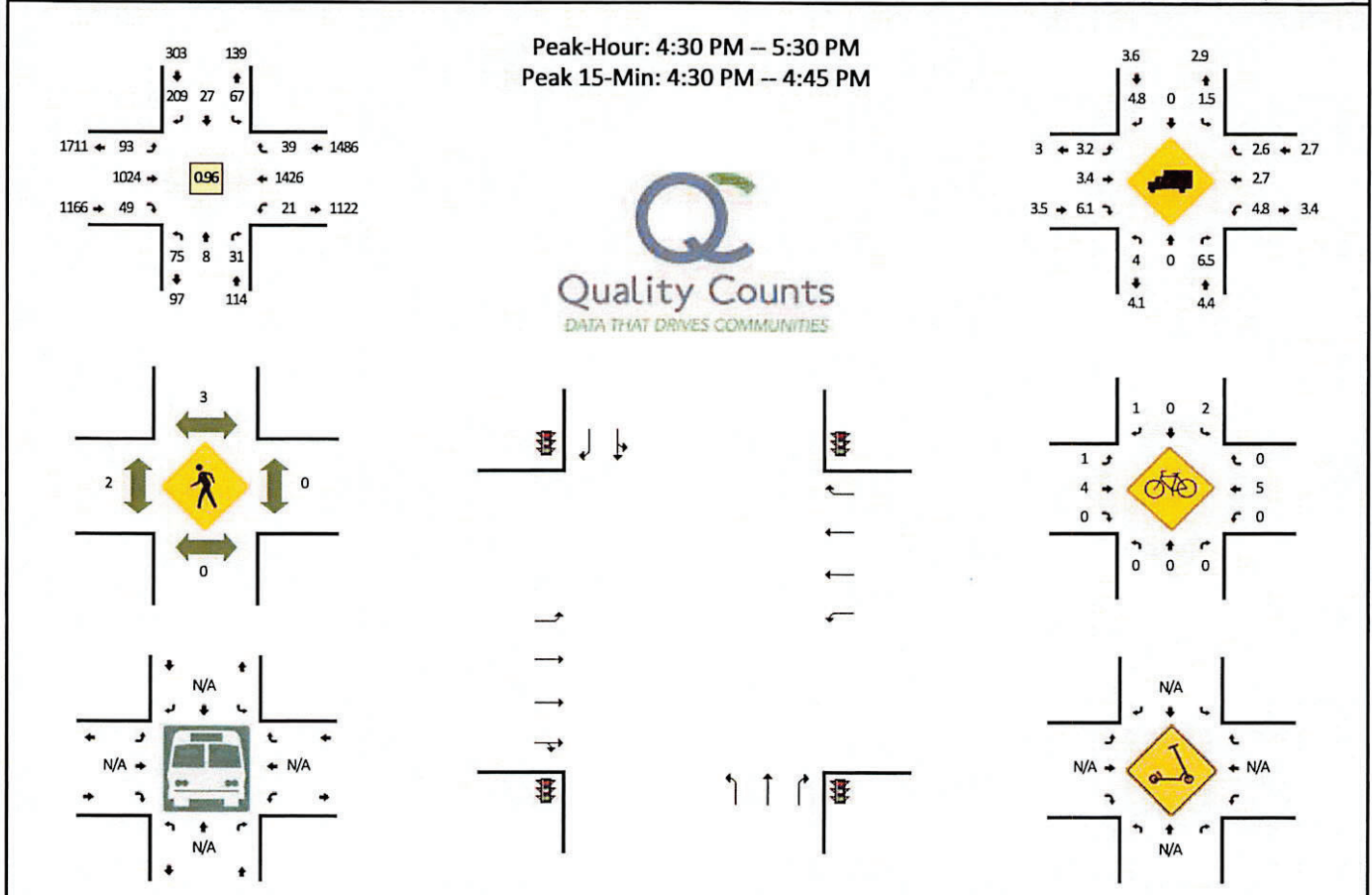


15-Min Count Period Beginning At	4th St SW (Northbound)				4th St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	1	2	0	13	1	5	0	36	305	11	3	6	151	6	0	550	
7:15 AM	14	5	6	0	8	1	15	0	32	354	8	1	6	181	8	0	639	
7:30 AM	11	4	4	0	18	4	12	0	35	312	13	1	6	194	13	0	627	
7:45 AM	5	5	4	1	10	4	13	0	45	366	11	0	7	237	23	1	732	2548
8:00 AM	10	5	6	0	12	6	12	0	40	300	7	1	10	179	20	1	609	2607
8:15 AM	4	6	4	0	20	9	22	0	54	309	15	0	5	187	18	1	654	2622
8:30 AM	8	3	5	0	22	3	15	0	42	290	13	0	7	204	13	0	625	2620
8:45 AM	8	2	6	0	9	4	21	0	38	308	5	0	12	184	14	1	612	2500
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	20	16	4	40	16	52	0	180	1464	44	0	28	948	92	4	2928	
Heavy Trucks	4	0	4		0	0	0		4	44	4		0	44	0		104	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: 4th St SW -- Avenida Cesar Chavez
CITY/STATE: Albuquerque, NM

QC JOB #: 16204808
DATE: Tue, May 23 2023



15-Min Count Period Beginning At	4th St SW (Northbound)				4th St SW (Southbound)				Avenida Cesar Chavez (Eastbound)				Avenida Cesar Chavez (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	5	10	0	16	4	30	0	19	260	23	1	8	318	13	0	720	
4:15 PM	15	4	7	0	15	5	37	0	24	242	13	0	3	339	14	0	718	
4:30 PM	20	2	11	0	22	7	41	0	32	250	16	0	6	381	11	0	799	
4:45 PM	24	1	13	0	14	7	49	0	15	228	14	0	8	372	13	0	758	2995
5:00 PM	19	4	2	0	20	7	57	0	17	265	9	0	0	335	6	0	741	3016
5:15 PM	12	1	5	0	11	6	62	0	28	281	10	1	7	338	9	0	771	3069
5:30 PM	15	3	10	0	16	7	64	0	15	290	5	0	1	352	6	0	784	3054
5:45 PM	14	4	4	0	10	5	67	0	17	254	8	0	0	331	11	0	725	3021
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	8	44	0	88	28	164	0	128	1000	64	0	24	1524	44	0	3196	
Heavy Trucks	0	0	0		0	0	12		4	32	4		0	32	0		84	
Buses																		
Pedestrians	0	0			0	0			4				0				4	
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8	
Scooters																		

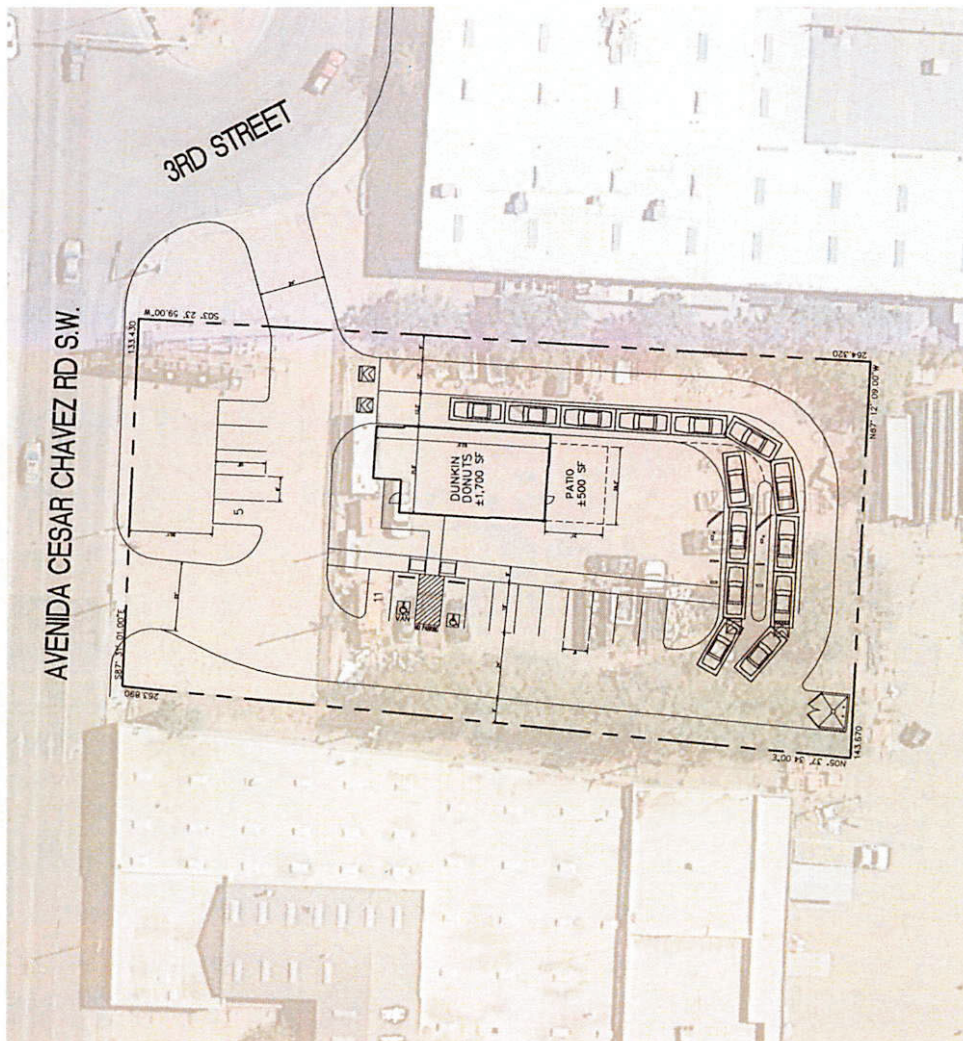
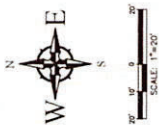
Comments:

Report generated on 7/5/2023 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



Site Plan



VELOCITY MAP
 100' BUFFER ZONE: 10' E.S. 10' S.E. SOUTH BARELAS
 INDUSTRIAL PARK UNIT #2 CONT 3.0284 AC

SITE STUDY 1B
 PROPOSED DUNKIN DONUTS
 ALBUQUERQUE, NM

TOTAL PARKING SPACES = 16 SPACES
 Total Required: 14 spaces
 Provided: 16 spaces

CHECKED BY: JM	DATE: JANUARY 2023
DESIGNED BY: OG	DATE: JANUARY 2023
DRAWN BY: OG	DATE: JANUARY 2023
DESIGN	
REVISIONS	
NO.	DATE
BY	

Woolen Engineering
 1005 21st St SE, Suite 13
 Rio Rancho, N.M. 87124
 Phone: (505) 980-1560

SITE PLAN
 Dunkin' Donuts
 310 Avenida Cesar Chavez SW
 Albuquerque, NM 87102

C1.0

ITE Trip Generation Summary Sheets

Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window and no indoor seating (Land Use 938) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Specialized Land Use Data

One study was conducted during the pandemic in 2020. Twelve sites were counted in Illinois and Missouri during the AM and PM adjacent street peak hours. The data have not been incorporated within the overall ITE trip generation database and are not reflected in the data plots for this land use. Consideration for their inclusion will be given for the 12th Edition of *Trip Generation Manual* after additional post-pandemic data are collected. Overall, the pandemic counts yielded an AM adjacent street peak weighted average rate of 84 vehicle trips per 1,000 square feet GFA, roughly equivalent to the pre-pandemic average. The PM adjacent street peak rate was 56 (roughly 40 percent higher than the pre-pandemic value). The higher PM peak rate for these coffee/donut shops conforms with anecdotal observations that with the temporary or permanent closures of many restaurants during the pandemic, the drive-through restaurants that were open did a brisk business even during their off-peak periods.

