Bernalillo County
County Planning Commission

ATTACHMENT 3

Attachment: Attachment 3- NODs_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

Planning & Development Services Department
415 Silver Ave. SW, 2nd Floor
Albuquerque, New Mexico 87102
Office: (505) 314-0350
www.bernco.gov

March 18, 2026

KEEP THIS LETTER

Albuquerque Islamic Center
8900 Menaul Blvd. NE
Albuquerque, NM 87112

CASE NUMBER: ZA2026-0024

To Whom It May Concern:

Your application for special exception under the Comprehensive Zoning Ordinance of Bernalillo County was considered at the public hearing March 11, 2026. The following decision was made:

BE IT RESOLVED THAT ZA2026-0024, a request for a conditional use approval to allow a church and incidental facilities, on Tract 208B, MRGCD Map 23, located at 9600 2nd St. NW, zoned A-1, containing approximately 3.90 acres **BE CONTINUED TO THE HEARING SCHEDULED FOR APRIL 8, 2026.** The decision was based on the following Findings and Conditions.

Findings:

1. This is a request for a conditional use approval to allow a church and incidental facilities.

2. The applicant presented a site plan that shows a smaller than required landscape buffer on the north side of the site.

3. At the hearing the applicant stated that the future plans for the site may include a school.

4. The continuance allows time for the applicant to:

    a. Revise the site plan to show a minimum 6 foot wide landscape buffer on the north side of the site adjacent to the residential property.
    b. Provide Public Works Transportation Planning with an accurate description of the school use so that they can determine the parking requirements.
    c. Reach out to any neighbors or interested parties.

County Commissioners
Adriann Barboa, Chair, District 3 - Frank A. Baca, Vice-Chair, District 2
Barbara Baca, District 1 - Walt Benson, District 4 – Eric C. Olivas, District 5

Elected Officials
Damian R. Lara, Assessor - Michelle S. Kavanaugh, Clerk - Cristy J. Carbón-Gaul, Probate Judge
John D. Allen, Sheriff - Tim Eichenberg, Treasurer

County Manager
Cindy Chavez

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5. The request will be heard at the April 8, 2026, hearing.

Sincerely,

Maggie Gould
Zoning Administrator

MG/sg

cc: File
Prestige Custom Design, LLC.; [redacted]
Norman & Lorraine Abeyta; [redacted]
Amador & Paulin Crespin; [redacted]
John & Carmen Zita Gutierrez Franklin Bond Canyon Trust; [redacted]
Pat Hauser; [redacted]

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Planning & Development Services Department
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Albuquerque, New Mexico 87102
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www.bernco.gov

April 14, 2026

KEEP THIS LETTER

Albuquerque Islamic Center
8900 Menaul Blvd. NE
Albuquerque, NM 87112

CASE NUMBER: ZA2026-0024

To Whom It May Concern:

Your application for special exception under the Comprehensive Zoning Ordinance of Bernalillo County was considered at the public hearing April 8, 2026. The following decision was made:

BE IT RESOLVED THAT ZA2026-0024, a request for a conditional use approval to allow a church and incidental facilities, on Tract 208B, MRGCD Map 23, located at 9600 2nd St. NW, zoned A-1, containing approximately 3.90 acres **BE APPROVED.** The decision was based on the following Findings and Conditions.

Findings:

1. This is a request for conditional use approval to allow a church and incidental facilities. The applicant seeks approval to construct a mosque and parking area with landscaping and fencing.

2. The site for the proposed use is adequate in size and shape to accommodate the use, as the property is 3.9 acres in area and provides sufficient area to accommodate site features required by ordinance. No variances were required for the request.

3. The site provides sufficient ingress and egress for vehicular access and can be developed in such a manner that undue traffic congestion or hazards will not be created. Off-street parking and access improvements by the applicant are expected to occur as well as approval from Bernalillo County Public Works through the County's building permit process.

