

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

November 12, 2020

Group Orion, LLC  
1455 Pennsylvania Ave. NW  
Washington DC, 20004

**Project #2020-004447**  
SI-2020-01023—Site Plan-EPC

### **LEGAL DESCRIPTION:**

An approximately 119 acre portion of Tract A-1, Plat of Tracts A-1 and A-2, Sunport Municipal Addition, and Tract A-1-B, Replat of Tracts Z-4 & A-1 to Tracts Z-4-A, A-1-A, A-1-B & A-1-C of Airport Park, approximately 2.8 acres, zoned NR-SU, located south of Gibson Blvd. SE, west of Kirtland Air Force Base (KAFB), north of the existing taxiway and both east and west of Girard Blvd. SE.

Staff Planner: Catalina Lehner

On November 12, 2020, the Environmental Planning Commission (EPC) voted to Approve Project # 2020-004447/ SI-2020-01023, a Site Plan – EPC, based on the following Findings and subject to the following Conditions of Approval:

### **FINDINGS:**

1. The request is for a Site Plan-EPC for an approximately 119 acre portion of the Albuquerque International Sunport and an approximately 2.8 acre portion of the business park to the west, for a total of approximately 122 acres (the “subject site”). The subject site is legally described as an approximately 119 acre portion of Tract A-1, Plat of Tracts A-1 and A-2, Sunport Municipal Addition, and Tract A-1-B, Replat of Tracts Z-4 & A-1 to Tracts Z-4-A, A-1-A, A-1-B & A-1-C of Airport Park, approximately 2.8 acres.
2. Owned by the City of Albuquerque, the subject site is located south of Gibson Blvd. SE, northeast of the main airport terminal area, adjacent to Kirtland Air Force Base (KAFB), near Sandia National Laboratories, and not far from the University of New Mexico (UNM).
3. The request is considered a Site Plan-EPC because the proposed site plan would repeal and replace the controlling site development plan for subdivision for the Aviation Center for Excellence (ACE), an approximately 75 acre site consisting of the decommissioned runway land and approved by the EPC in 2015.
4. The applicant seeks to establish a new business/industrial campus for research and development of aerospace technology (assembly, integration, and testing) pertaining to satellites. The campus would contain manufacturing and assembly operations and associated uses such as office,

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laboratories, on-site amenities (restaurant, gym, child care), a hotel, and a parking structure. Development would be phased. All facilities shown on the current site plan will be developed as a first phase. The areas identified as “future development” shall return to the EPC for review and approval.

5. The subject site is zoned NR-SU (Non-Residential Sensitive Use Zone District). The NR-SU zone is controlled by the Environmental Planning Commission (EPC) and allows variation from certain requirements (see Table 2-5-9) as part of the EPC review process. A separate Variance-EPC is not needed.
6. The subject site is located in both an Area of Change and an Area of Consistency as designated by the Comprehensive Plan. It is not in a currently designated Activity Center, though over time the subject site could become an Employment Center. Gibson Blvd. is designated a Commuter Corridor.
7. The subject site is located in the Airport Protection Overlay Zone. The Air Space protection subarea, Runway protection subarea, and the Noise contours subarea also apply.
8. The request does not conflict with the applicable, Use-Specific Standards (USS) for the following uses planned for the campus: 14-16-4-3(E)(2)- Light Manufacturing; 14-16-4-3(D)(27)- Research or Testing Facility; 14-16-4-3(D)(8)- Bar, Nightclub, Restaurant, Tap Room; 14-16-4-3(D)(4)- Hotel or Motel; 14-16-4-3(D)(9)- Health Club or Gym; and 14-16-4-3(D)(21)- Paid Parking Lot or Parking Structure.
9. The Albuquerque/Bernalillo County Comprehensive Plan, the Integrated Development Ordinance (IDO), the Electric Facilities Transmission and Generation Plan (2010-2020), and the Sunport Sustainable Airport Master Plan are incorporated herein by reference and made part of the record for all purposes.
10. The request is consistent with the following Comprehensive Plan Goals and Policies from Chapter 5: Land Use regarding Centers and Corridors:
  - A. Policy 5.1.5 Employment Centers: Create Centers that prioritize employment opportunities and foster synergy among businesses.
    - subpolicy a: Prioritize office and commercial employment in areas with good access via automobile and transit.
    - subpolicy b: Prioritize industrial employment in areas with good connectivity for freight routes.