Source Numbers

594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044

Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

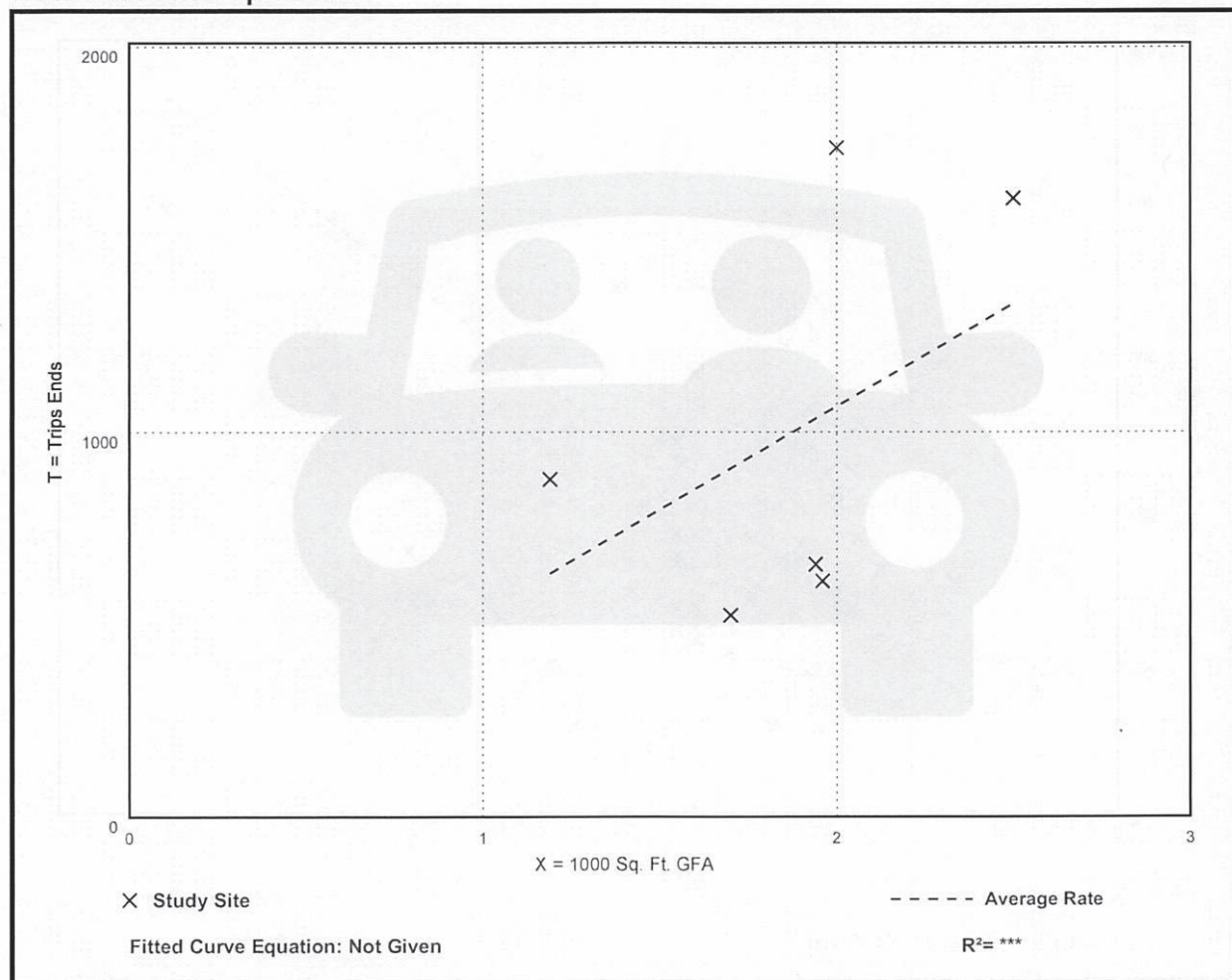
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
533.57	309.41 - 869.00	243.65

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 78

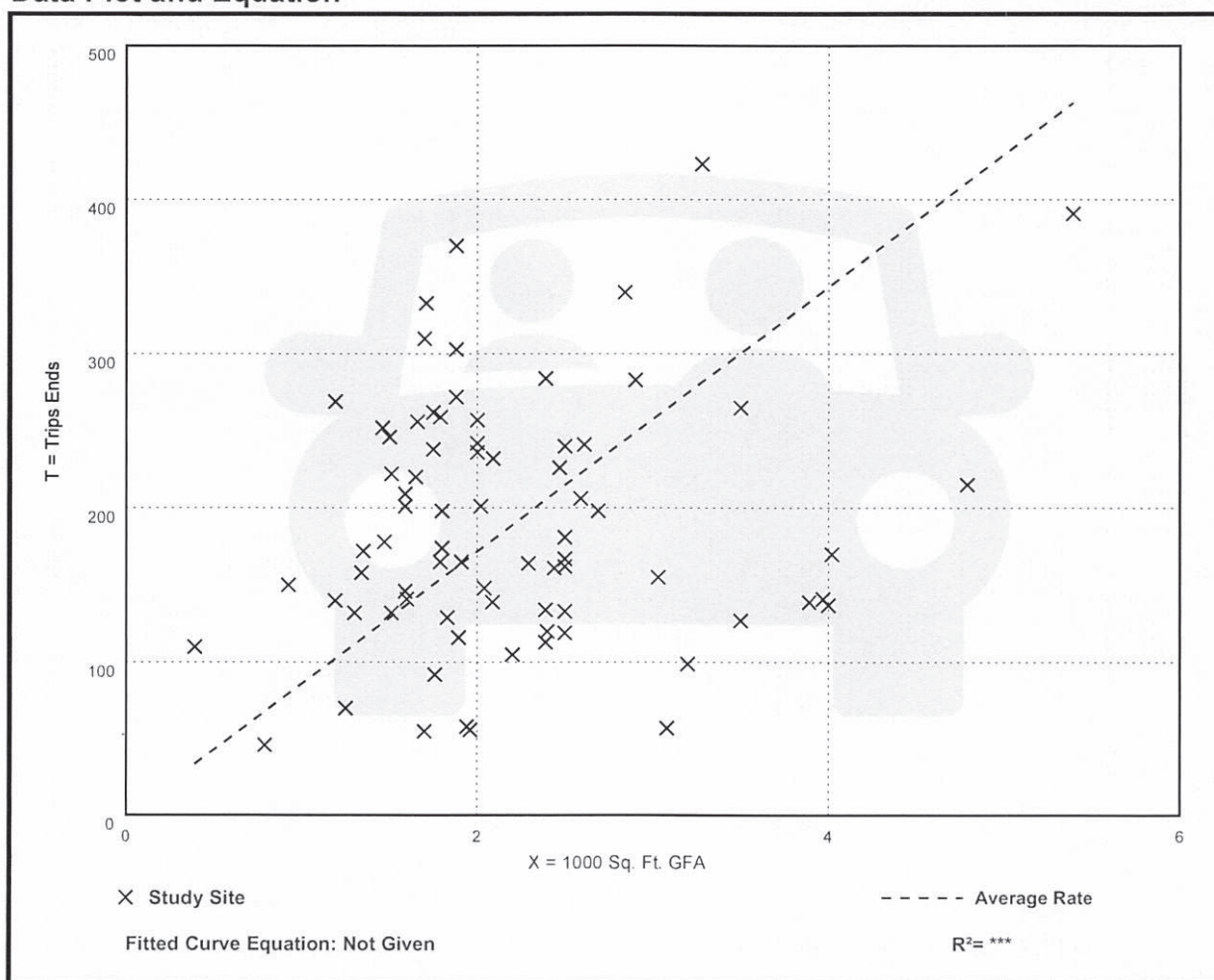
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.88	18.51 - 282.05	44.92

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

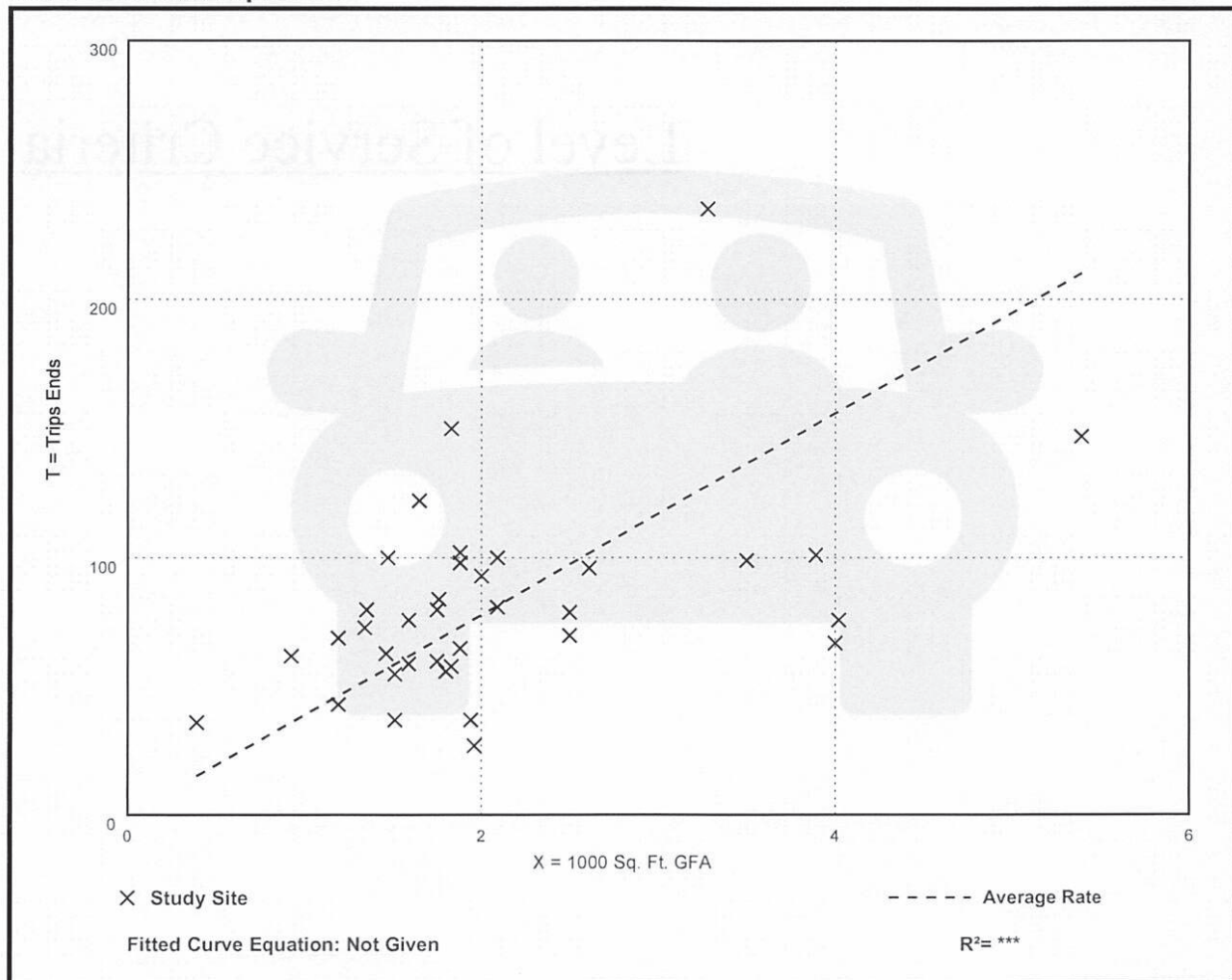
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

Data Plot and Equation



Level of Service Criteria

LEVEL OF SERVICE CRITERIA























Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 6 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1332	39	31	791	64	41	19	20	48	15	52
Future Volume (vph)	155	1332	39	31	791	64	41	19	20	48	15	52
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.963	
Satd. Flow (prot)	1787	5016	0	1687	3654	1568	1641	2000	1404	0	1802	1553
Flt Permitted	0.278			0.147			0.711				0.764	
Satd. Flow (perm)	523	5016	0	261	3654	1568	1228	2000	1404	0	1430	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	3%	3%	7%	4%	3%	10%	0%	15%	2%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	1541	0	35	889	72	46	21	22	0	71	58
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	68.5	63.8		64.1	58.2	58.2	9.9	9.9	16.7		9.9	18.3
Actuated g/C Ratio	0.81	0.75		0.75	0.68	0.68	0.12	0.12	0.20		0.12	0.22
v/c Ratio	0.34	0.41		0.13	0.36	0.07	0.32	0.09	0.07		0.43	0.16
Control Delay	4.2	5.9		3.7	7.2	2.1	39.9	33.1	9.2		42.5	15.9
Queue Delay	0.0	0.0		0.0	0.4	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.2	5.9		3.7	7.6	2.1	39.9	33.1	9.2		42.5	15.9
LOS	A	A		A	A	A	D	C	A		D	B
Approach Delay		5.8			7.0			30.7			30.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	16	119		3	97	0	23	10	0		36	13
Queue Length 95th (ft)	36	175		10	161	16	53	29	15		73	39

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	532			119			128			139		
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	596	3767		405	2502	1095	476	776	411		555	453
Starvation Cap Reductn	0	0		0	969	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.29	0.41		0.09	0.58	0.07	0.10	0.03	0.05		0.13	0.13