4. Adjacent properties are of comparable uses, and the proposed use will have no adverse effect on the neighborhood or seriously conflict with the character of the

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Attachment: Attachment 3- NODs_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

area. The properties to the south are developed with an automotive service center, retail uses and a plant nursery. 2nd Street NW is developed with a mixture of uses.

5. As an enumerated conditional use within the zoning ordinance, this type of activity is expected to occur from this zone.

6. The applicant intends to provide off street parking, landscaping, buffer landscaping and fencing in compliance with the requirements of the Comprehensive Zoning Ordinance of Bernalillo County, as shown on this site plan. There will be a six-foot-tall wall along the north side of the side adjacent to the residential use and landscaping along the second street and along the perimeter of the site to add a buffer.

7. There were several members of the public present at the hearing to testify on the request. Speakers in favor of the request stated that use was compatible with surrounding uses, would improve and maintain the property, the use could provide a buffer between the residential development to the north and the more commercial uses to the south. The applicant also stated that times of the main Friday service could be moved to accommodate traffic patterns.

8. Speakers in opposition to the request stated that the use would generate a large amount of traffic and that it would burden an already busy traffic system.

9. Staff from public works stated that a Traffic Impact Study would be required at the building permit phase of the project. Road improvements to offset any impacts from the project could be required. The main service occurs on Friday afternoon out of the peak hour traffic.

10. Conditions of approval are necessary to ensure orderly development of the site, as well as the protection of the public health, safety, and general welfare in conformity with the intended purpose of the Zoning Ordinance.

11. The site is within the Rural Area of the Comprehensive Plan.

12. Approval is limited to the requested use and does not waive any other requirement or imply any other approval of applicable Bernalillo County ordinances and/or regulations.

Conditions:

1. The applicant shall acquire all necessary construction and trade permits for proposed modifications to the subject site, including, but not limited to, a commercial County building permit. The proposed building shall be limited to the footprint indicated on the submitted site plan and consistent with the information submitted with this application. Additions to the site beyond this building square footage shall require consideration of a new conditional use permit application.

Attachment: Attachment 3- NODs_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

2. The applicant shall coordinate with the Public Works department to reduce the amount of asphalt and impervious surface on the site, such as only paving the drive aisles and accessible parking spaces and leaving a depressed drainage area for landscaping and using gravel or other pervious material for parking areas.

3. No amplified sound or loudspeakers are allowed outside of the proposed building.

This decision of the Zoning Administrator may be appealed. If you wish to file an appeal, you must do so by 12:00 noon on **April 29, 2026**. Appeals are to be submitted in writing to the office of Planning and Development Services on forms prescribed by the Board of Adjustment and shall be accompanied by a filing fee. Justification for the appeal shall specifically state the error, abuse of discretion, or where the decision was not supported by evidence in the matter.

Any determination by the Zoning Administrator shall be final unless written notice of appeal to the Board of Adjustment is filed within fifteen (15) days after the determination.

Applicants are responsible for compliance with all other regulations of Bernalillo County, even after approval of a special exception is secured. This decision does not constitute approval for subdivision, a building permit, or a certificate of occupancy. This approval is void after six (6) months from the date of approval if the rights and privileges granted are not executed or utilized.

Sincerely,

Maggie Gould
Zoning Administrator

MG/sg

cc: File
Prestige Custom Design, LLC.; [redacted]
Norman & Lorraine Abeyta; [redacted]
Amador & Paulin Crespin; [redacted]
John & Carmen Zita Gutierrez Franklin Bond Canyon Trust; [redacted]
[redacted]
Pat Hauser; [redacted]
Alberto Raez; [redacted]
Annette Santiago-Kitts; [redacted]

Attachment: Attachment 3- NODs_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

Bernalillo County
County Planning Commission

ATTACHMENT 4

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

Planning & Development Services Department
415 Silver Ave. SW, 2nd Floor
Albuquerque, New Mexico 87102
Office: (505) 314-0350
Fax: (505) 314-0480
www.bernco.gov

NOTIFICATION OF APPEAL
May 13, 2026

To Whom It May Concern:

The following appeal has been filed with the Bernalillo County Planning and Development Services Department:

APPEAL NO: BA2026-0001

APPELLANT: Name: Pat Hauser

Mailing Address: [redacted]

REASON FOR APPEAL: See Attached

SCHEDULED FOR PUBLIC HEARING BEFORE THE BOARD OF ADJUSTMENT ON:

Wednesday, June 3, 2026 at 9:00 A.M in person, at the Ken Sanchez Commission Chambers, 415 Silver Ave. SW, 1st Floor, Bernalillo County @ Alvarado Square. Additional information for the hearing will be provided in a Notice of Hearing.

Any and all correspondence and documents covering matters before the Board must be submitted by 12:00 noon, eight (8) calendar days prior to the public hearing of this case.

You and all other interested parties are invited and urged to be present at this hearing. If you have any questions, please do not hesitate to contact me at (505) 314-0384.

Es necesario traer un intérprete si no habla inglés. Para más información puede llamar a Nancy Soto-Campos al (505) 222-3927 o Elvira Lopez al (505) 314-0384.

Sincerely,

Elvira Lopez

Elvira Lopez,

County Commissioners
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County Manager
Cindy Chavez

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

Planning Manager
EL/nsc

cc: File
Maggie Gould, Zoning Administrator
Sonia Gutierrez, Zoning
Kevin Grovet, Public Works
Raeleen Marie Bierner, Public Works
Julie A. Luna, Public Works
Megan Marsee, Natural Resources
Dan McGregor, Natural Resources
Albuquerque Islamic Center, 8900 Menaul Blvd NE, Albuquerque, NM 87112
Prestige Custom Design, LLC., [redacted]
Norman & Lorraine Abeyta, [redacted]
Amador & Paulin Crespin, [redacted]
Alberto Raez; [redacted]
Annette Santiago-Kitts; [redacted]
John & Carmen Zita Gutierrez Franklin Bond Canyon Trust, [redacted]

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County of Bernalillo
State of New Mexico

Planning & Development Services
415 Silver Ave SW, 2nd Floor
Albuquerque, NM 87102
(505) 314-0350

APPLICATION

SITE ADDRESS/LOCATION
9600 2nd St NW, Albuquerque, NM 87114

PERMIT NO: ZBA2026-0001

Printed: April 28, 2026

PROPERTY OWNER
ALBUQUERQUE ISLAMIC CENTER
8900 MENAUL BLVD NE
ALBUQUERQUE, NM 87112

UPC
101606428751910308

LEGAL DESCRIPTION
MAP 24 TR 208B CONT 3.900 AC

APPELLANT
Mr. Pat Hauser

Fees Paid: $100.00

Description: Appeal to the Board of Adjustment for ZA2026-0024.

I HEREBY CERTIFY THAT I HAVE READ AND EXAMINED THIS DOCUMENT AND KNOW THE SAME TO BE TRUE AND CORRECT. ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING LAND USE.

Signature: _____ 4/28/2026
(Applicant/Owner Or Authorized Agent) Date

Processed By: _____ 04/28/2026
(PDS Staff) Date

FOR INFORMATION CALL (505) 314-0350

Hearing Date: 06/03/2026

Sign Posting Date(s) **From:** **To:**

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

BERNALILLO COUNTY

Planning & Development Services
415 Silver Ave. SW. 2nd Floor
Albuquerque, NM 87102
(505) 314-0350 Fax: (505) 314-0480
www.bernco.gov

ZONING SECTION

APPEAL TO BOARD OF ADJUSTMENT

Application Date: 04/28/2026
Application Number: ZBA2026-0001
Hearing Date: June 3rd 2026

