



**Environmental
Planning
Commission**

*Agenda Number: 2
Project Number: 1007359
Case #'s: 08EPC 40073
August 21, 2008*

Staff Report

Agent	none
Applicant	Van H. Gilbert Architect, P.C.
Request	Zone Map Amendment
Legal Description	Lot 11A, Block 1, Airport Industrial Park
Location	Baylor Drive SE south of Gibson Blvd. and east of Yale Blvd.
Size	Approximately 0.25 acres
Existing Zoning	M-1
Proposed Zoning	P-R

Staff Recommendation

APPROVAL of 08EPC 40073, based on the findings on page 9.

Staff Planner
Carol Toffaleti, Planner

Summary of Analysis

The applicant requests a zone change for Lot 11A, Block 1, Airport Industrial Park, a site of approximately 0.25 acres, located on Baylor Dr. SE south of Gibson Blvd. and east of Yale Blvd., from M-1 (Light Manufacturing) to P-R (Reserve Parking). The parking use would satisfy the off-street parking requirement of their proposed office expansion on Lot A4, located south of Baylor Dr.

The site is in the Established Urban Area of the Comprehensive Plan.

The proposed zoning is compatible with surrounding land uses and zoning and the parking use will not have adverse effects on residential environments. The applicant provided an acceptable justification for the zone change per Resolution 270-1980 and demonstrated that the requested zone is more advantageous to the community than the existing M-1 zone.

There is no known neighborhood opposition to the request.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 07/03/2008 to 07/25/2008. Agency comments were used in the preparation of this report and begin on page 13.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	M-1 (Light Manufacturing)	Established Urban Area	parking
<i>North</i>	O-1 (Office)	same	church facility
<i>South</i>	M-1	same	office
<i>East</i>	M-1	same	parking
<i>West</i>	M-1	same	vehicle maintenance facility

Background

The applicant requests a zone change for Lot 11A, Block 1, Airport Industrial Park, a site of approximately 0.25 acres, located on Baylor Dr. SE south of Gibson Blvd. and east of Yale Blvd., from M-1 to P-R (Reserve Parking).

The subject site and the adjoining Lot 11B, zoned M-1, are currently developed and used as parking by property-owners in the area, including the applicant. The applicant is a local architectural and planning firm, whose principal owns both the subject site and Lot A4, across the street, where his professional office is located. The applicant recently submitted a building permit application for an addition to the existing office building on that site. At plan check, the City’s Zoning Services noted that, as a result of the addition, their existing off-street parking would be deficient in zoning terms. The applicant is therefore requesting the zone change of the subject site to comply with off-street parking regulations (see Section 14-16-3-1(D)(2)).

The site is in the Established Urban area of the Comprehensive Plan. No lower-ranked plans apply.

History

In 1960, an area of approximately 40 acres, including the subject site, was rezoned to M-1 with a narrow strip of P-2 along its northern edge (Z-1002, Planning Commission, 9/12/60, and City Commission Ordinance 1827, 10/25/60)). Virtually all of the 40 acres was previously R-1 Residential. The new P-2 Parking Lot zone was intended to buffer the existing homes to the north in Blocks 1 and 2 from the new light industrial zone (see Exhibit A for map of area). The 40 acres were also replatted into three tracts, A, B and C (see Exhibit B att., ref. S-1115). The area was roughly bounded by what are currently Renard Place and Stanford Dr. to the northwest, Gibson Blvd. to the north, Columbia Dr. to the east and Alamo Ave. to the south. Several residential streets and the land designated as Clayton Park were also vacated in an associated action (V-202). The justification for M-1 zoning rested on the land’s proximity to Kirtland Air Force Base and to its topography, which was deemed unsuitable for further residential development.

In 1961, a zone change was approved for land along Stanford Dr. from M-1 to O-1 and from P-2 to P-1 (see Exhibit C att., ref. Z-1123, Planning Commission 9/11/06 and City Commission Ordinance 2022, 11/21/61). P-1 was a zone that supplied parking lots incidental to another use, rather than the stand-alone parking lots of the P-2 zone. The request was accompanied by a subdivision of part of the 40 acres into 13 lots and the creation of a new public right-of-way linking Renard Place and Gibson Blvd. to provide access to the M-1 area, which was renamed Airport Industrial Park Addition (S-1161). Lot 11 created as part of that action includes the subject site.