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 8.0






Intersection LOS: A

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15




















Splits and Phases: 3: 4th Street & Avenida Cesar Chavez

 Ø1	 Ø2 (R)	 Ø4
15 s	32 s	33 s
 Ø5	 Ø6 (R)	 Ø8
15 s	32 s	33 s

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1321	78	39	828	20	29	6	31	9	9	27
Future Volume (vph)	0	1321	78	39	828	20	29	6	31	9	9	27
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.918	
Flt Protected				0.950				0.960			0.990	
Satd. Flow (prot)	0	3619	1599	1570	3397	0	0	1523	1429	0	1590	0
Flt Permitted				0.152				0.728			0.921	
Satd. Flow (perm)	0	3619	1599	251	3397	0	0	1155	1429	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74		4				29		31	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	1%	15%	6%	0%	24%	0%	13%	0%	22%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1501	89	44	964	0	0	40	35	0	51	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		63.2	63.2	63.2	63.2			9.0	9.0		9.0	
Actuated g/C Ratio		0.84	0.84	0.84	0.84			0.12	0.12		0.12	
v/c Ratio		0.49	0.07	0.21	0.34			0.29	0.18		0.25	
Control Delay		3.8	1.2	6.0	3.0			35.3	15.8		19.2	
Queue Delay		0.4	0.0	0.0	0.4			0.0	0.0		0.0	
Total Delay		4.2	1.2	6.0	3.3			35.3	15.8		19.2	
LOS		A	A	A	A			D	B		B	
Approach Delay		4.0			3.4			26.2			19.2	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		113	1	5	59			18	3		9	
Queue Length 95th (ft)		181	11	20	98			43	26		36	

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		3050	1359	211	2864			508	645		668	
Starvation Cap Reductn		856	0	0	1215			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.68	0.07	0.21	0.58			0.08	0.05		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 4.7

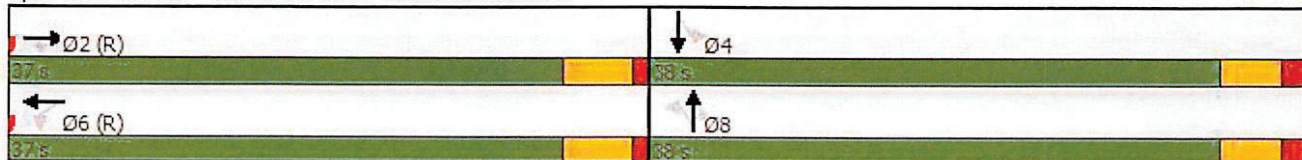
Intersection LOS: A

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street









HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection

Intersection Delay, s/veh 10.5
Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	78	55	259	60	11
Future Vol, veh/h	48	78	55	259	60	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	8	17	5	5	0
Mvmt Flow	60	98	69	324	75	14
Number of Lanes	1	1	1	1	1	1
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		2		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	2		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	9		11.6		8.6	
HCM LOS	A		B		A	























Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	259	48	78	60	11
LT Vol	55	0	48	0	0	0
Through Vol	0	259	0	0	60	0
RT Vol	0	0	0	78	0	11
Lane Flow Rate	69	324	60	98	75	14
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.111	0.458	0.103	0.139	0.113	0.018
Departure Headway (Hd)	5.803	5.096	6.186	5.116	5.4	4.608
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	617	706	578	698	662	772
Service Time	3.544	2.836	3.935	2.865	3.153	2.362
HCM Lane V/C Ratio	0.112	0.459	0.104	0.14	0.113	0.018
HCM Control Delay	9.3	12.1	9.6	8.7	8.8	7.4
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0.4	2.4	0.3	0.5	0.4	0.1

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	1110	49	21	1426	39	75	8	31	67	27	209
Future Volume (vph)	93	1110	49	21	1426	39	75	8	31	67	27	209
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.966	
Satd. Flow (prot)	1805	5143	0	1719	3689	1568	1736	2000	1509	0	1810	1538
Flt Permitted	0.115			0.220			0.694				0.783	
Satd. Flow (perm)	218	5143	0	398	3689	1568	1268	2000	1509	0	1467	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	6%	5%	3%	3%	4%	0%	7%	2%	0%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1207	0	22	1485	41	78	8	32	0	98	218
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	66.6	62.6		62.8	57.0	57.0	11.2	11.2	17.9		11.2	19.5
Actuated g/C Ratio	0.78	0.74		0.74	0.67	0.67	0.13	0.13	0.21		0.13	0.23
v/c Ratio	0.35	0.32		0.06	0.60	0.04	0.47	0.03	0.09		0.51	0.58
Control Delay	6.3	5.9		3.4	10.2	0.9	42.6	30.2	11.4		42.9	30.6
Queue Delay	0.0	0.0		0.0	1.6	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	6.3	5.9		3.4	11.8	0.9	42.6	30.2	11.4		42.9	30.6
LOS	A	A		A	B	A	D	C	B		D	C
Approach Delay		5.9			11.4			33.3			34.4	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	10	89		2	212	0	39	4	2		50	89
Queue Length 95th (ft)	25	138		9	345	6	78	15	22		93	143

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		532			119			128			139	
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	388	3791		496	2472	1074	492	776	464		569	472
Starvation Cap Reductn	0	0		0	749	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.25	0.32		0.04	0.86	0.04	0.16	0.01	0.07		0.17	0.46

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15




















Splits and Phases: 3: 4th Street & Avenida Cesar Chavez



Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1152	55	34	1271	22	55	7	73	17	25	95
Future Volume (vph)	0	1152	55	34	1271	22	55	7	73	17	25	95
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850		0.906	
Flt Protected				0.950				0.957			0.994	
Satd. Flow (prot)	0	3762	1615	1703	3530	0	0	1818	1568	0	1687	0
Flt Permitted				0.200				0.601			0.956	
Satd. Flow (perm)	0	3762	1615	358	3530	0	0	1142	1568	0	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58		3				29		15	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	0%	0%	3%	0%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1213	58	36	1361	0	0	65	77	0	144	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		52.8	52.8	52.8	52.8			12.2	12.2		12.2	
Actuated g/C Ratio		0.70	0.70	0.70	0.70			0.16	0.16		0.16	
v/c Ratio		0.46	0.05	0.14	0.55			0.35	0.28		0.52	
Control Delay		6.0	1.6	6.4	6.9			31.9	20.3		31.7	
Queue Delay		0.6	0.0	0.0	2.6			0.0	0.0		0.0	
Total Delay		6.6	1.6	6.4	9.5			31.9	20.3		31.7	
LOS		A	A	A	A			C	C		C	
Approach Delay		6.4			9.4			25.6			31.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		103	0	4	127			27	20		56	
Queue Length 95th (ft)		186	11	19	232			57	51		100	

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

	↗	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		2649	1154	252	2486			502	706		722	
Starvation Cap Reductn		926	0	0	965			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.70	0.05	0.14	0.89			0.13	0.11		0.20	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.0

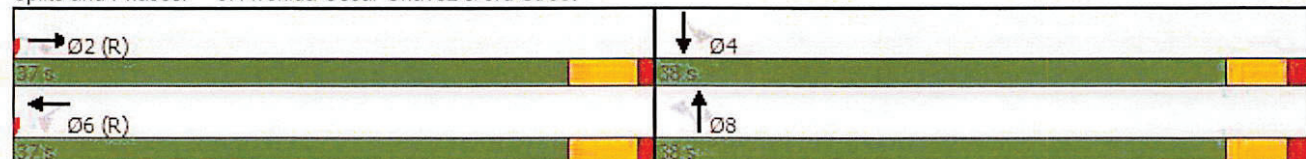
Intersection LOS: A

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street









HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	93	113	98	152	22
Future Vol, veh/h	21	93	113	98	152	22
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	6	1	1	1	5
Mvmt Flow	28	124	151	131	203	29
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	9.1	9.6		9.8		
HCM LOS	A	A		A		























Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	98	21	93	152	22
LT Vol	113	0	21	0	0	0
Through Vol	0	98	0	0	152	0
RT Vol	0	0	0	93	0	22
Lane Flow Rate	151	131	28	124	203	29
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.236	0.186	0.049	0.177	0.293	0.037
Departure Headway (Hd)	5.633	5.13	6.243	5.137	5.202	4.566
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	636	696	572	696	689	780
Service Time	3.385	2.882	3.995	2.89	2.955	2.318
HCM Lane V/C Ratio	0.237	0.188	0.049	0.178	0.295	0.037
HCM Control Delay	10.1	9.1	9.3	9	10.1	7.5
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	0.9	0.7	0.2	0.6	1.2	0.1

Capacity Analysis Summary Sheets
Year 2024 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1332	39	31	791	64	41	19	20	48	15	52
Future Volume (vph)	155	1332	39	31	791	64	41	19	20	48	15	52
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.963	
Satd. Flow (prot)	1787	5016	0	1687	3654	1568	1641	2000	1404	0	1802	1553
Flt Permitted	0.278			0.147			0.711				0.764	
Satd. Flow (perm)	523	5016	0	261	3654	1568	1228	2000	1404	0	1430	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	3%	3%	7%	4%	3%	10%	0%	15%	2%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	1541	0	35	889	72	46	21	22	0	71	58
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	68.5	63.8		64.1	58.2	58.2	9.9	9.9	16.7		9.9	18.3
Actuated g/C Ratio	0.81	0.75		0.75	0.68	0.68	0.12	0.12	0.20		0.12	0.22
v/c Ratio	0.34	0.41		0.13	0.36	0.07	0.32	0.09	0.07		0.43	0.16
Control Delay	4.2	5.9		3.7	7.2	2.1	39.9	33.1	9.2		42.5	15.9
Queue Delay	0.0	0.0		0.0	0.4	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.2	5.9		3.7	7.6	2.1	39.9	33.1	9.2		42.5	15.9
LOS	A	A		A	A	A	D	C	A		D	B
Approach Delay		5.8			7.0			30.7			30.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	16	119		3	97	0	23	10	0		36	13
Queue Length 95th (ft)	36	175		10	161	16	53	29	15		73	39

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	532			119			128			139		
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	596	3767		405	2502	1095	476	776	411		555	453
Starvation Cap Reductn	0	0		0	969	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.29	0.41		0.09	0.58	0.07	0.10	0.03	0.05		0.13	0.13

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 8.0

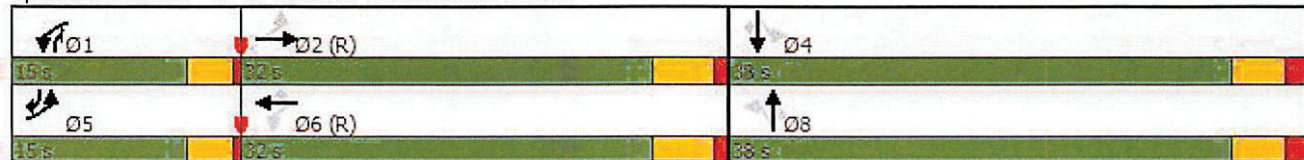
Intersection LOS: A

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

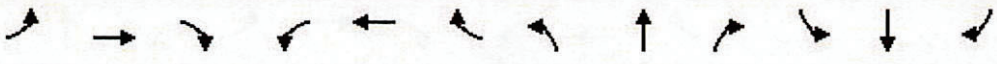
Splits and Phases: 3: 4th Street & Avenida Cesar Chavez



Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑			↑	↑		↑↓	
Traffic Volume (vph)	0	1321	78	39	828	20	29	6	31	9	9	27
Future Volume (vph)	0	1321	78	39	828	20	29	6	31	9	9	27
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.918	
Flt Protected				0.950				0.960			0.990	
Satd. Flow (prot)	0	3619	1599	1570	3397	0	0	1523	1429	0	1590	0
Flt Permitted				0.152				0.728			0.921	
Satd. Flow (perm)	0	3619	1599	251	3397	0	0	1155	1429	0	1480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74		4				29		31	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	1%	15%	6%	0%	24%	0%	13%	0%	22%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1501	89	44	964	0	0	40	35	0	51	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		63.2	63.2	63.2	63.2			9.0	9.0		9.0	
Actuated g/C Ratio		0.84	0.84	0.84	0.84			0.12	0.12		0.12	
v/c Ratio		0.49	0.07	0.21	0.34			0.29	0.18		0.25	
Control Delay		3.8	1.2	6.0	3.0			35.3	15.8		19.2	
Queue Delay		0.4	0.0	0.0	0.4			0.0	0.0		0.0	
Total Delay		4.2	1.2	6.0	3.3			35.3	15.8		19.2	
LOS		A	A	A	A			D	B		B	
Approach Delay		4.0			3.4			26.2			19.2	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		113	1	5	59			18	3		9	
Queue Length 95th (ft)		181	11	20	98			43	26		36	

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		3050	1359	211	2864			508	645		668	
Starvation Cap Reductn		856	0	0	1215			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.68	0.07	0.21	0.58			0.08	0.05		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 4.7