OWNER Albuquerque Islamic center		PHONE 505-299-2579
MAILING ADDRESS 8900 Mendol Blvd N.E.	CITY Albuquerque	ZIP 87112
AGENT Prestige Custom Design. LLC		PHONE 575-650-0380
MAILING ADDRESS [redacted]	CITY [redacted]	ZIP [redacted]
APPEALANT Mr. Pat Hauser		PHONE 505-898-8435
MAILING ADDRESS [redacted]	CITY [redacted]	ZIP [redacted]
SITE ADDRESS 9600 2ND Street S.W. Albuquerque, N.M.		Case # ZA2026-0024
DIRECTIONS 194 feet north of 2ND street and Alameda Blvd.		
LEGAL DESCRIPTION MAP 24 TR 208 B		
ZONE # MRGCD map 23	CURRENT ZONE(S) A-1	PROPERTY SIZE IN ACREAGE 3.900 acres
UPC # 101606428751910308	PROPOSED ZONE(S) Conditional use	SUBDIVISION NAME N/A

CASE # & SCOPE OF APPEAL Appeal the decision of the Zoning Administrator approval of ZA2026-0024 Based on attached criteria regarding a church, Day care, and K-12 School

DETAILED INFORMATION

See Attached Documents in detail

I hereby acknowledge that I have read this entire application and affirm that all of the provided information is correct. I agree to comply with the requirements of Bernalillo County and the State of New Mexico as outlined in all applicable laws, ordinances and regulations.

Pat Hauser — Printed Name

Pat Hauser — Signature

4/28/2026 — Date

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

Planning & Development Services Department
415 Silver Ave. SW, 2nd Floor
Albuquerque, New Mexico 87102
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April 14, 2026

KEEP THIS LETTER

CASE NUMBER: ZA2026-0024

Albuquerque Islamic Center
8900 Menaul Blvd. NE
Albuquerque, NM 87112

To Whom It May Concern:

Your application for special exception under the Comprehensive Zoning Ordinance of Bernalillo County was considered at the public hearing April 8, 2026. The following decision was made:

BE IT RESOLVED THAT ZA2026-0024, a request for a conditional use approval to allow a church and incidental facilities, on Tract 208B, MRGCD Map 23, located at 9600 2nd St. NW, zoned A-1, containing approximately 3.90 acres **BE APPROVED.** The decision was based on the following Findings and Conditions.

Findings:

1. This is a request for conditional use approval to allow a church and incidental facilities. The applicant seeks approval to construct a mosque and parking area with landscaping and fencing.

2. The site for the proposed use is adequate in size and shape to accommodate the use, as the property is 3.9 acres in area and provides sufficient area to accommodate site features required by ordinance. No variances were required for the request.

3. The site provides sufficient ingress and egress for vehicular access and can be developed in such a manner that undue traffic congestion or hazards will not be created. Off-street parking and access improvements by the applicant are expected to occur as well as approval from Bernalillo County Public Works through the County's building permit process.

4. Adjacent properties are of comparable uses, and the proposed use will have no adverse effect on the neighborhood or seriously conflict with the character of the

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area. The properties to the south are developed with an automotive service center, retail uses and a plant nursery. 2nd Street NW is developed with a mixture of uses.

5. As an enumerated conditional use within the zoning ordinance, this type of activity is expected to occur from this zone.

6. The applicant intends to provide off street parking, landscaping, buffer landscaping and fencing in compliance with the requirements of the Comprehensive Zoning Ordinance of Bernalillo County, as shown on this site plan. There will be a six-foot-tall wall along the north side of the side adjacent to the residential use and landscaping along the second street and along the perimeter of the site to add a buffer.

7. There were several members of the public present at the hearing to testify on the request. Speakers in favor of the request stated that use was compatible with surrounding uses, would improve and maintain the property, the use could provide a buffer between the residential development to the north and the more commercial uses to the south. The applicant also stated that times of the main Friday service could be moved to accommodate traffic patterns.

8. Speakers in opposition to the request stated that the use would generate a large amount of traffic and that it would burden an already busy traffic system.

9. Staff from public works stated that a Traffic Impact Study would be required at the building permit phase of the project. Road improvements to offset any impacts from the project could be required. The main service occurs on Friday afternoon out of the peak hour traffic.