The request would create a new employment center west of the Sunport Employment Center, (which corresponds somewhat to Airport Park Business Park) because it would prioritize a variety of economic-base and supporting employment opportunities. The operation would foster synergy with other aerospace-related businesses, such as Sandia National Laboratories, and would generally be located in an area with good access via automobile (transit to a lesser degree) and connectivity to freight routes such as Interstate 25.

- B. Policy 5.1.12 Commuter Corridors: Allow auto-oriented development along Commuter Corridors that are higher-speed and higher-traffic volume routes for people going across town, often as limited-access roadways.  
subpolicy a: Allow auto-oriented, single-use development such as strip retail, large retail facilities, and business and institutional campuses along Commuter Corridors.

The request would facilitate auto-oriented development along a designated Commuter Corridor, Gibson Blvd., and allow travel across town for this regionally significant operation that consists of more than a single use (so Subpolicy a does not apply).

- 11. The request is consistent with the following Comprehensive Plan Goal and policy pair from Chapter 5-Land Use regarding development patterns:

- A. 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 would facilitate development in an area already served by infrastructure and public facilities, such as a fire station, and intended for aerospace-related industry. This would constitute an efficient use of land, and would support the public good by providing base jobs that create multiplier effects throughout the economy.

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

The subject site, and the area around it, are established locations already served by existing infrastructure and public facilities that can accommodate additional growth, although additional infrastructure (ex. electrical) would be needed to serve the proposed development.

- 12. The request is consistent with the following Comprehensive Plan Goal and policies from Chapter 5-Land Use regarding development areas:

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

The request would generally direct growth to a designated Area of Change where growth is expected and, in this case, anticipated for the proposed use. The proposed development would generally reinforce the character and intensity of the surrounding area because it is a large, industrial type use connected with the adjacent airport.

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

Subpolicy b: Encourage development that expands employment opportunities.

Subpolicy e: Encourage job creation in business and industrial parks, near freight routes, and where adequate transitions and buffers can be provided to protect abutting residential uses.

Subpolicy g: Encourage development where adequate infrastructure and community services exist.

Though not in a designated Activity Center, the request would generally direct growth and more intense development to an industrial and business park area near the airport. The request would also expand employment opportunities, create jobs in an industrial park area near a freight route that is not abutting residential uses, and generally where adequate infrastructure and community services exist.

- C. Policy 5.6.3-Areas of Consistency: Protect and enhance the character of existing single-family neighborhoods, areas outside of Centers and Corridors, and Major Public Open Space.

The designated Areas of Consistency abutting the subject site are a couple of lots in the business park to the west and the Sunport runway area. The request would facilitate development that is generally compatible with the existing, surrounding uses near the subject site.

13. Overall, the request is consistent with the following Comprehensive Plan Goal and policies regarding Transportation:

- A. Policy 6.1.3-Auto Demand: Reduce the need for automobile travel by increasing mixed-use development, infill development within Centers, and travel demand management (TDM) programs.

The request would facilitate development of a large employment campus that would generate a lot of automobile travel. However, the applicant has prepared a Traffic Impact Study and committed to establish a Travel Demand Management program that includes a transportation coordinator on staff; TDM information/education; transit ridership and car/vanpool incentives; priority parking; amenities for bike commuters; on-site amenities; etc. This commitment is an integral strategy incorporated into the Traffic Impact Study.