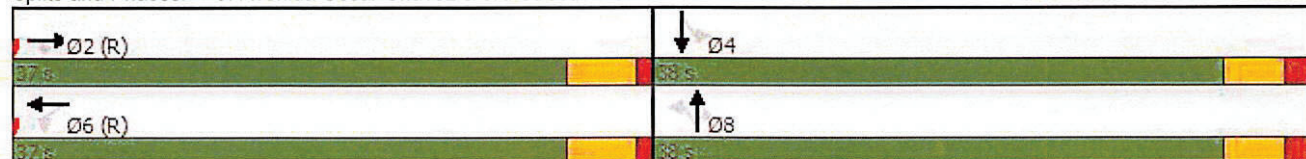
Intersection LOS: A

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street









HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection

Intersection Delay, s/veh 10.6
Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	79	56	262	61	11
Future Vol, veh/h	48	79	56	262	61	11
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	8	17	5	5	0
Mvmt Flow	60	99	70	328	76	14
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.1	11.7	8.7
HCM LOS	A	B	A























Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	262	48	79	61	11
LT Vol	56	0	48	0	0	0
Through Vol	0	262	0	0	61	0
RT Vol	0	0	0	79	0	11
Lane Flow Rate	70	328	60	99	76	14
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.113	0.464	0.103	0.141	0.115	0.018
Departure Headway (Hd)	5.808	5.101	6.201	5.131	5.409	4.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	617	704	577	696	660	771
Service Time	3.549	2.842	3.951	2.881	3.164	2.372
HCM Lane V/C Ratio	0.113	0.466	0.104	0.142	0.115	0.018
HCM Control Delay	9.3	12.2	9.7	8.7	8.9	7.5
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0.4	2.5	0.3	0.5	0.4	0.1

Capacity Analysis Summary Sheets
Year 2024 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1121	49	21	1440	39	76	8	31	68	27	211
Future Volume (vph)	94	1121	49	21	1440	39	76	8	31	68	27	211
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.965	
Satd. Flow (prot)	1805	5143	0	1719	3689	1568	1736	2000	1509	0	1808	1538
Flt Permitted	0.111			0.217			0.693				0.783	
Satd. Flow (perm)	211	5143	0	393	3689	1568	1266	2000	1509	0	1467	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	6%	5%	3%	3%	4%	0%	7%	2%	0%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1219	0	22	1500	41	79	8	32	0	99	220
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	66.5	62.5		62.6	56.9	56.9	11.3	11.3	18.0		11.3	19.6
Actuated g/C Ratio	0.78	0.74		0.74	0.67	0.67	0.13	0.13	0.21		0.13	0.23
v/c Ratio	0.36	0.32		0.06	0.61	0.04	0.47	0.03	0.09		0.51	0.59
Control Delay	6.5	6.0		3.5	10.4	0.9	42.6	30.1	11.3		42.9	30.6
Queue Delay	0.0	0.0		0.0	1.7	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	6.5	6.0		3.5	12.1	0.9	42.6	30.1	11.3		42.9	30.6
LOS	A	A		A	B	A	D	C	B		D	C
Approach Delay		6.0			11.7			33.4			34.4	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	10	91		2	217	0	40	4	2		50	90
Queue Length 95th (ft)	26	140		9	353	6	79	15	22		93	144

PMNB Year 2024 No-Build Weekday Evening Peak Hour Conditions 1:42 pm 07/10/2023 23-158 - Avenida Cesar Chavez & Durkin Rd Albuquerque
sa Page 1

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		532			119			128			139	
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	383	3786		492	2467	1072	491	776	465		569	473
Starvation Cap Reductn	0	0		0	740	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.26	0.32		0.04	0.87	0.04	0.16	0.01	0.07		0.17	0.47

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15




















Splits and Phases: 3: 4th Street & Avenida Cesar Chavez

 Ø1	 Ø2 (R)	 Ø4
15 s	30 s	35 s
 Ø5	 Ø6 (R)	 Ø8
15 s	30 s	35 s

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1164	56	34	1284	22	56	7	74	17	25	96
Future Volume (vph)	0	1164	56	34	1284	22	56	7	74	17	25	96
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850		0.906	
Flt Protected				0.950				0.957			0.994	
Satd. Flow (prot)	0	3762	1615	1703	3530	0	0	1818	1568	0	1687	0
Flt Permitted				0.197				0.599			0.957	
Satd. Flow (perm)	0	3762	1615	353	3530	0	0	1138	1568	0	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59		3				29		14	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	0%	0%	3%	0%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1225	59	36	1375	0	0	66	78	0	145	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		52.7	52.7	52.7	52.7			12.3	12.3		12.3	
Actuated g/C Ratio		0.70	0.70	0.70	0.70			0.16	0.16		0.16	
v/c Ratio		0.46	0.05	0.15	0.55			0.36	0.28		0.52	
Control Delay		6.1	1.6	6.5	7.0			31.9	20.4		31.9	
Queue Delay		0.6	0.0	0.0	2.7			0.0	0.0		0.0	
Total Delay		6.7	1.6	6.5	9.8			31.9	20.4		31.9	
LOS		A	A	A	A			C	C		C	
Approach Delay		6.4			9.7			25.7			31.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		105	0	4	130			28	20		56	
Queue Length 95th (ft)		190	12	19	236			58	51		101	

PMNB Year 2024 No-Build Weekday Evening Peak Hour Conditions 1:42 pm 07/10/2023 23-158 - Avenida Cesar Chavez & 3rd Street San Bruno, CA 94066
sa Page 3

Lanes, Volumes, Timings
9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		2645	1153	248	2483			500	706		722	
Starvation Cap Reductn		919	0	0	956			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.71	0.05	0.15	0.90			0.13	0.11		0.20	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.1

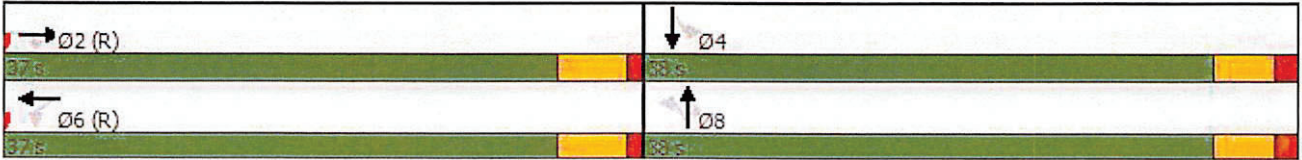
Intersection Capacity Utilization 61.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street









HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection

Intersection Delay, s/veh 9.6
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	94	114	99	154	22
Future Vol, veh/h	21	94	114	99	154	22
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	6	1	1	1	5
Mvmt Flow	28	125	152	132	205	29
Number of Lanes	1	1	1	1	1	1























Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.1	9.7	9.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	99	21	94	154	22
LT Vol	114	0	21	0	0	0
Through Vol	0	99	0	0	154	0
RT Vol	0	0	0	94	0	22
Lane Flow Rate	152	132	28	125	205	29
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.238	0.188	0.049	0.179	0.297	0.037
Departure Headway (Hd)	5.64	5.137	6.255	5.15	5.209	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	635	696	571	694	688	779
Service Time	3.392	2.889	4.008	2.902	2.962	2.325
HCM Lane V/C Ratio	0.239	0.19	0.049	0.18	0.298	0.037
HCM Control Delay	10.2	9.1	9.3	9	10.2	7.5
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	0.9	0.7	0.2	0.6	1.2	0.1

Capacity Analysis Summary Sheets
Year 2024 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
3: 4th Street & Avenida Cesar Chavez













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1354	39	31	807	66	41	19	20	49	15	53
Future Volume (vph)	157	1354	39	31	807	66	41	19	20	49	15	53
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.963	
Satd. Flow (prot)	1787	5016	0	1687	3654	1568	1641	2000	1404	0	1802	1553
Flt Permitted	0.270			0.143			0.710				0.763	
Satd. Flow (perm)	508	5016	0	254	3654	1568	1226	2000	1404	0	1428	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	3%	3%	7%	4%	3%	10%	0%	15%	2%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1565	0	35	907	74	46	21	22	0	72	60
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	68.5	63.7		64.0	58.1	58.1	10.0	10.0	16.8		10.0	18.4
Actuated g/C Ratio	0.81	0.75		0.75	0.68	0.68	0.12	0.12	0.20		0.12	0.22
v/c Ratio	0.35	0.42		0.13	0.36	0.07	0.32	0.09	0.07		0.43	0.17
Control Delay	4.4	6.0		3.8	7.3	2.2	39.7	33.0	9.1		42.4	16.1
Queue Delay	0.0	0.0		0.0	0.4	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	4.4	6.0		3.8	7.7	2.2	39.7	33.0	9.1		42.4	16.1
LOS	A	A		A	A	A	D	C	A		D	B
Approach Delay		5.9			7.2			30.6			30.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	16	121		3	100	1	23	10	0		37	14
Queue Length 95th (ft)	37	180		10	167	17	53	29	15		73	39

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		532			119			128			139	
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	586	3762		400	2495	1093	475	776	412		554	454
Starvation Cap Reductn	0	0		0	957	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.30	0.42		0.09	0.59	0.07	0.10	0.03	0.05		0.13	0.13

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 8.1

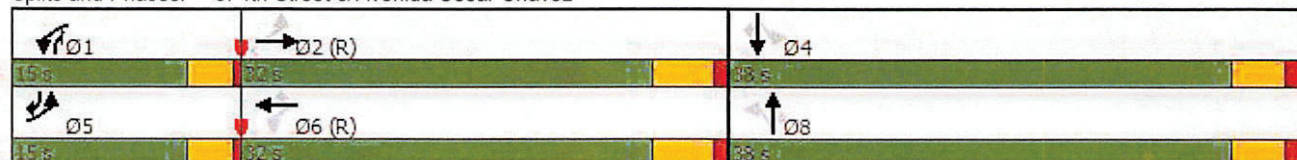
Intersection LOS: A

Intersection Capacity Utilization 52.2%

ICU Level of Service A

Analysis Period (min) 15




















Splits and Phases: 3: 4th Street & Avenida Cesar Chavez



Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1340	79	67	816	20	58	7	32	9	10	27
Future Volume (vph)	0	1340	79	67	816	20	58	7	32	9	10	27
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.920	
Flt Protected				0.950				0.957			0.990	
Satd. Flow (prot)	0	3619	1599	1570	3397	0	0	1498	1429	0	1590	0
Flt Permitted				0.137				0.712			0.930	
Satd. Flow (perm)	0	3619	1599	226	3397	0	0	1114	1429	0	1494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73		4				29		31	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	1%	15%	6%	0%	24%	0%	13%	0%	22%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1523	90	76	950	0	0	74	36	0	52	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		57.7	57.7	57.7	57.7			10.9	10.9		10.9	
Actuated g/C Ratio		0.77	0.77	0.77	0.77			0.15	0.15		0.15	
v/c Ratio		0.55	0.07	0.44	0.36			0.46	0.16		0.21	
Control Delay		5.9	1.6	16.2	4.5			37.8	13.9		16.7	
Queue Delay		0.6	0.0	0.0	0.5			0.0	0.0		0.0	
Total Delay		6.5	1.6	16.2	5.0			37.8	13.9		16.7	
LOS		A	A	B	A			D	B		B	
Approach Delay		6.2			5.8			30.0			16.7	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		138	2	12	68			32	3		9	
Queue Length 95th (ft)		233	14	#70	121			65	25		35	

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		2784	1247	174	2614			490	645		674	
Starvation Cap Reductn		773	0	0	1134			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.76	0.07	0.44	0.64			0.15	0.06		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 7.2

Intersection LOS: A

Intersection Capacity Utilization 67.9%

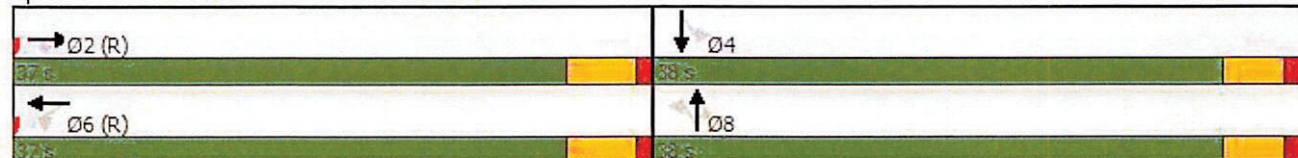
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street









HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection

Intersection Delay, s/veh 10.7
Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	81	58	262	61	13
Future Vol, veh/h	50	81	58	262	61	13
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	8	17	5	5	0
Mvmt Flow	63	101	73	328	76	16
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.1	11.8	8.7
HCM LOS	A	B	A




Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	262	50	81	61	13
LT Vol	58	0	50	0	0	0
Through Vol	0	262	0	0	61	0
RT Vol	0	0	0	81	0	13
Lane Flow Rate	72	328	62	101	76	16
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.117	0.466	0.108	0.145	0.115	0.021
Departure Headway (Hd)	5.826	5.118	6.212	5.142	5.43	4.638
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	701	576	695	657	767
Service Time	3.569	2.861	3.964	2.893	3.187	2.395
HCM Lane V/C Ratio	0.117	0.468	0.108	0.145	0.116	0.021
HCM Control Delay	9.3	12.3	9.7	8.8	8.9	7.5
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0.4	2.5	0.4	0.5	0.4	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1382	41	0	901	0	37
Future Vol, veh/h	1382	41	0	901	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	0	0	6	0	0
Mvmt Flow	1455	43	0	948	0	39
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	-	-	-	749
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	*534
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*534
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		12.3		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	534	-	-	-		
HCM Lane V/C Ratio	0.073	-	-	-		
HCM Control Delay (s)	12.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-		
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC

13: Avenida Cesar Chavez & Proposed Full Movement Access Drive

07/10/2023

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	4	4	67	127	29
Future Vol, veh/h	31	4	4	67	127	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	10	8	0
Mvmt Flow	33	4	4	71	134	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	229	150	165	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	817	970	1448	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	815	970	1448	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.4	0
HCM LOS	A		























Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1448	-	830	-	-
HCM Lane V/C Ratio	0.003	-	0.044	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets
Year 2024 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

07/10/2023













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1125	49	21	1444	39	76	8	31	68	27	211
Future Volume (vph)	94	1125	49	21	1444	39	76	8	31	68	27	211
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Storage Length (ft)	260		0	180		145	90		90	0		120
Storage Lanes	1		0	1		1	1		1	0		1
Taper Length (ft)	70			100			120			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950				0.965	
Satd. Flow (prot)	1805	5143	0	1719	3689	1568	1736	2000	1509	0	1808	1538
Flt Permitted	0.111			0.216			0.693				0.783	
Satd. Flow (perm)	211	5143	0	391	3689	1568	1266	2000	1509	0	1467	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				71			26			26
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		612			199			208			219	
Travel Time (s)		11.9			3.9			4.7			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	6%	5%	3%	3%	4%	0%	7%	2%	0%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1223	0	22	1504	41	79	8	32	0	99	220
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	5	2		1	6			8	1		4	5
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	1	4	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0	20.0	8.0	8.0	3.0	8.0	8.0	3.0
Minimum Split (s)	9.5	30.0		9.5	28.0	28.0	38.0	38.0	9.5	38.0	38.0	9.5
Total Split (s)	15.0	32.0		15.0	32.0	32.0	38.0	38.0	15.0	38.0	38.0	15.0
Total Split (%)	17.6%	37.6%		17.6%	37.6%	37.6%	44.7%	44.7%	17.6%	44.7%	44.7%	17.6%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.5	3.5	3.0
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	1.5	1.5	0.5	1.5	1.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	5.0		3.5	5.0	5.0	5.0	5.0	3.5		5.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	66.5	62.5		62.6	56.9	56.9	11.3	11.3	18.0		11.3	19.6
Actuated g/C Ratio	0.78	0.74		0.74	0.67	0.67	0.13	0.13	0.21		0.13	0.23
v/c Ratio	0.36	0.32		0.06	0.61	0.04	0.47	0.03	0.09		0.51	0.59
Control Delay	6.5	6.0		3.5	10.4	0.9	42.6	30.1	11.3		42.9	30.6
Queue Delay	0.0	0.0		0.0	1.7	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	6.5	6.0		3.5	12.1	0.9	42.6	30.1	11.3		42.9	30.6
LOS	A	A		A	B	A	D	C	B		D	C
Approach Delay		6.0			11.7			33.4			34.4	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	10	91		2	218	0	40	4	2		50	90
Queue Length 95th (ft)	26	141		9	353	6	79	15	22		93	144

PMPR Year 2024 Total Projected Weekday Evening Peak Hour Conditions 1:42 pm 07/10/2023 23-158 - Avenida Cesar Chavez Report Albuquerque sa Page 1

Lanes, Volumes, Timings

3: 4th Street & Avenida Cesar Chavez

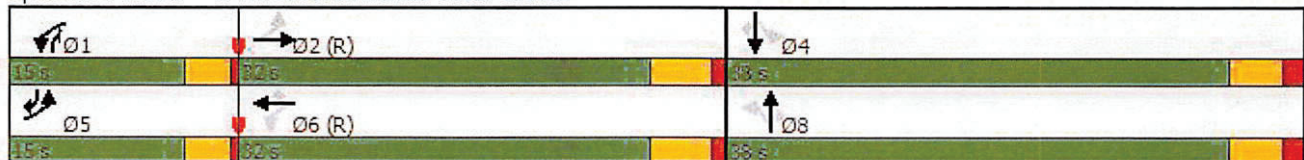
07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		532			119			128			139	
Turn Bay Length (ft)	260			180		145	90		90			120
Base Capacity (vph)	383	3786		491	2467	1072	491	776	465		569	473
Starvation Cap Reductn	0	0		0	739	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.26	0.32		0.04	0.87	0.04	0.16	0.01	0.07		0.17	0.47

Intersection Summary

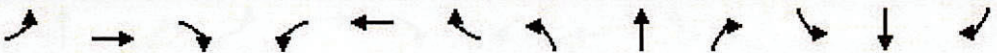
Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 69.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: 4th Street & Avenida Cesar Chavez



Lanes, Volumes, Timings
9: Avenida Cesar Chavez & 3rd Street













07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑			↑	↑		↑↓	
Traffic Volume (vph)	0	1166	56	49	1272	22	72	8	75	17	26	96
Future Volume (vph)	0	1166	56	49	1272	22	72	8	75	17	26	96
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		170	50		0	0		70	0		0
Storage Lanes	0		1	1		0	0		1	0		0
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997				0.850		0.907	
Flt Protected				0.950				0.957			0.994	
Satd. Flow (prot)	0	3762	1615	1703	3530	0	0	1818	1568	0	1689	0
Flt Permitted				0.196				0.593			0.954	
Satd. Flow (perm)	0	3762	1615	351	3530	0	0	1127	1568	0	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59		3				29		15	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		184			289			130			286	
Travel Time (s)		3.6			5.6			3.0			19.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	2%	0%	0%	0%	3%	0%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1227	59	52	1362	0	0	84	79	0	146	0
Turn Type		NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases			2	6			8		8	4		
Detector Phase		2	2	6	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)		12.0	12.0	12.0	12.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)		28.0	28.0	28.0	28.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)		37.0	37.0	37.0	37.0		38.0	38.0	38.0	38.0	38.0	
Total Split (%)		49.3%	49.3%	49.3%	49.3%		50.7%	50.7%	50.7%	50.7%	50.7%	
Yellow Time (s)		4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0	1.0	1.0	1.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max	C-Max	C-Max		None	None	None	None	None	
Act Effct Green (s)		52.7	52.7	52.7	52.7			12.3	12.3		12.3	
Actuated g/C Ratio		0.70	0.70	0.70	0.70			0.16	0.16		0.16	
v/c Ratio		0.46	0.05	0.21	0.55			0.46	0.28		0.53	
Control Delay		6.1	1.6	7.6	7.0			35.4	20.5		31.8	
Queue Delay		0.6	0.0	0.0	2.6			0.0	0.0		0.0	
Total Delay		6.7	1.6	7.6	9.6			35.4	20.5		31.8	
LOS		A	A	A	A			D	C		C	
Approach Delay		6.5			9.5			28.2			31.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		106	0	7	128			36	21		57	
Queue Length 95th (ft)		190	12	28	233			71	52		101	

Lanes, Volumes, Timings

9: Avenida Cesar Chavez & 3rd Street

07/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		104			209			50			206	
Turn Bay Length (ft)			170	50					70			
Base Capacity (vph)		2645	1153	246	2483			495	706		721	
Starvation Cap Reductn		918	0	0	962			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.71	0.05	0.21	0.90			0.17	0.11		0.20	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.3





Intersection LOS: B

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15







Splits and Phases: 9: Avenida Cesar Chavez & 3rd Street

 Ø2 (R)	 Ø4
 Ø6 (R)	 Ø8

HCM 6th AWSC
10: 2nd Street & Avenida Cesar Chavez

07/10/2023

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	95	115	99	154	23
Future Vol, veh/h	22	95	115	99	154	23
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	6	1	1	1	5
Mvmt Flow	29	127	153	132	205	31
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.2	9.7	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	99	22	95	154	23
LT Vol	115	0	22	0	0	0
Through Vol	0	99	0	0	154	0
RT Vol	0	0	0	95	0	23
Lane Flow Rate	153	132	29	127	205	31
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.241	0.189	0.051	0.181	0.298	0.039
Departure Headway (Hd)	5.653	5.149	6.263	5.157	5.221	4.585
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	633	694	570	693	686	777
Service Time	3.402	2.899	4.018	2.912	2.973	2.337
HCM Lane V/C Ratio	0.242	0.19	0.051	0.183	0.299	0.04
HCM Control Delay	10.2	9.1	9.4	9.1	10.2	7.5
HCM Lane LOS	B	A	A	A	B	A
HCM 95th-tile Q	0.9	0.7	0.2	0.7	1.2	0.1

HCM 6th TWSC

11: Proposed RI/RO Access Drive & Avenida Cesar Chavez

07/10/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1209	15	0	1440	0	13
Future Vol, veh/h	1209	15	0	1440	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1273	16	0	1516	0	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 645
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.9
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.3
Pot Cap-1 Maneuver	-	0	0 *607
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	- 1
Mov Cap-1 Maneuver	-	-	- *607
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	607	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	W			W	W	
---------------------	---	--	--	---	---	--

Traffic Vol, veh/h	18	2	2	136	115	16
--------------------	----	---	---	-----	-----	----

Future Vol, veh/h	18	2	2	136	115	16
-------------------	----	---	---	-----	-----	----

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	0	-	-	-	-	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	0	0	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	95	95	95	95	95	95
------------------	----	----	----	----	----	----

Heavy Vehicles, %	0	0	0	2	3	0
-------------------	---	---	---	---	---	---

Mvmt Flow	19	2	2	143	121	17
-----------	----	---	---	-----	-----	----

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	277	130	138
----------------------	-----	-----	-----

Stage 1	130	-	-
---------	-----	---	---

Stage 2	147	-	-
---------	-----	---	---

Critical Hdwy	6.4	6.2	4.1
---------------	-----	-----	-----

Critical Hdwy Stg 1	5.4	-	-
---------------------	-----	---	---

Critical Hdwy Stg 2	5.4	-	-
---------------------	-----	---	---

Follow-up Hdwy	3.5	3.3	2.2
----------------	-----	-----	-----

Pot Cap-1 Maneuver	741	963	1471
--------------------	-----	-----	------

Stage 1	921	-	-
---------	-----	---	---

Stage 2	885	-	-
---------	-----	---	---

Platoon blocked, %	1	1	1
--------------------	---	---	---

Mov Cap-1 Maneuver	741	963	1471
--------------------	-----	-----	------

Mov Cap-2 Maneuver	741	-	-
--------------------	-----	---	---

Stage 1	920	-	-
---------	-----	---	---

Stage 2	885	-	-
---------	-----	---	---

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	9.9	0.1	0
----------------------	-----	-----	---

HCM LOS	A		
---------	---	--	--

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
-----------------------	-----	-----------	-----	-----

Capacity (veh/h)	1471	-	758	-
------------------	------	---	-----	---

HCM Lane V/C Ratio	0.001	-	0.028	-
--------------------	-------	---	-------	---

HCM Control Delay (s)	7.5	0	9.9	-
-----------------------	-----	---	-----	---

HCM Lane LOS	A	A	A	-
--------------	---	---	---	---

HCM 95th %tile Q(veh)	0	-	0.1	-
-----------------------	---	---	-----	---

Hernandez, Diane

From: Crystal G <crystalg79@gmail.com>
Sent: Wednesday, July 10, 2024 2:25 PM
To: Hernandez, Diane
Subject: PR-2024-010492 Dunkin Donuts drive through

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Good afternoon,

The Dunkin' Donuts request for a drive-through does not have enough traffic studies. The studies that we're done do not fully show what a hazardous intersection that is. They use the MDOT which is not sufficient. This intersection is already dangerous and congested. This drive-through will only make it more so. If the goal is to make Barelás more walkable, how does the drive-through fit into that plan? Also, with the rail trail and the 4th street corridor both of which are meant specifically for pedestrians a drive-through is not consistent with these developments. Once again, I oppose the drive-through for Dunkin' Donuts.