In 1981, the City Council upheld the Environmental Planning Commission's denial of a zone change from P and O-1 to M-1 for Lots 2 and 3 on Stanford Dr. (AC-81-15, City Council 8/3/81, and Z-81-72, EPC 6/18/81). The EPC's decision notice referred to the desirability of maintaining a buffer of less intense uses between the residential and light industrial zones.

The new street through the industrial area was eventually named Baylor Dr. With updates to the Zoning Code since that time, the strip of P-1 along Stanford Dr. has become P, a zone that applies to off-street parking or parking lots.

In 2006, the subject parcel was created in a minor subdivision action that split Lot 11 into two lots, A and B (#1004912, 06DRB-00727, 6/1/2006). The parcel and the adjoining lot were then developed as parking, for use by various property-owners in the vicinity. Prior to that time, the lots had been vacant.

Context

The land on either side of Baylor Dr. is a mix of office, manufacturing and warehousing zoning and uses on relatively small parcels, interspersed with a few vacant lots. Northeast of the site is a church facility and vacant land; south, across Baylor Dr., is the applicant's office; east is a continuation of the recently developed parking area, which is used by other business owners in the area; and west is a vehicle maintenance facility. Two blocks of single-family homes remain north of Miles Rd. and west of Stanford Drive, which form an island of residential zoning and use surrounded by industrial and commercial zoning and land uses.

Long Range Roadway System

The *Long Range Roadway System* (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The Long Range Roadway System designates Yale Blvd. as a Minor Arterial, with a right-of-way of 86'.

The Long Range Roadway System designates Gibson Blvd. as a Principal Arterial, with a right-of-way of 137' per resolution of the Metropolitan Transportation Board (March 2004). Full access to Gibson is limited to Yale Blvd. and Girard Blvd. in the vicinity of the site.

Baylor Dr. is a local street.

The *Long Range Bicycle Plan* designates an existing trail and bike lane on Gibson Blvd.

Transit: The Metropolitan Transportation Plan (June 2007) designates Yale Blvd. as a Potential High Capacity Transit Corridor. The Comprehensive Plan designates Yale and Gibson as Enhanced Transit Corridors.

Public Facilities/Community Services

There are no facilities and services within proximity of the site. An elementary school, two community centers and city parks are located within approximately 0.75 miles of the site.

ABQ Ride: Routes 50 Airport/Downtown and 222 Rio Bravo/Sunport/Kirtland, and Commuter Routes 96 Crosstown and 317 Downtown/Kirtland AFB Ltd. operate in the vicinity of the site.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The current zoning is M-1 Light Manufacturing which provides suitable sites for heavy commercial and light manufacturing uses (Section 14-16-2-20, see att.).

The proposed zoning is P-R Reserve Parking (Section 14-16-2-27, see att.). This zone designates lots reserved for off-street parking required by 14-16-3-1 of the Zoning Code with regard to use on another lot. The zone refers to regulations of the P zone (see att.). The existing parking lot does not have walls or fences that would require approval by the EPC. It is already landscaped.

The applicant provided a copy of the site plan that has been submitted to the City for a building permit, indicating that the subject site will accommodate the off-street parking required by the office expansion (see att.).

Albuquerque / Bernalillo County Comprehensive Plan

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

The subject site is located in the area designated Established Urban by the *Comprehensive Plan* with a Goal to “create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.”

The proposed zone change would enable an established professional office to expand in its current location by providing the off-street parking it requires on a nearby lot, which would perpetuate the stability and character of the commercial and industrial neighborhood. The P-R zoning ensures the connection between the two lots and sets out regulations to ensure that the parking area is landscaped and visually pleasing.

Applicable policies include:

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

The P-R zone supports the predominantly commercial orientation of the neighborhood by providing necessary off-street parking for an established business. The request has not generated opposition from residential or other property-owners in the surrounding area, which suggests that it respects neighborhood values. As also noted by the applicant, the requested zoning would maintain the openness of the site and preclude the construction of buildings up to 36' that could block views to the Sandia Mountains.

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

The rezoning would enable the applicant to formalize their use of the site as off-street parking, which is required by zoning regulations for their expanding office. The land is contiguous to existing public infrastructure and was formerly vacant. Staff agrees with the applicant's assessment that the request would help ensure the integrity of the existing commercial and industrial neighborhood.