- B. Goal 6.2-Multi-Modal System: Encourage walking, biking, and transit, especially at peak hour commuting times, to enhance access and mobility for people of all ages and abilities.

The proposed development should encourage more walking, biking, and transit by offering, for example, improved pedestrian crossings and transit facilities. This is important because of the limited access points to Gibson Blvd. and the likelihood of significant automobile queuing at peak-hour commuting times. The applicant is proposing to schedule the shift changes to minimize the impact during peak hour commuting times. The applicant has also committed to providing shelters at the existing transit stops at the Gibson and Girard intersection.

14. Overall, the request is partially consistent with the following Comprehensive Plan Goal and policy pairs regarding Urban Design:

- A. Goal 7.2 Pedestrian-Accessible Design: Increase walkability in all environments, promote pedestrian-oriented development in urban contexts, and increase pedestrian safety in auto-oriented contexts.

Policy 7.2.1 Walkability: Ensure convenient and comfortable pedestrian travel.

While the proposed development is largely auto-oriented, significant efforts have been made to ensure walkability. The campus has good connectivity between buildings via sky bridges, access to on-site amenities including a food hall, workout facilities, and a hotel for site visitors. The child care facility is also conveniently located with access to the parking area for employees to drop off and pick up.

Pedestrian access to the facility will be limited for security reasons. Primary pedestrian access will be via the parking structure and sky bridges for employees and visitors and additional pedestrian access will be provided off Girard Boulevard meeting IDO Section 5-3(D)(3)(b)2.a. The access off Gibson Boulevard is not intended for pedestrians at this time.

- B. Goal 7.4-Context-Sensitive Parking: Design parking facilities to match the development context and complement the surrounding built environment.  
Policy 7.4.2 Parking Requirements: Establish off-street parking requirements based on development context.  
a) Discourage oversized parking facilities.

The proposed parking structure is designed to respond to the height and scale of the development context of the large manufacturing/assembly use, minimize the footprint and travel distance for the users, and provide convenient access to the pedestrian sky bridges. The requested parking requirement ensures that the parking is right sized for the development, while a strict compliance with standard IDO parking standards would result in a parking facility that is oversized (in number of spaces).

- C. Policy 7.4.3Off-street Parking Design: Encourage well-designed, efficient, safe, and attractive parking facilities.  
e) Discourage parking abutting the travel way to allow more active uses near the public right-of-way.  
f) Provide visual interest or screening on parking structure facades and additional visual enhancements such as landscape elements and/or public art at ground level.  
g) Encourage street-front parking structures to provide additional activity at street level, such as liner buildings or public spaces.

The proposed parking structure/facility is well-designed, efficient, safe and attractive with perforated metal over grey pre-cast concrete to provide visual interest and screening, which meets the requirements of IDO Section 14-16-5-5(G) Parking Structure Design. The parking structure is also setback away from the Girard Boulevard in order to allow more active uses (liner buildings) near the street. The location of the hotel, food hall, fitness center and related entrances and outdoor gathering areas are designed to provide visual enhancement and activity at the ground level.

15. The request is consistent with the following policies from Comprehensive Plan Chapter 8: Economic Development:  
A. Policy 8.1.2-Resilient Economy: Encourage economic development efforts that improve quality of life for new and existing residents and foster a robust, resilient, and diverse economy.

Subpolicy d: Grow the community's economic base through recruitment, retention/expansion, and new business startups to bring additional income into the region.

Subpolicy e: Encourage livable wages and high-quality work environments.

The request constitutes economic development and would encourage synergistic economic development efforts that would grow the community's economic base. The proposed use would encourage livable wages and would foster local economic opportunities associated with it, and therefore would contribute to a more robust economy and generally improve opportunities and quality of life for new and existing residents.

B. Policy 8.1.3-Economic Base: Strengthen and diversify the economic base to help reduce reliance on government spending.

Subpolicy c: Recruit new export-based businesses to expand and diversify the economic base.