Thank you,

Crystal Garcia=

City of Albuquerque ZHE – July 16, 2024

Agenda Item # 22.

VA-2024-00179

PR-2024-010482

NMR-Avenida RE LLC ATTN: Murad Fazal (Agent Tierra West LLC – Sergio Lozoya) requests CONDITIONAL USE to allow for a Drive Through window in a MX-H for Lot Tract G-1, South Barelás Industrial Park Unit2, located at 310 Avenida Cesar Chavez SW, zoned MX-H 14-16- 4-2 Table 4-2-1

Owner: NMR-AVENIDA RE LLC ATTN: MURAD

Ownership: FAZAL MANAGER COURT A

Zone District/Purpose: MX-H/The purpose of the MX-H zone district is to provide for large-scale destination retail and high-intensity commercial, residential, light industrial, and institutional uses, as well as high-density residential uses, particularly along Transit Corridors and in Urban Centers. The MX-H zone district is intended to allow higher-density infill development in appropriate locations.

Allowable Use:

Drive-through or drive-up facility						A	A	CA	A	A	A							4-3(F)(5)
------------------------------------	--	--	--	--	--	---	---	----	---	---	---	--	--	--	--	--	--	-----------

Applicable Comp Plan Designation(s): Area of Change; 4th St MT, Bridge/Tower MT, 4th St MS, Bridge MS, Bridge/4th Activity Center

Applicable Overlay Zones: None listed

Applicable Use-Specific Standard(s):

4-3(F)(5) Drive-through or Drive-up Facility 4-3(F)(5)(a) Each stacking lane is limited to a maximum order board area of 50 square feet. The face of the order boards shall be oriented away from public streets to the maximum extent practicable. If not practicable, at least 2 evergreen trees shall be planted in the landscape buffer area required by Subsection 14-16-5-5(I)(2)(a) in locations that would best screen the order board from the public right-of-way. 4-3(F)(5)(b) This use shall comply with the provisions of Section 14-16-5-5 (Parking and Loading) and Section 14-16-5-9 (Neighborhood Edges). 4-3(F)(5)(c) This use is prohibited accessory to cannabis retail. 4-3(F)(5)(d) Within 330 feet of Major Public Open Space, this use shall require a Conditional Use Approval pursuant to Subsection 14-16-6-6(A). 4-3(F)(5)(e) Notwithstanding Subsection (d) above, this use is prohibited adjacent to Major Public Open Space.

Applicable Dimensional/Development Standards: n/a

Prior Approval Conditions: No prior special exceptions listed

Traffic Recommendations: No objection

Planning Recommendation: This matter should proceed to a public hearing where the Zoning Hearing Examiner will hear additional evidence and make a written decision pursuant to applicable provisions of Section 14-16-6-4.



CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
INTER-OFFICE MEMORANDUM

June 17, 2024

To: Lorena Patten-Quintana, ZHE Planner

From: Muhammad Saeed Zafar, Engineering Assistant

Subject: COMMENTS FOR THE ZHE HEARING OF June 17, 2024

The Transportation Development Review Services Section has reviewed the zone hearing requests, and submits the attached comments.

VA-2024-00179 PR-2024-010482

Address: 310 Avenida Cesar Chavez

Transportation Review: No objections

After review of the provided application, Transportation has no objection to the conditional use of drive through. However, a TIS and TCL approval will be required prior to construction of the facility.

CITY OF ALBUQUERQUE

*Planning Department
Alan Varela - Director*

Mayor Timothy M. Keller



August 11, 2023

Luay Aboona
KLOA, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018
Via email laboona@kloainc.com

**Re: Proposed Dunkin Drive-Through TIS
310 Avenida Cesar Chavez
Traffic Impact Study, HT#L14D002**
Report dated July 11, 2023
Engineer's Stamp 8/9/2023

Dear Mr. Aboona,

The subject Traffic Impact Study received on August 9, 2023, has been reviewed by the City of Albuquerque Planning Development Transportation Section. The City has approved this Traffic Impact Study.

The Traffic Impact Study shall be valid for a period of three years. Should significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate the changes.

If you have any questions, feel free to contact me at (505) 924-3362.

Sincerely,

Matt Grush, P.E.
City of Albuquerque
Senior Engineer, Planning Dept.
Development Review Services
via: email
C: Applicant, File

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

**Applicant: Fazal Development
Network, Inc.**
Agent: Tierra West LLC

**Project: 310 Avenida Cesar Chavez –
Dunkin' Donuts (Conditional Use Approval)**

7/16/24

TABLE OF CONTENTS

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Zoning and Land Use

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Request

Conditional Use Approval Drive Through
Proposed Development

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Questions and Discussion

Location



Location



March 7, 2024

- Original request for MX-M zoning
- Concern for permissive accessory use of drive-throughs
- Traffic concerns, especially with ongoing construction nearby

April 4, 2024

- Discuss of broader community impact
- MX-H brought up as preferable zoning
- Continued traffic concerns
- Consensus seemed distant but not out of reach

April 9, 2024

- MX-H preferred zoning over MX-M
- Discussion of traffic impact study
- Conditional Use Permit (ZHE) process in future
- Neighborhood support of MX-H change

PROPOSED SITE PLAN

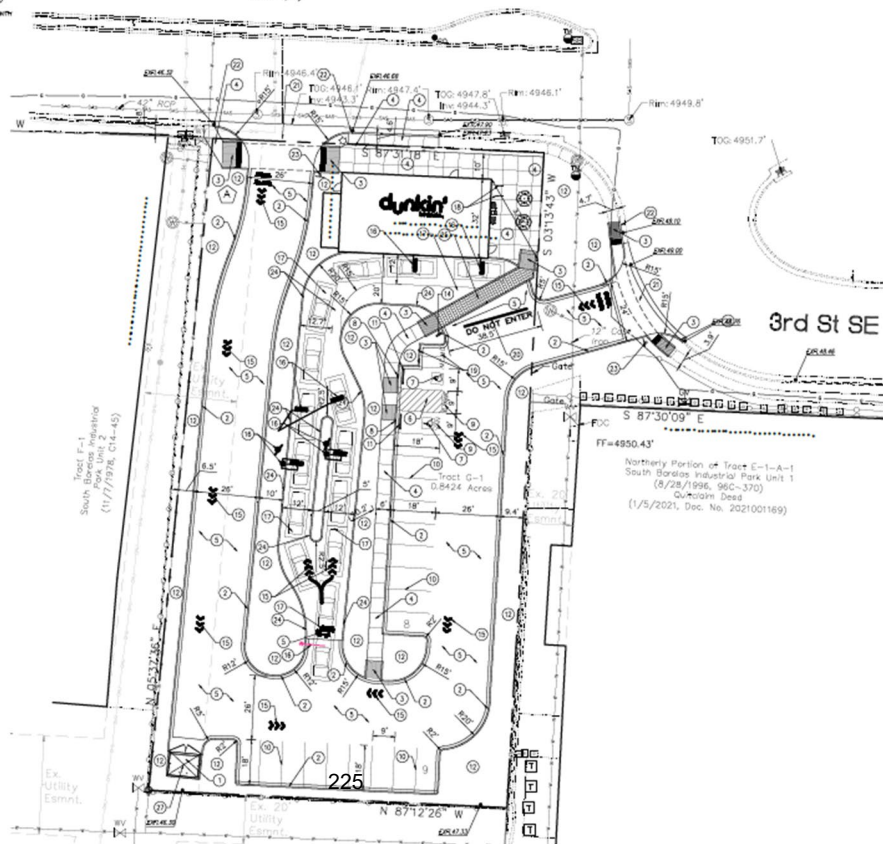


NOTES - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE APPLICABLE UTILITY COMPANIES AND NOT FIELD SURVEY. THE CONTRACTOR IS TO VERIFY THE LOCATION AND/OR ELEVATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES AND TO REPAIR OR REPLACE ANY UTILITIES DAMAGED OR DISRUPTED BY THE CONSTRUCTION. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES AND TO REPAIR OR REPLACE ANY UTILITIES DAMAGED OR DISRUPTED BY THE CONSTRUCTION.

310 Avenida Cesar Chavez SW
(100' R/W)

PARKING CALCULATIONS	
BUILDING AREA	AREA COEFFICIENT
RETAIL	0.15
OFFICE	0.10
PARKING REQUIREMENTS	REQUIRED PROVIDED
RETAIL (15,000 SF)	22 SPACES 22 SPACES
OFFICE (10,000 SF)	10 SPACES 10 SPACES
TOTAL (25,000 SF)	32 SPACES 32 SPACES
PROVIDED PARKING	32 SPACES 32 SPACES
OFFICE PARKING	10 SPACES 10 SPACES
RETAIL PARKING	22 SPACES 22 SPACES
PROVIDED TOTAL	32 SPACES 32 SPACES



Conditional Use Approval - ZHE

Review and Decision Criteria

The request meets all criteria found in IDO Section 16-4-6(A)(3) per justification by applicant, and is consistent the ABC Comp Plan:

- Goal 4.1, Character
- Policy 4.1.1, Distinct Communities
- Goal 5.1, Centers & Corridors
- Policy 5.1.1, Desired Growth
- Policy 5.1.2 Development Areas
- Goal 5.2, Complete Communities
- Policy 5.2.1, Land Uses
- Goal 5.3, Efficient Development
- Goal 5.3.1, Infill Development

Conditional Use Approval - ZHE

Review and Decision Criteria

CITY OF ALBUQUERQUE



Planning Department
Alan Yarela - Director

Mayor Timothy M. Keller

August 11, 2023

Luay Aboona
KLOA, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018
Via email laboona@kloainc.com

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Sincerely,

PO Box 1293

Albuquerque

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www.cabq.gov


Matt Grush, P.E.
City of Albuquerque
Senior Engineer, Planning Dept.
Development Review Services
via: email
C: Applicant, File

Conditional Use Approval - ZHE

Review and Decision Criteria

The request meets all criteria found in IDO Section 14-6(A)(3) per justification by applicant, and will not create adverse impacts:

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive-Through (1,700 s.f.)	74	72	146	33	33	66	454	454	908
	<i>70% Pass-By Reduction</i>	<u>-51</u>	<u>-51</u>	<u>-102</u>	<u>-23</u>	<u>-23</u>	<u>-46</u>	<u>-318</u>	<u>-318</u>	<u>-636</u>
	Total New Trips	23	21	44	10	10	20	136	136	272

THANK YOU

Questions?

slozoya@tierrawestllc.com

(505) 858-3100

tierrawestllc.com



**Hearing on Special Exceptions
to the Integrated Development Ordinance**

MINUTES

JULY 17, 2024

600 2nd St NW, Albuquerque, NM 87102

CITY STAFF PRESENT:

Robert Lucero – Zoning Hearing Examiner

Lorena Patten-Quintana – ZHE Planner, Planning Department

Diane Hernandez – Admin. Assistant, Planning Department

VA-2024-00179
PR-2024-010482
310 Avenida Cesar Chavez SW
Appeal VA-2024-00259

ZHE - Robert Lucero: Next up is agenda item 22, and that is VA 2024-00179, PR. 2024-010482. NMR Avenida, RE: LLC. Attn: Murad Fazal, through agent Tierra West LLC. Sergio Lozoya requests a conditional use to allow for a drive through window in an MX-H zone for lot tracked G-1 South Barelás Industrial Park unit 2. Located at 310 Avenida Cesar Chavez SW which is zoned MX-H. Mr. Lozoya, are you there?

Sergio Lozoya, Tierra West: Hello, Mr. Hearing Examiner, I'm here.

ZHE - Robert Lucero: Hello, sir! Would you please state your full name and mailing address for the record.

Sergio Lozoya, Tierra West: My name is Sergio Lozoya. My address is 5571 Midway Park Place, NE, Albuquerque, New Mexico, 87109.

ZHE - Robert Lucero: Sir, please raise your right hand, and do you affirm, under penalty of perjury, that your testimony today will be true?

Sergio Lozoya, Tierra West: Yes, sir.

ZHE - Robert Lucero: Thank you. Anyone else? Will anyone else be testifying on behalf of your client?

Ronald Bohannon: Mr. Hearing Officer, Ron Bohannon.

ZHE - Robert Lucero: Thank you, sir. Same address?

Ronald Bohannon: Same address. 5571 Midway Park Place.

ZHE - Robert Lucero: Thank you, sir. Please raise your right hand, and do you affirm, under penalty of perjury, that your testimony today will be true.

Ronald Bohannon: I do, thank you.

ZHE - Robert Lucero: Thank you. Go ahead, please. Present the application.

Sergio Lozoya, Tierra West: Mr. Hearing examiner, may I have permission to share my screen?