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

As the applicant points out, the parking use is already established on the site and the rezoning will not change the impact of the use on the closest residential environment, which is separated from the site by one lot zoned O-1 and P and a local street. Staff considers that the requested parking zone would be sited at a sufficient distance to minimize adverse effects on residents in the long term and would trigger regulations that protect residential environments from lighting, pollution and traffic that may be associated with parking use. The applicant also mentions that the zone change process in itself requires notification of the affected neighborhood association and sign posting which are intended to encourage input from the community. No comments on the request have been received from residents or businesses in the area.

Policy II.B.5.o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

Policy II.B.5.p: Cost-effective redevelopment techniques shall be developed and utilized.

Both of these policies are furthered by the rezoning, as it would enable the applicant, a private business, to expand his offices and therefore continue investing in this older commercial and industrial neighborhood. Staff agrees with the applicant's analysis.

Economic Development (Section II.D.6)

Goal: to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy II.D.6.b: Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

Policy II.D.6.f: The City and the County should remove obstacles to sound growth management and economic development throughout the community.

Staff agrees with the applicant that the request would further the economic development goal and these policies, because a P-R zone would provide the off-street parking required by the City to serve the applicant's office expansion. It would remove an obstacle to economic development in this part of the community.

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

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

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

The applicant justified the request in their application letter and through supplementary information dated July 25, 2008

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

Staff agrees that the zone change meets this test. The parking use will not have a substantial adverse effect on the environment, public facilities, services or infrastructure, including schools, emergency services and drainage, and it will not change the use that has existed on the site for two years.

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

The applicant argues that the proposed P-R zone would stabilize the existing use of the site and the adjoining lot, which the applicant and other firms in the area jointly developed to satisfy parking demand generated by their growing businesses. The parking use is appropriate because it is compatible with adjacent commercial and industrial zoning and supports existing, conforming land uses.

Staff agrees with these arguments, but is not convinced that limiting permissive uses on the site to a single use and eliminating uses currently permitted in the M-1 zone are necessarily desirable. However, overall, the applicant's justification for the zone change is sound.

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

The applicant demonstrated that the requested change is in accordance with applicable goals and policies of the Comprehensive Plan, as discussed in the previous section of this report. The applicant cited Policy II.B.5.j as supporting the zone change, but staff does not consider that it applies because the policy refers to uses typically found in shopping centers rather than in M-1 zones.

- D. The applicant must demonstrate that the existing zoning is inappropriate because:
1. There was an error when the existing zone map pattern was created; or
 2. Changed neighborhood or community conditions justify the change; or
 3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The applicant demonstrated that the proposed zoning is more advantageous to the community than the current zoning, as articulated in Comprehensive Plan policies. The applicant argued convincingly that it would allow an existing business that has already invested in the area to remain and expand on their existing lot. Their supplementary letter provided examples of permissive uses in the existing M-1 zone that would be less appropriate or desirable than the proposed parking use, including adult amusement establishment and auto dismantling.

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

The applicant notes that the only permissive use in the P-R zone is parking, which has been the use of the site for the past two years. Staff considers that the use in this location is indeed benign, given that the site is small and removed from residential properties.

- F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the city may be:
1. Denied due to lack of capital funds; or
 2. Granted with the implicit understanding that the city is not bound to provide the capital improvements on any special schedule.

The request would not require any expenditures by the city.

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

The applicant states that economic considerations are not the determining factor for the zone change and points out that it would actually support a growing business that can increase the city's tax base.

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

Not applicable.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a "spot zone." Such a change of zone may be approved only when:
1. The change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan; or
 2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones; because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic, or special adverse land uses nearby; or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

The applicant acknowledges that the zone change could be viewed as a spot zone, but argues that it facilitates realization of the Comprehensive Plan as demonstrated above (Section C). Staff also agrees that the parking zone is compatible with the surrounding land uses and zones and that it supports infill development. In addition, there is existing P zoning in the area that provides parking for adjoining office and industrial uses (ref. Zoning Map at front of report, see lots north of the site along Miles Rd. and Stanford Dr. split between P and O-1 or M-1 zoning).

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where:
1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
 2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

Staff does not consider this section applicable, as the site does not constitute "a strip of land".