Subpolicy d: Focus economic development strategies, programs, and activities to support existing and emerging economic base industry clusters that are important to the region.

The request would strengthen and diversity the economic base by providing new manufacturing, R&D, and supporting jobs that would create multiplier effects throughout the economy and, as a private company, would help reduce reliance on government spending. The efforts would focus on the aerospace technology economic base cluster that is important to the region.

16. The request is consistent with the following policies from Comprehensive Plan Chapter 12-Infrastructure, Community Facilities, and Services:

A. Policy 12.1.6- Energy Systems: Coordinate with energy providers to safeguard essential infrastructure to serve existing development and ensure a safe, adequate, and reliable supply to support growth.

The growth the request would make possible, a large manufacturing and R&R operation would require more energy resources than are available to serve existing development. The applicant is coordinating with energy providers to ensure an adequate supply of energy to support the proposed growth. The request is consistent with Policy 12.1.6- Energy Systems.

B. Policy 12.4.5- Facility Plans: Develop, update, and implement facility plans for infrastructure systems, such as drainage, electric transmission, natural gas, and information technology that benefit from cross-agency and public-private coordination.

Because it would create additional electric energy needs, the request would necessitate coordination with the energy provider (PNM) regarding capacity and service expansion to accommodate the use according to the approval processes and standards of the Facility Plan: Electric System Transmission and Generation (2010 – 2020).

17. The proposed site plan differs from the NR-LM zone in terms of building height, wall height, building-mounted light height, building design, and parking standards, all of which can be approved in the NR-SU zone through a Site Plan – EPC. These variations from NR-LM requirements should be clearly noted on the site plan.

18. Due to the large scale of the proposed development, the standard IDO parking requirements would result in a calculation of over 6,000 parking spaces, which is excessive. A more reasonable calculation of parking for this business campus is based on anticipated employment, which will total 2,500 persons over three shifts. The provision of a minimum 2,500 parking spaces accounts for overlapping shifts, other employees, and some visitor parking is appropriate. This reduced parking requirement is met and shall be clearly noted on the site plan. If additional development occurs on the site in the future, this parking requirement should be re-evaluated at that time.
19. The applicant has adequately demonstrated, through a policy-based analysis, that the request would be consistent with the Comprehensive Plan as required pursuant to IDO 14-16-6-6(H)(3)- Review and Decision Criteria for Site Plan-EPC. The request would direct growth to where it is intended, provide economic-base jobs (manufacturing, not retail) and foster economic resiliency, and occupy an infill site earmarked for this type of use and thereby promote efficient development patterns.
20. The Orion Project TIS relies significantly vehicle trip reductions to the subject site, which would be necessary for the safe functioning of transportation near and on the subject site. Transit usage, bicycle usage, and walking should be promoted in order to make the reduction in vehicle trips a reality and help alleviate strain on the existing roadway system, which is limited in capacity.
21. Comprehensive Plan Policy 5.7.3- Updated Centers and Corridors states that Centers and Corridors should be added or deleted as needed to shape the built environment in a manner consistent with the Comprehensive Plan Vision for the future. The Planning Department should consider a future Comprehensive Plan update to adjust the boundaries of the Airport Employment Center to include the subject site.
22. This site plan and its proposed uses will require new substation capacity to serve its electricity demand, including a new transmission corridor and a substation that are interrelated to a developer-initiated project that has gone through a public involvement process and has been approved by the Environmental Planning Commission. The approval processes and standards of the Facility Plan: Electric System Transmission and Generation (2010 – 2020) will apply to these necessary electric facilities.
23. The 2018 Sunport Sustainable Master Plan mentions the Aviation Center for Excellence (ACE), which comprises a large portion of the subject site, in Chapters 5 and 6. The policy of City Aviation is to encourage aviation-related commercial activities in this location broadly. City Aviation has determined that the proposed Orion Center project is consistent with and implements the Master Plan.
24. Conditions of approval are needed to ensure that applicable IDO regulations are met and to provide clarification.
25. The applicant notified the Yale Village Neighborhood Association (NA), the Victory Hills NA, the District 6 Coalition, and property owners within 100 feet of the subject site, as required. As of this writing, Staff has not been contacted or received any comments.