10. Conditions of approval are necessary to ensure orderly development of the site, as well as the protection of the public health, safety, and general welfare in conformity with the intended purpose of the Zoning Ordinance.

11. The site is within the Rural Area of the Comprehensive Plan.

12. Approval is limited to the requested use and does not waive any other requirement or imply any other approval of applicable Bernalillo County ordinances and/or regulations.

Conditions:

1. The applicant shall acquire all necessary construction and trade permits for proposed modifications to the subject site, including, but not limited to, a commercial County building permit. The proposed building shall be limited to the footprint indicated on the submitted site plan and consistent with the information submitted with this application. Additions to the site beyond this building square footage shall require consideration of a new conditional use permit application.

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2. The applicant shall coordinate with the Public Works department to reduce the amount of asphalt and impervious surface on the site, such as only paving the drive aisles and accessible parking spaces and leaving a depressed drainage area for landscaping and using gravel or other pervious material for parking areas.

3. No amplified sound or loudspeakers are allowed outside of the proposed building.

This decision of the Zoning Administrator may be appealed. If you wish to file an appeal, you must do so by 12:00 noon on **April 29, 2026**. Appeals are to be submitted in writing to the office of Planning and Development Services on forms prescribed by the Board of Adjustment and shall be accompanied by a filing fee. Justification for the appeal shall specifically state the error, abuse of discretion, or where the decision was not supported by evidence in the matter.

Any determination by the Zoning Administrator shall be final unless written notice of appeal to the Board of Adjustment is filed within fifteen (15) days after the determination.

Applicants are responsible for compliance with all other regulations of Bernalillo County, even after approval of a special exception is secured. This decision does not constitute approval for subdivision, a building permit, or a certificate of occupancy. This approval is void after six (6) months from the date of approval if the rights and privileges granted are not executed or utilized.

Sincerely,

Maggie Gould
Zoning Administrator

MG/sg

cc: File
Prestige Custom Design, LLC.; [redacted]
Norman & Lorraine Abeyta; [redacted]
Amador & Paulin Crespin; [redacted]
John & Carmen Zita Gutierrez Franklin Bond Canyon Trust; [redacted]
Albuquerque, NM 87113
Pat Hauser; [redacted]
Alberto Raez [redacted]
Annette Santiago-Kitts; [redacted]

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

REASONS FOR APPEAL

The decision of the Zoning Administrator in ZA2026-0024 should be reversed for the following reasons.

- The Zoning Administrator acted in an Arbitrary and Capricious manner in the decision lacked a rational basis; and ignored relevant published facts. **"Conditional Use"** Published Bernalillo County Zoning Administration Document says **"THE SITE FOR THE PROPOSED USE CAN BE DEVELOPED IN SUCH A MANNER THAT EXCESSIVE TRAFFIC CONGESTION OR SIMILAR HAZARDS WILL NOT BE CREATED.** The applicant stated in their own submission and words that this enterprise will create expected traffic. The applicant states that the incidental facility will generate between 350 to 400 attendees. Typically, 150 to 200 vehicles. Let it be noted there is only one egress point access to 2nd Street with a 45 MPH speed limit on this narrow two-lane roadway. Let it be noted that South bound signal light operates for 16 seconds thus allowing 3 to 4 vehicles to continue South on 2nd Street. Critical CHOKE POINT with the access point for the facility is only 194 feet from this congested intersection.
- Bernalillo County Zoning Administration Document states: **"THE PROPOSED USE WILL HAVE NO ADVERSE EFFECT ON THE NEIGHBORHOOD NOR SERIOUSLY CONFLICT WITH THE CHARACTER OF THE AREA.** Let it be noted in the applicants document it says: **"THE MOSQUES BUILDING WILL BE APPROXIMATELY 50,000 SQUARE FEET. This is a HUGE TWO-STORY FACILITY** that could have THREE (3) Tractor Supply Stores placed inside. **Note the photo**. How could this not conflict with the residential homes located on Sandia Lane and predominately single-family homes.
- The site plan has no reference to the potential of accumulated run off from the building size of 50,000 square feet. Calculations estimate for a 1-inch thunderstorm rain runoff to be 31,000 gallons of water and no published collection or storm water pollution plans. In addition to this serious oversight in the approval process the site plan has no reference to the potential of accumulated run off from the 119,448 square feet of paved parking and such would generate an additional 74, 414 gallons of storm water and once again no pooling pond or storm water pollution plan detail. In addition to there is no hydrology report or drainage plan to demonstrate that the project will not impact or worsen the flooding in this sensitive flood plane area of the North Valley. Arbitrary and Capricious in approval based on multiple criteria.
- Incompatibility with the Rural North Valley Area Plan. **"See Attached".** The applicants claim of visual harmony is subjective at best and unsupported by architectural renderings or design plans. Again, Arbitrary and Capricious rendering by the Zoning Administrator.
- No noise or lighting mitigation plans have been submitted. The Zoning Administrator briefly addressed there would be no amplified sound or loudspeakers allowed outside the proposed building. Totally lacking in specific sound measurements or enforcement criteria. The proposed facility study indicates several possible services per day starting at various times Sun Rise till Sun Set.