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Agency and city department comments begin on page 13. There were no significant comments other than support for the request from Zoning Services.

NEIGHBORHOOD/PUBLIC CONCERNS

Property-owners within 100' and the Yale Village NA were notified of the proposal. No facilitated meeting was held and no comments have been received.

CONCLUSIONS

The proposed zone change will formalize the existing use of the site and meet the off-street parking requirement of the office expansion on Lot A-4 across Baylor Dr. It is compatible with surrounding land uses and zoning and the use will not have adverse effects on residential environments. The applicant provided an acceptable justification for the zone change per Resolution 270-1980 and demonstrated that the requested zone is more advantageous to the community than the existing zone as articulated in applicable policies of the Comprehensive Plan. Staff recommends approval of the request.

FINDINGS - 08EPC 40073, August 21, 2008, Zone Map Amendment

1. The applicant requests a zone change for Lot 11A, Block 1, Airport Industrial Park, a site of approximately 0.25 acres, located on Baylor Dr. SE south of Gibson Blvd. and east of Yale Blvd., from M-1 (Light Manufacturing) to P-R (Reserve Parking).
2. The applicant is a local architectural and planning firm, whose principal also owns Lot A4, Block 2, Airport Industrial Park, on the south side of Baylor Dr. where their office is located. The applicant has applied for a building permit to expand the existing office building on Lot A4. The applicant is requesting the zone change of the subject site to provide sufficient off-street parking for the development, per Section 14-16-3-1(D)(2) of the Zoning Code. The applicant has demonstrated that the proposed PR zone would satisfy the off-street parking requirement for Lot A-4, Block 2, Airport Industrial Park.
3. The subject site is currently developed and used as parking by the applicant. The parking lot is landscaped and does not contain walls or fences. The adjoining Lot 11B, also zoned M-1, is used for parking by other businesses in the area.
4. The subject site is in the Established Urban area of the Comprehensive Plan. No lower-ranked plans apply.
5. The subject site is part of a larger area that has been zoned M-1 since 1960 (Z-1002, Planning Commission, 9/12/60, and City Commission Ordinance 1827, 10/25/60). In 2006, the subject parcel was created in a minor subdivision action that split Lot 11 into two lots, A and B (#1004912, 06DRB-00727, 6/1/2006). The parcel and the adjoining lot were then developed as parking, for use by various property-owners in the vicinity. Prior to that time, the lots had been vacant.
6. The request furthers the following applicable goals and policies of the Comprehensive Plan:
 - a. The Goal for the Established Urban area and Policy II.B.5.d, because a PR zone would enable an existing business to expand in its current location and perpetuate the stability and character of the surrounding commercial and industrial neighborhood. The regulations of the zone ensure that the parking area is visually pleasing.
 - b. Policy II.B.5.e, because the site of the proposed parking zone is contiguous to existing urban facilities and services and the use supports the integrity of the existing commercial and industrial neighborhood by accommodating required off-street parking.

- c. Policy II.B.5.i, because the proposed parking zone is sited away from residential environments and the parking will not have direct adverse effects on the residents.
 - d. Policies II.B.5.o and II.B.5.p, because the parking zone enables a private business to expand in their current location, which strengthens this older commercial and industrial neighborhood in the Established Urban Area without public subsidy.
 - e. The Economic Development Goal and Policies II.D.6.b and II.D.6.f, because a P-R zone would provide the off-street parking required by the City for the expansion of a local business, which supports economic development in the community.
7. The applicant provided an acceptable justification for the zone change per Resolution 270-1980:
- A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.
The proposed parking zone will not have a substantial adverse effect on the environment and public facilities, services or infrastructure, including schools, emergency services and drainage, and it will not change the use that has existed on the site for two years.
 - B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.
The proposed P-R zone would stabilize the existing use of the site. The parking use is appropriate because it is compatible with surrounding commercial and industrial zoning and land uses, and it would satisfy the off-street parking requirement of an existing, legally conforming office use.
 - C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other city master plans and amendments there, to, including privately developed area plans which have been adopted by the city.
The applicant demonstrated that the requested change is in accordance with applicable goals and policies of the Comprehensive Plan, as set out in Finding #6 above.
 - D. The applicant must demonstrate that the existing zoning is inappropriate because:
 - 1. There was an error when the existing zone map pattern was created; or
 - 2. Changed neighborhood or community conditions justify the change; or
 - 3. A different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other city master plan, even though (D)(1) or (D)(2) above do not apply.