26. A pre-application facilitated neighborhood meeting was held on September 2, 2020. Though neighbors had questions about the project and the company, but no one expressed opposition.
27. The Albuquerque Police Department made the following recommendations related to CPTED (Crime Prevention Through Environmental Design):
  - A. Ensure adequate lighting throughout the project, to include parking areas, pedestrian walkways and bridges, entrances, and delivery areas.
  - B. Ensure natural surveillance and clear lines of sight throughout the facility. Natural surveillance requires a space free from natural and physical barrier. Establish a clear line of sight from the parking areas to the buildings and from the buildings the parking areas. Open stairwells, balcony railing, and offset picket screening materials can all enhance natural surveillance.
  - C. Consider electronic surveillance systems such as cameras and alarm systems throughout the project to enhance surveillance.
  - D. Ensure that landscaping is installed so as not to obstruct windows, doors, entryways, or lighting.
  - E. Ensure that landscaping is maintained to provide natural surveillance, trimming trees up to create a canopy of at least six feet; and trimming shrubs and bushes down to three feet.
  - F. Limit and clearly delineate access to the property; i.e. Commercial Deliveries, Employee Parking, Drop-off Zones for both the hotel and child care center.
  - G. Provide signage that clearly directs visitors to the appropriate parking and/or entrance(s)/badging area, include a map if necessary.
  - H. Ensure adequate locking devices, including but not limited to, deadbolt, electronic keypad and keyless entry where appropriate.
  - I. Ensure that addresses are posted and clearly visible.
  - J. Clearly delineate public, semi-public, semi-private, and private space throughout the project.
  - K. Install *No Trespassing* signs that cite the City Ordinance so that they are visible immediately upon entering the property.

CONDITIONS:

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB) to ensure all technical issues are resolved. The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met.

A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.



2. The applicant shall meet with the Staff planner prior to applying to the DRB to ensure that all conditions of approval are met. Upon receiving final approvals, the applicant shall submit a finalized version of the site plan for filing at the Planning Department.
3. Airport Protection Overlay Zone:  
The building elevations shall be updated to demonstrate compliance with the Airport Protection Overlay Zone as it relates to the FAA established height limit as defined by the 5,504.9' elevation contour.
4. Overall Site Plan (Sheet 100):
  - A. A note shall be added to explain project phasing.
  - B. The uses listed on the Overall Site Plan shall be the IDO use terms (column 2).
  - C. The buildings on the overall site plan shall be dimensioned and/or their footprint size indicated.
  - D. The legal description and site size shall be verified and/or match that used in the staff report.
  - E. A note shall be added to explain what varies from IDO requirements, based on using NR-LM as a baseline.
5. Parking:
  - A. Parking calculations, including the math, shall be shown on the overall Site Plan (Sheet 100) and shall be based on the number of employees as approved by the EPC. A note shall also be added that states: If future development is proposed, the EPC shall evaluate the parking requirement to ensure adequate parking for the additional uses and employees.
  - B. The required number of accessible parking (handicap spaces) shall be listed as 45 (not 35) and the math shown.
6. Pedestrians/Connectivity:
  - A. A walkway shall be provided that leads to the abutting public transit stops serving the subject site [14-16-5-3(D)(3)(b)(2)(c)].
  - B. A pedestrian pathway from the parking garage to the childcare facility shall be provided [IDO 14-16-5-3(D)(3)(b)(1)].
  - C. Pedestrian walkways and crosswalks shall be identified to motorists and pedestrians through a change in material, patterns, or height [IDO 14-16-5-3(D)(3)(c)].
7. Motorcycle Parking:
  - A. The math for the motorcycle parking space calculation shall be shown.
  - B. The location of the motorcycle spaces on the surface lot shall be shown and be in a convenient location [IDO 14-16-5-5(D)(2)].
8. Bicycle Parking:
  - A. Bicycle parking shall be provided at the rate of 10% of required regular parking spaces and the math shown [IDO 14-16-5-5(E)(1)].