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

- Emergency access concerns regarding the site plan shows only one main egress gate for a facility expecting hundreds of people and vehicles. This raise concerns regarding:
- Emergency vehicle access
- Fire lane widths and turning radii
- Lack of secondary egress with no fire safety emergency plan being provided

In closing approval was granted based on ambiguities regarding multiple critical issues of concern not being formally addressed. It has the distinct appearance of getting an administrative box checked and passing the request on to other People, Processes, and Procedures to address vs denying the request as not meeting the fact-based published criteria as outlined in the Bernalillo County Zoning Administration Document accompanied by the published North Valley Area Plan. This is a classic case of following portions of the CODE but IGNORING the reality of the IMPACT on this community of the Far North Valley.

This proposal stands in direct contradiction to the Bernalillo County Comprehensive Plan which explicitly aims to:

"Maintain the separate identity of Rural Areas as alternatives to urbanization by guiding development compatible with the open character, natural resources, and traditional settlement patterns."

We feel the applicant has failed to meet the burden of proof required under Resolution 116-86 and the Bernalillo County Zoning Administrative Office conditional use permits. To protect our neighborhoods. "See accompanying petition"

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DIVIDER PAGE

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Bernalillo County
Zoning Administration Office

I. VARIANCE

A variance is a discretionary waiver from the zoning requirements that allows property owners the ability to modify some of the standards listed in the Zoning Ordinance. These include requests for variances to the height, area, parking or density regulations of the ordinance.

It is the burden of the applicant to prove:

- ☑ There are peculiar, exceptional and unusual circumstances in connection with their land;
- ☑ These circumstances are not generally found within the locality or neighborhood concerned; and
- ☑ The variance is to the extent necessary to allow the owner reasonable use of the land.

The following arguments are NOT justification for a variance:

- ☒ A variance will result in more economical development of my property.
- ☒ My building exists as a violation. It was constructed without permits or not in compliance with development standards. I am applying for a variance to resolve this situation.
- ☒ Several nearby properties are developed similarly to my proposal.
- ☒ In the past, the County has granted comparable variances elsewhere.
- ☒ My proposal is an extremely minor deviation from the required standard.
- ☒ The contractor I used never told me I needed a variance.

II. CONDITIONAL USE

Conditional use permits are based upon requests for specific activities in certain locations. These activities are expressly listed in the corresponding zone, and often include conditions and/or standards of approval.

It is the burden of the applicant to prove:

- ☑ The site for the proposed use is adequate in size and shape to accommodate the proposed use, including all yards, open spaces, walls and fences, parking areas, loading and unloading areas, landscaping and other features required by the ordinance;
- ☑ The site for the proposed use can be developed in such a manner that excessive traffic congestion or similar hazards will not be created; and
- ☑ The proposed use will have no adverse effect on the neighborhood nor seriously conflict with the character of the area.