The applicant demonstrated that the proposed zoning is more advantageous to the community than the current zoning (test 3.), as articulated in Comprehensive Plan policies. It would allow an existing business that has already invested in the area to remain and expand in their current location. The applicant provided examples of permissive uses in the existing M-1 zone that would be less appropriate or desirable than the proposed parking use, including adult amusement establishment and auto dismantling.

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

The applicant notes that the only permissive use in the P-R zone is parking, which has been the use of the site for the past two years. A parking use in this location is not harmful, particularly as the site is small and at some distance from the nearest residential neighborhood.

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

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

The request would not require any expenditures by the city.

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

The applicant states that economic considerations are not the determining factor for the zone change.

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

The site is not on a collector or major street.

- I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a "spot zone." Such a change of zone may be approved only when:

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

Although the zone change could be viewed as a spot zone, it facilitates realization of the Comprehensive Plan (test 1.) as demonstrated above in Section C. The parking zone is

compatible with the surrounding land uses and zones, and supports infill development. In addition, there is a precedent of existing P zoning that provides parking for office and industrial uses on lots north of the site along Miles Rd. and Stanford Dr.

- J. A zone change request, which would give a zone different from surrounding zoning to a strip of land along a street is generally called "strip zoning." Strip commercial zoning will be approved only where:
1. The change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan; and
 2. The area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

This section is not applicable, as the site does not constitute "a strip of land".

8. Property-owners within 100' and the Yale Village NA were notified of the proposal. No facilitated meeting was held and no comments have been received.

RECOMMENDATION - 08EPC 40073, August 21, 2008,

APPROVAL of 08EPC 40073, a Zone Map Amendment, for Lot 11A, Block 1, Airport Industrial Park, from M-1 to P-R, based on the preceding Findings.

***Carol Toffaleti
Planner***

cc: Van Gilbert Architect, 2428 Baylor Dr. SE, Albuquerque, NM 87106
Joseph Valentine, Yale Village NA, 2126 Cornell Dr. SE, Albuquerque, NM 87106
Robin Berry, Yale Village Na, 2123 Cornell Dr. SE, Albuquerque, NM 87106

Attachments

M-1 zoning regulations
P-R zoning regulations
P zoning regulations
Exhibit A ref. Z-1002 (1960)
Exhibit B ref. S-1115 (1960)
Exhibit C ref. Z-1123, S-1161 (1961)
R-270-1980

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

If approved, a zone change from M-1 to P-R would satisfy the applicant's need to meet the requirements of Section 14-16-3-1(D)(2) *Off-Street Parking Regulations* of the Comprehensive City Zoning Code.

Office of Neighborhood Coordination

Yale Village NA (R)

Advanced Planning

- No comments received.

CITY ENGINEER

Transportation Development (City Engineer/Planning Department):

- Reviewed, no comments.

Hydrology Development (City Engineer/Planning Department):

- The Hydrology Section has no objection to the zone change request.

Transportation Planning (Department of Municipal Development):

- Reviewed, and no comments regarding on-street bikeways, off-street trails or roadway system facilities.

Traffic Engineering Operations (Department of Municipal Development):

- No comments received.

Street Maintenance (Department of Municipal Development):

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

Conditions of approval for the proposed Zone Map Amendment shall include:

- a. None.

WATER UTILITY AUTHORITY

Utility Services

- No comments received.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

- No comments received.

Environmental Services Division

- No comments received.

PARKS AND RECREATION

Planning and Design

Reviewed, no objection. Request does not affect our facilities.

Open Space Division

Open Space has no adverse comments

City Forester

- No comments received.

POLICE DEPARTMENT/Planning

- No comments received.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

No adverse comments.

FIRE DEPARTMENT/Planning

- No comments received.

TRANSIT DEPARTMENT

- No comments received.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

- No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Airport Industrial Park, 11A Block 1, is located on Bayloy Dr SE between Gibson SE and Yale SE. The owner of the above property requests a zone change from M-1 to P-R for a development that will consist of a parking lot. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

- No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

- No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comment based on the information provided to date.