B. Bicycle parking shall be in convenient and visible locations [IDO 14-16-5-5(E)(4)(a)].

9. Alternative Transportation/TDM:

- A. The applicant shall coordinate with the Transit Department-ABQ Ride and provide bus shelters to encourage transit usage.
- B. The applicant shall provide carpool and/or vanpool parking in a convenient, preferential location as a TDM strategy.
- C. The applicant shall consider providing bicycle lockers as a TDM strategy.

10. Loading:

- A. Any off-street loading areas shall be indicated and meet the standards in IDO 14-16-5-5(H)(3).
- B. Loading spaces shall be provided as indicated in Table 5-5-7 and shown on the site plan.

11. Walls and Fences:

- A. The colors of the fence pickets and the precast concrete shall be specified on the wall and fence details.
- B. A retaining wall detail shall be provided so that compliance with IDO 14-16-5-7(F), Retaining Wall Standards, can be evaluated.

12. Lighting:

- A. A note shall be added to relevant sheets to explain the alternative wall-mounted height of exterior light fixtures [IDO 14-16-5-8-(D)(8)].
- B. A general note shall be provided to ensure compliance with 14-16-5-8(D)(3) regarding light spillover and 14-16-5-8(D)(6) regarding light intensities.

13. Outdoor Gathering Areas:

Calculations, dimensions, and totals for the outdoor gathering space shall be provided (perhaps similar to a parking table that compares required to proposed).

14. Landscaping:

- A. Landscaping shall be provided at a rate of 15% of the net lot area [IDO 14-16-5-6(C)(2)(a)].
- B. Landscaping calculations shall be made based on net lot area, which is defined the “area of the lot covered by buildings”.
- C. The landscaping calculations for the larger lot (119 acres) shall be based on the net lot area calculation.
- D. The percentage of landscaping provided for the childcare facility (on the 2.8 acre lot) shall be adjusted based on the net lot area calculation (see definition of net lot area).

15. Water Harvesting:

- A. Runoff water shall be directed to depressed landscaping beds that provide supplemental irrigation [IDO 14-16-5-6(C)(13)(b)].
- B. The grading and drainage plan shall include a note requiring that curb notches be provided into the depressed landscaping beds.

16. Signage: A note needs to be added to ensure that luminance does not exceed 200 foot lamberts at night pursuant to IDO 14-16-5-12(E)(5)(a)(2).

17. Mechanical:

- A. Notes shall be added to indicate that mechanical equipment shall be fully screened [IDO 14-16-5-6(G)(1)].
- B. The dimensions, materials, and colors of the trash compactors shall be indicated.

18. CONDITIONS FROM THE CITY ENGINEER/TRANSPORTATION DEVELOPMENT:

- A. Due to limited capacity of surrounding roadways and insufficient space for expansion, propose other modes of transportation such as transit and bicycle travel. Show cost alternatives for proposed transit even if proposing cost-sharing. Evaluate other options for mitigation as proposed in the Traffic Impact Study.
- B. Discuss future phasing as part of the Traffic Impact Study and further impact on traffic.
- C. For any transit options proposed, demonstrate sufficient space for drop-off areas and/or queuing.
- D. Show all required parking spaces including those within the parking garage.
- E. Indicate all spaces with electrical charging stations.
- F. Use trip distribution and DPM requirements to compute throat lengths.
- G. There is a gate shown at entry off of Gibson? Is this a security gate or access gate? Is it only closed during certain hours? Perform queuing analysis to ensure that there is no backup onto Gibson Boulevard, and provide a turn-around space in front of the gate.
- H. All exterior sidewalks, vehicular lanes, bus stops and bicycle paths should be labeled.
- I. Show all bikeways and pedestrian pathways to new development. Show all aisle and walkway widths and doorway entrances.
- J. All curb and curb radii should be labeled. All parking lot spaces shall be dimensioned.
- K. Any proposed public roadway vacation has to be submitted through DRB.
- L. Show all property lines clearly.
- M. Receive Fire Marshall Approval for the proposed site. Knox box should be labeled at the gates.
- N. Any required roadway infrastructure shall be placed onto an infrastructure list for DRB Approval. This shall include any required infrastructure needed from the Traffic Impact Study, any bus shelters, exterior sidewalks and bikeway facilities.