ZHE - Robert Lucero: Yes, Diane, would you please enable that.

Sergio Lozoya, Tierra West: Okay, thank you, Mr. Hearing Examiner. My name is Sergio Lozoya, agent for Fazal Development Network Inc. And today we are requesting a conditional accessory use permit approval for a drive through use.

Sergio Lozoya, Tierra West: I will begin with the location of the subject site. General planning context. I'll touch briefly on my EPC case history and review and we will review the request and approval criteria, and then we will open for questions.

ZHE - Robert Lucero: Great.

Sergio Lozoya, Tierra West: The request is for a site located on 310 Avenida Cesar Chavez. The northern portion of the site is currently vacant, and the southern portion of the site is being used as an outdoor vehicle storage yard. The site is zoned for mixed use, heavy intensity, as it was recently heard at EPC for a Zone Map amendment, which I will discuss further in the presentation. Around the parcel are sites zoned, MX-M, MX-L and R-ML to the north, MX-H to the east, NR-GM to the south, MX-H and NR-GM to the west. Land uses in the area vary, and there is a clear distinction between the land uses north of the Bridge Boulevard and south of Bridge Boulevard, where the subject site is located. North of Bridge you can find commercial, retail, residential, and vacant land uses. And south to Bridge are the Hispanic Cultural Center, various manufacturing plants and vacant sites.

Here's a picture of the subject as the site as it is now. This northern part is vacant, and the southern part back here is used as outdoor vehicle storage. On the screen is a brief history of the meetings we had with the neighborhood associations. These meetings were more directly to discuss the Zone Map Amendment, which was heard on May 16th 2024. The original request for the Zone Map amendment was for a rezone of the existing split zoning of the parcel, which was on mixed use, heavy intensity and non-residential general manufacturing and mixed use medium intensity. I'd like to just note that the mixed use medium intensity allowed drive-throughs permissively.

At that time Staff had recommended approval of the Zone Map amendment, but upon considering comments from the neighborhood, we requested deferral, and ultimately worked with the neighborhood associations to change our requests to mixed use heavy intensive which was then approved by the EPC. We did this in a good faith effort to reconcile some of the neighborhood concerns. The EPC agreed that the Zone Map amendment furthered the Albuquerque Bernalillo comprehensive plan as amended as well as planning staff, who did recommend approval of that request. Here's the view of the site, and actually let me pull up a better one here.

Here's the site plan that we have that is currently proposed. We have the Dunkin Donuts here on Avenida Cesar Chavez with entrance here off, I believe that this portion, it's Bridge Boulevard. We have plenty of vehicle stacking space here. The stacking space can accommodate up to 14 vehicles. And we have this exit shown on the 3rd street. Regarding the review and decision criteria for a conditional use permit, we believe our application meets all the requirements found in Section 14-16-6-6(A)(3), and we are consistent with the Albuquerque Bernalillo County Comprehensive plan, as shown on the screen regarding goals which address character, distinct communities, centers and corridors, desired growth development areas, complete communities planned use efficient development and then, fill development. I'd also just like to show that, for

the record, that we did submit a traffic impact study that was actually submitted by a separate firm back in 2023. And I would just like to show the letter of approval for that traffic impact study which was given by Matt Grush, who was the engineer at that time. I believe he, he's no longer at the city, but this approval still stands. And with that I'll like to hand it off to Ron regarding traffic.

ZHE - Robert Lucero: Thank you.

Ronald Bohannon: Thank you. Mr. Hearing Officer, Ronald Bohannon. 5571 Midway Park Place. I'd like to just go through the traffic study we reviewed the traffic study, and as you're familiar with conditional uses, traffic is always a major item with any of the conditional uses. The applicant and his engineer, which is KLOA, out of, I think they're out of, they're out of state, anyway. We went through the traffic study here in our house, validated the traffic study and then it was approved by Matt Grush at the city of Albuquerque going through this. This is a 1-way, directional Site Development plan which allows for the organized movement of traffic and reduces the impacts of traffic on the surrounding area. The safety analysis identified that a majority of the accidents that did occur in this area were daylight hours, and there were no fatalities in this area. I believe some of the residents in this area have pulled some traffic data to our knowledge that, I believe is west of this site.

But I, as registered professional engineers, we stand behind this traffic study and the data that is presented in this area, and we do not believe that this conditional use will anyway endanger the public or the surrounding community. With that, I'll be happy to answer any questions after our presentation, and by the general public.

ZHE - Robert Lucero: Thank you. Let's see, I'm just I want to make sure that approval letter that Mr. Lozoya showed on the screen is in the record. I don't see it here.

Ronald Bohannon: Mr. Hearing Officer, Ron Bohannon, I think we could easily submit to the hearing officer this Powerpoint, which has that approval embedded in that Powerpoint. If that would be convenient for you.

ZHE - Robert Lucero: Yes, please, yeah, if you could please email it to Diane Hernandez, by this Friday, we'll include it in the record, since it was shown on the screen. All right. Okay, anything further before I call for public comment?

Sergio Lozoya, Tierra West: Mr. Hearing Examiner, we would just like to urge you to recommend approval for this request. Again, we met extensively with the Neighborhood Association when it came to the Zone Map Amendment, at that point in time the EPC did recommend approval. We did let them know what the intended use was, and staff and EPC, both agreed that the project furthered comprehensive plan. So we think this is a good use we think it's a much better use than what is there now which is a vacant site with a defunct outdoor vehicle storage. And we think this is overall a net positive for the area. And that's it for me. Thank you.

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ZHE - Robert Lucero: Thank you. Okay. Very good. Let's see if there's any public comment then, and then you'll have the chance to respond to any. So, for everyone here. This is agenda Item 22, and it's a request for a conditional use to allow a drive-through window at 310 Avenida Cesar Chavez Southwest, please raise your hand if you'd like to address that item.

ZHE - Robert Lucero: Let's see. I see Christina Rogers with a hand raised. Are you there?

Cristina Rogers: Yeah, thank you. I don't know why I was having issues with the hand raising function. So, thanks for seeing me.

ZHE - Robert Lucero: Sure thing.

Cristina Rogers: Christina Rogers, and I'm with Barelás Main Street. But I also live in the neighborhood at 500 Second Street, southwest.

ZHE - Robert Lucero: Thank you. Please raise your right hand. Do you affirm, under penalty of perjury, that your testimony today will be true?

Cristina Rogers: I do.

ZHE - Robert Lucero: Thank you. Go ahead.

Cristina Rogers: Okay. And I'm gonna be brief, because I see that there are actually some BNA board members here. And I'm thankful they could make it because they are all hardworking volunteers. I just wanted to make sure that you received their letter.

ZHE - Robert Lucero: We did. Yeah. We received a letter from Mr. Franco, president of the Barelás Neighborhood Association.

Cristina Rogers: Great. So we just wanted to say that we also read the contents, and we agree with those, and that we're here to support the BNA. I also wanted to say that we do appreciate Tierra's working with the neighborhood, and I was grateful to see that both the Neighborhood Association, and the applicant work together to resolve their floating line, their floating zone line issue. And then that's what we did at EPC. And I'm glad that we are going to be spending some time on that traffic safety issues. But I'm going to let the BNA. Speak.

ZHE - Robert Lucero: Okay. Well, thank you. Let's See? Who do we have from? Barelás Neighborhood Association. Is it Sean Potter?

Barelás NA - Sean Potter: Yes, thank you.

ZHE - Robert Lucero: Thank you. Would you please state your full name and mailing address for the record.

Barelas NA - Sean Potter: Yes. Sean Potter, 705 Iron Avenue SW.

ZHE - Robert Lucero: Thank you, and do you affirm, under penalty of perjury, that your testimony today will be true?

Barelas NA - Sean Potter: Yes, I do. Thank you.

ZHE - Robert Lucero: Thank you.

Barelas NA - Sean Potter: I. thank you. I worked closely with George and everybody on the BNA on that letter. So I don't wanna restate what's already in there. But I did just want to highlight that I think one of the biggest concerns is like, certainly we do want more economic development for that, you know, the neighborhood for the area, more opportunities for residents to, you know, live, shop and work in the neighborhood.

And so that's been part of our intention throughout, you know, all the time I've been on the board over the past year and change, and also just the mission of the BNA. And so that that was part of our driving force for working with Tierra West to help get that Zone Map Amendment put through so that that property would actually be developed, would be possible to be developed.

Unfortunately, some of the concerns are in the, in the context of the traffic study, where that doesn't actually address safety directly. And in this, to the extent of actually modeling out crash risks or impacts on that. Instead, it does focus on traffic flow and unfortunately, that's not really. The key priority is not just that we move cars through that roadway. It's that the roadway is also safe for everyone coming in and out of that area, and also just everyone who lives and works in that area.

And so we, we detailed some of those existing concerns which I understand the existing problems with the roadway are not, you know, the responsibility of this property to fix.

But in that context, it does make it more challenging to address some of those issues as far as community impacts. And I did also want to note that the data we pulled with the high fatality, injury, network and injury network data that is sourced from the same NMDOT sources. But through mid-regional council governments that was pulled for the intersections directly to the east and west on Avenida. So, it does encompass that area. And then also using data that accounts for that central roadway that's on the north side of the property.

Again, we do want development in this neighborhood. But despite our long term work with Tierre West, and also with our neighborhood residents, we haven't been able to come to a point where we feel confident that these safety concerns are appropriately addressed. And also just, there's other environmental justice issues regarding developing more car-centric development in a neighborhood where there's already a lot of people who don't have cars and would benefit from more pedestrian and street scale areas such as on the main street corridor and these major transit

areas. So, thank you very much for your time. We urge you to deny this conditional use permit. Thank you.

ZHE - Robert Lucero: Thank you, Mr. Potter. Okay, again, for everyone in attendance. This is agenda item 22. And it's a request for conditional use for a drive through at 310 Avenida Cesar Chavez. If you've not yet spoken, and would like to add your public comment, please raise your hand. Scrolling through the participants, I don't see anyone else indicating that they'd like to speak. Again, please raise your hand for public comment on agenda item 22. Last call for public comment on agenda item 22. Okay, Mr. Bohannon and Mr. Lozoya, would you like to respond to the public comment.

Ronald Bohannon: Mr. Hearing officer, Mr. Bohannon. Are we able to cross examine the testimony? The testimony of the general public.

ZHE - Robert Lucero: Yes. Yeah.

Ronald Bohannon: Could you? And I'm assuming we'll do this through your, through the chair, through you.

ZHE - Robert Lucero: Yeah, I think that'd be best, just for order's sake.

Ronald Bohannon: Okay, if you could ask Mr. Potter if he's a registered professional engineer?

ZHE - Robert Lucero: Mr. Potter, did you hear the question there? Would you mind responding, please.

Barelas NA - Sean Potter: Correct. No, I am not a professional registered traffic engineer. I'm a layperson.

Ronald Bohannon: Mister Hearing Officer, would you ask Mr. Potter if he understood how crash links are put together, and how crash safety issues are analyzed with MRCOG.

ZHE - Robert Lucero: Yes, go ahead, Mr. Potter, if you please. Respond to that question.

Barelas NA - Sean Potter: I do understand that those links are derived from crashes along the ends as well. So, I know those are not all cumulative. Again, I am not a not a trafficking professional in that respect.

Ronald Bohannon: Mr. Hearing Officer. Could you also ask him in his letter that he there's in the record? He identified that there was a percentage, the 3rd paragraph. He had a score of 1,069.44. Could he articulate where that 1,069.44 came from.

ZHE - Robert Lucero: Thank you and Mr. Potter, I believe he's referring to the letter from the Barelas Neighborhood Association. Is that right, Mr. Bohannon?

Ronald Bohannon: That's correct. Mr. Hearing Officer.

ZHE - Robert Lucero: Go ahead, Mr. Potter.

Barelas NA - Sean Potter: Yes, I can speak to that. So, we're using the directly provided high fatality major network scores from MRCOG. And so, the way that it arrives of that crash numbering is detailed in their map. And let me pull up that that number, and I can read it off to you. It is also described in the map that is linked with the letter process of controlling it.

Ronald Bohannon: Mr. Hearing Officer, I see that now. If you could ask Mr. Potter how he got to the 569% higher risk to people traveling or living in Barelas?

ZHE - Robert Lucero: Thank you. Yes, Mr. Potter, did you hear that question?

Barelas NA - Sean Potter: Yes. So I recognize that that is simply a linear percentage, just scaling based on the baseline risk score that is used where MRCOG flags that the major regional roadway average in their same scoring metric is 159.9. So it's just a proportion of 1069.44. Okay?