- O. Use DPM standards and designated off-site speed limits to show clear sight triangles on both the site plan and landscaping plan. Add the following note as well: "Landscaping, fencing and signing will not interfere with clear sight requirements. Therefore, signs, walls, trees and shrubbery between 3 and 8 feet tall (as measured from the gutter pan) will not be acceptable in the clear sight triangle."
- P. Provide curb ramp and sidewalk details. Sidewalk shall show maximum 2% cross-slope.
- Q. Label all compact parking spaces as ""Compact".
- R. The ADA access aisle shall have the words "**NO PARKING**" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space.
- S. The ADA accessible parking sign must have the required language per 66-7-352.4C NMSA 1978 "**Violators Are Subject to a Fine and/or Towing.**".

19. CONDITION FROM THE DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)-TRANSPORTATION PLANNING:

DMD requests dedication of ROW for existing sidewalks not currently in ROW and that all new sidewalk and curb ramps be located within the existing ROW or the newly dedicated ROW.

20. CONDITION FROM THE SOLID WASTE MANAGEMENT REFUSE DIVISION:

A Transportation Circulation Layout (TCL) signed by the Solid Waste Department will be required, along with trash compactor enclosures that meet the C.O.A minimum requirements.

21. CONDITION FROM THE POLICE DEPARTMENT:

Due to the special security concerns for this facility, the site plan shall be designed to address the CPTED recommendations as expressed by the Police Department including lighting, surveillance, signage, and security technology. In particular, the parking structure shall incorporate the principles of CPTED so as to deter crime and to facilitate security measures as required by IDO Section 14-16-5-5(G)(1).

22. CONDITIONS FROM THE ABQ-BERNCO WATER UTILITY AUTHORITY (ABCWUA):

- A. The applicant shall request an Availability Statement at the following link <https://hes32-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=http%3a%2f%2fwww.abcwua.org%2fAvailability%5fStatements.aspx&umid=761d99d5-05e7-4407-a26c-8489af88e2db&auth=c5e193b2792d33bbda0d14ee5f909adbb398f028-9212f5c28b0546254ae3107745c7f21a16affe35>
- B. The above request shall include a Fire Marshal approved Fire 1 Plan,

23. CONDITIONS FROM PNM:

- A. The applicant shall identify all electric facilities, including structures and poles, on the property and adjacent to the property and then clearly note them on the site plan and any future site plan, including the location of a new transmission corridor near the site and the substation abutting the site.

- B. It is the applicant's obligation to determine if existing and new utility easements or rights-of-way are located on or adjacent to the property and to abide by any conditions or terms of those easements.

**APPEAL:** If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **November 30, 2020**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15<sup>th</sup> day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-6-4(U) of the IDO, Administration and Enforcement. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the EPC's recommendation.

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

Sincerely,

for Brennon Williams  
Planning Director

BW/CL

cc: EPC file

Group Orion LLC, [rgorman@grouporion.com](mailto:rgorman@grouporion.com)

Consensus Planning Inc., [cp@consensusplanning.com](mailto:cp@consensusplanning.com)

District 6 Coalition of Neighborhood Associations, Dominic Peralta, [4district6@gmail.com](mailto:4district6@gmail.com)

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