Ronald Bohannon: Mr. Hearing officer also, if you could ask I think, Mr. Potter, or actually, if Mr. Lozoya had after, offered to meet with the with the neighborhood associations to discuss traffic and specifically safety concerns prior to this application. And they refused. They denied the request to meet.

ZHE - Robert Lucero: Oh, go ahead, Mr. Potter.

Barelas NA - Sean Potter: Was that to Mr. Lozoya?

Ronald Bohannon: No, that was to you.

ZHE - Robert Lucero: Yeah, if you were aware that Mr. Lozoya had invited conversation with the Neighborhood Association, that the Association denied.

Barelas NA - Sean Potter: I'm not sure of a time that we have denied an opportunity to meet in general. I know that we did receive an email, I think, on the 9th from Mr. Lozoya. Just the 9th of this month, notifying us of the filing regarding the conditional use permit, and by that point we were, we had already reached out to the office to get the documents and I don't believe we met at that point, but that was more of a time constraint, and I don't think there was an invitation to a meeting there, either. It was just an email saying, offering us through the filing documents and if we had any questions.

Ronald Bohannon: But Mr. Hearing Officer, and I'm sorry I'll have Mr. Lozoya address that in a minute. Couple of more questions for Mr. Potter, during the process of the Zone Map

Amendment there was a lot of testimony from the neighborhoods that we heard that were in support of this project for the drive up was this, was this position of the Neighborhood Association, acted on by the Association as a formal vote?

ZHE - Robert Lucero: Go ahead, Mr. Potter.

Barelas NA - Sean Potter: Yes. It's the decisions we've taken have all been made by formal vote. And I believe the current decision for the letter that we issued for this hearing today was unanimous. Our meetings are open. So, we have input from anyone who's available to participate. And we welcome all that participation. We certainly have spoken to folks outside of the meeting, but just speaking strictly of the meetings and the decisions there, we haven't had a whole lot of discussion in support of this project as currently proposed.

Ronald Bohannan: Mr. Hearing officer, I think that's all the questions I have for Mr. Potter. What I'd like to do then is start to articulate that the crash data is a series of crashes that are reported in segments. And so you have to look at those segments as you do a traffic analysis and a traffic impact study. So the traffic impact study not only looks at the intersections and congestions, but it also looks at the probability of crashes that will occur because of changes in use. That is a process that's well documented with the city of Albuquerque. We followed that, having done probably lost count of the number of traffic studies that I have commissioned and have worked on through my tenure. I've looked at this, and do not see an issue with the crashes that that are that are, that will impact the study as outlined and approved by the city of Albuquerque.

So with that, we understand, traffic is an issue is always an issue with just about everything that development does. It is something that we deal with on a constant basis. I would like Mr. Lozoya to provide testimony on the number of times that he offered to meet with the Association and his review of his process during the Zoning Map Amendment as well.

ZHE - Robert Lucero: Say before we go there, let me just ask a question about that approval of the traffic. Like, for what purpose was that traffic study approved?

Ronald Bohannan: So the purpose of the traffic study is, usually it's identified for either a zone map amendment in this case and/or Site Development plan approval. And so, when you get to a certain threshold, then the city requires that you do a traffic study. You go through a traffic scoping session with the city of Albuquerque. You look at the intersections that are impacted by this development. Crashes are included in that area and is, are included in the report as well as identified by Mr. Potter, through that area. And that's what was identified by the traffic engineer and approved by the city of Albuquerque. If I answered your question, yeah.

ZHE - Robert Lucero: Yup. Thank you.

Ronald Bohannan: With that I'll turn it over to Mr. Lozoya.

ZHE - Robert Lucero: Thank you. Go ahead, Mr. Lozoya.

Sergio Lozoya, Tierra West: Thank you, Mr. Hearing examiner. So just to touch a little bit on the EPC process. So during that that process we met with the Neighborhood Association 3 separate times, and we did ultimately asked for a deferral of our project, I believe, 2 times and delayed our project 3 months in the process which I did so happily, so we could go ahead and work with the Neighborhood Association. As you know, a part of this application process, a meeting must be offered to the Neighborhood Association. and we did do that much sooner than July 9th when I reached out to them on July 9th, it was just a sort of like, 'hey next week is the hearing, is there any questions you have, or do you need anything from me?' at which point Mr. Potter requested the application materials, and I went ahead and compiled them and sent those over. So, I would have, you know, liked to have met prior to this hearing cause I saw this as the opportunity to more closely discuss the specific use and the specific conditional use approval for this accessory use because during the Zone Map amendment it's more of a question of the overall zoning and the uses that might be allowed within that zoning to address the EPC's concerns. And this, for this process, it would have been an opportunity to more closely, look at our site plan, and discuss those concerns and more specifics, and though they may not have outright denied a meeting and saying, 'No, we don't want to meet,' there is a period of 15 days in which they can respond and say 'yes, would like to meet.'

I understand that we had met 3 times prior to this. So, you know, perhaps they had other issues. I'm sure Barelas has a lot of things going on, other than our proposed development but a meeting was offered for the ZHE process specifically, and it was not accepted.

ZHE - Robert Lucero: Okay. Let's see. I saw that Mr. Potter had his hand raised.

Barelas NA - Sean Potter: Yes, just 3 things hopefully. Quick. Of course I wasn't trying to imply that that Tierra West and Sergio had not had not offered to meet before July 9th. We definitely have appreciated their time. I'm not sure if I received any emails. I know I've had some issues receiving emails recently. I'm not sure if I received one, or if George received one that was about the ZHE, about the conditional use process prior to July 9th. If that was something that Mr. Lozoya was mentioning. I didn't. Pardon?

ZHE - Robert Lucero: I was just gonna say that, that doesn't really whether or not you met, or you know, to the,

Barelas NA - Sean Potter: Understood,

ZHE - Robert Lucero: That we don't need to belabor that.

Barelas NA - Sean Potter: Fair. I did want to note that one of the other members from the BNA on the board wishes to speak. She's having some issues raising her hand.

ZHE - Robert Lucero: Okay, yeah, who's that?

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Barelas NA - Sean Potter: Yeah, I'm not sure which user name she is, though, unfortunately.

ZHE - Robert Lucero: Oh, okay. Let's see. Yeah, I don't see. Is it iPhone? Maybe.

Barelas NA - Sean Potter: It could very well be.

ZHE - Robert Lucero: Everyone else seems to have a name other than what you just said.

Dorothy Chavez: Well, yes, I that would be me.

ZHE - Robert Lucero: Oh, there you are! Thank you. Would you please name and mailing address for the record.

Dorothy Chavez: My name is Dorothy Chavez. I live at 610, I'm sorry, 612 10th Street, SW. 87102.

ZHE - Robert Lucero: Thank you, and please raise your right hand, and do you affirm, under penalty of perjury, that your testimony today will be true?

Dorothy Chavez: I do.

ZHE - Robert Lucero: Thank you. Go ahead.

Dorothy Chavez: Okay. I'd like to thank Tara Weston and all the other people from Dunkin Donuts on their time put in with us. You know we did support the fact that aligning the zoning with BLURC. But we still had some issues with the with the drive through because of the traffic and egresses, and the kind of strange spot it's in. There's also where they would be going in or out of, that little part of 3rd Street and it's just a very short period, not even like a quarter of a block. There's also 2 white, you know, white striped lines where you can't, you're not going to be able to cross against. So we do see a lot of problems with traffic ingress and egress there.

Pedestrian, you know, we're a big pedestrian neighborhood. We have a lot of people going from the Hispanic Cultural center to Barelas Coffee House, to the rail yards, to the other different areas, and hopefully, pretty soon the rail trail is on as well as the Bosque Trail. So traffic concerns are a big thing for us because of that, as well as pollution. We're in a very polluted area. We're, our neighbors to the east and south of us have high amounts of pollution, and we don't want to increase or add to that pollution. We don't want it in our, you know, into our neighborhood as well.

Now it's not where against Dunkin Donuts at all, because, believe me, we all love Dunkin Donuts. But it's just really. I think, that a much sturdier, a much more aggressive traffic study needs to be done on that. Especially with the type of striping and things that are there already and to say that they didn't they, you know, they feel it's okay. They didn't even know that there was a huge sign right in the middle of where they have the ingress and egress going out. So if they're

not aware of that, I'm pretty sure they may not have actually really got the full data on all the traffic. I know you get it, but there's lots of people who don't actually report accidents there. I know I was in an accident in there, and I didn't report it because I didn't think it was a big deal and it ended up being one, but you know it happens a lot. And I've seen a lot of accidents there, and I just don't want to see somebody killed because we didn't do our due diligence. And I thank you for my time.

And I, as much as I love Dunkin' Donuts, and would love to see something go in there, work it out. I just can't support a drive through there.

ZHE - Robert Lucero: Thank you for your testimony.

Dorothy Chavez: Thank you.

ZHE - Robert Lucero: Mr. Lozoya and Mr. Bohannon. Would you like to respond?

Ronald Bohannon: Yeah, Mr. Hearing officer, Mr. Bohannon. Yes. So, this is a conditional use. It's not an approval of the Site Development plan that's in front of you. It is a 1-directional way site development plan. At this point it would go. If you were to find that the drive up is permissive or allowed under the conditional use, then it would have to go through the DFT process. The development facilitated team process for review. That would be a detailed review again, by the transportation segment of the city of Albuquerque, looking at the ingress egress as well as the pedestrian connections. To my knowledge, Dunkin Donuts doesn't do pollution. Maybe a little bit of extra calories pollution. But to my, to my knowledge, the Dunkin Donuts is a non-polluter in the area. The sign, we are aware of the sign. It was brought to our 1st attention at the very 1st meeting. We're pretty sure the sign is going to go away based on the orientation of the site. That there's no way that the sign can be retained on that. And in review of the crash studies, there is no fatalities in this area. They're all crash C level data, which is property damage in this area. Most of the, most of the crashes when you actually get down and look at it, occur west of the site. They occur at 4th Street. Not in front of this street, right through there. There are crashes here. There are, there's crashes pretty much everywhere in the city of Albuquerque.

As professional engineers, our 1st duty is to the protection of the public safety and welfare. And so that is what every engineer has to strive for. That's what they do. And that's why they sit, stamp, and seal their signs on that that area as well. So with that, we understand that people are always concerned with traffic. I don't go a day without having to discuss traffic on a number of different projects. We are a mobile society. When we looked at pedestrian, this area, everybody hopes to have more pedestrians in this area, and pedestrians are there.

The entrances are set and signed. You can use different methods of highlighting pedestrian safety in this area. The trail goes by this area as well. And so, all of those measures are accounted for in the DFT process and approval at the city. So with that I'm gonna hush! And let Mr. Lozoya make kind of the final arguments with that, and then be happy to answer any final questions that you have, Mr. Hearing Officer.

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ZHE - Robert Lucero: Thank you. Mr. Lozoya?

Sergio Lozoya, Tierra West: Thank you, Mr. Hearing Examiner. Again, I'd just like to reiterate that Tierra West believes that this project meets all the criteria found in the IDO for conditional use permits. We went above and beyond, I believe, during the EPC Process, to work with the neighborhood to get appropriate zoning for the neighborhood and for the area, especially as compared to what's on the site now, this, this is a net positive. It's going to help activate the area. It'll serve people that are leaving the Hispanic cultural center. It'll serve other pedestrians in the area that are walking. It's going to serve the pass-by traffic with people on their way to work or on their lunch break. This is a good use, and we urge you to recommend approval.

ZHE - Robert Lucero: Thank you. Oh, I'd like to thank everyone for their public comments and the applicant and agents for their submittals. I'm gonna take everything under consideration, and I'll issue the written decision in 15 days. Thank you everyone.

Ronald Bohannan: Thank you. Mr. Hearing Officer.

ZHE - Robert Lucero: And that concludes agenda item 22.



NOTICE OF APPEAL

September 3, 2024

TO WHOM IT MAY CONCERN:

The Planning Department received an appeal on August 15, 2024. You will receive a Notice of Hearing as to when the appeal will be heard by the **Land Use Hearing Officer**. If you have any questions regarding the appeal, please contact Nichole Maher, Planning Sr. Administrative Assistant, (505) 924-3845 or nmaher@cabq.gov.

Please refer to the enclosed excerpt from the Land Use Hearing Officer Rules of Procedure and Qualifications for any questions you may have about this procedure.

Any questions you might have regarding Land Use Hearing Officer policy or procedures that are not answered in the enclosed rules can be answered by Michelle Montoya, Clerk to the City Council, (505) 768-3100 or mmmontoya@cabq.gov.

CITY COUNCIL APPEAL NUMBER: AC-24-25

PLANNING DEPARTMENT CASE FILE NUMBER:

PR-2024-010482, VA-2024-00179 (Conditional Use), VA-2024-00259 (Appeal)

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