Conditions of approval often include:

- Open space and buffers
- Walls and fences
- Surfacing of parking areas
- Location of points of vehicular egress and ingress
- Limitation of signs
- Landscaping and maintenance thereof
- Avoidance of noise, vibration, odor and health hazards
- Any other standards or limitations which make possible the development of Bernalillo County in an orderly, efficient manner, and in conformity with the intended purpose of the Zoning Ordinance.

Conditional uses are expected, anticipated activities listed within each zoning designation of the ordinance. Property owners are allowed to only make an application for a specifically referenced activity, and if approved, the conditional use does not change the underlying zoning of a property or authorize other uses outside the scope of the request.

Opinions regarding whether or not "commercial" activities should be allowed to occur in residential areas are usually unrelated to the criteria for approval as outlined by the Zoning Ordinance.

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North Valley Area Plan Summary

The North Valley is a precious area, cherished in the minds of all. The metropolitan area has a real opportunity to retain a special and unique character, distinct from other cities. The mountains, the volcanoes, and pueblo lands define our limits. The ribbon of valley piercing the city offers a startling possibility of refreshing change within the metropolitan matrix. Few metropolitan areas have a comparable resource. And the forward thinking among those cities have acted to preserve and enhance their assets. This plan attempts to protect and enhance the unique qualities of the valley, simultaneously enriching the metropolitan area as a whole.

Jonathan Siegel, CATF Member

Goals and Issues

Goals and issues related to the plan area were identified by the North Valley Citizens' Advisory Task Force and technical staff and published in January 1988. The North Valley Area Plan Goals are listed below.

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

2. To preserve and enhance the environmental quality of the North Valley Area by:

   a) maintaining the rural flavor of the North Valley

   b) controlling growth and maintaining low density development

   c) providing a variety of housing opportunities and life styles including differing socioeconomic types

   d) reducing noise level impacts

3. To preserve air, water and soil quality in the North Valley area. To prohibit hazardous waste disposal sites and transfer stations and solid waste disposal sites; and to address problems of individual waste disposal systems on lots of inadequate size.

Attachment: Attachment 4-NOA and Appeal Application_Redacted (26992 : ZBA2026-0001/ZA2026-0024)

4. To increase and improve public recreation and open space areas (including MRGCD - maintained ditches) compatible with neighborhood desires.

5. To reduce or eliminate flooding and improve ponding and drainage capacities in the plan area.

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

7. To develop a strategy for arterial roadways that creates a transportation system compatible with a semi-rural lifestyle.

8. To designate and preserve sites of historic and archaeological significance.

9. To establish area beautification standards and designate sites for beautification through community neighborhood input.

10. To incorporate the Rio Grande and its bosque into the North Valley planning process to protect the natural qualities of the river corridor while providing low-impact recreational opportunities.

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

12. To develop incentives to preserve farmland and open space and to maintain ditches and acequias for agricultural and low-impact recreational purposes.

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Plan Policies

Zoning and Land Use

1. The Comprehensive Plan area boundaries shall reflect existing character, resources and development potential in the North Valley.

   a. City and County shall adopt the following proposed Comprehensive Plan boundary changes:

   Developing Urban to Rural, north of Calle Del Fuego, east of Edith Boulevard, south of Tramway Road, and west of the North Diversion Channel.

   Developing Urban to Semi-Urban, north of Osuna Road, east of the AT&SF Railroad tracks, south of Ranchitos, and west of the Municipal Limits.

   Established Urban to Semi-Urban, north of the Gallegos Lateral, east of the Chamisal Lateral, south of Osuna Road, and west of the Alameda Lateral railroad tracks.

   Established Urban to Semi-Urban, north of Montaño Road, east of the AT&SF Railroad tracks, south of Osuna Road, and west of the Municipal Limits.

   Established Urban to Semi-Urban, north of I-40, east of the Rio Grande, south of the Municipal boundary, and west of Gabaldon Road .

2. The City and County shall stabilize residential zoning and land use in the North Valley Area.

   a. Limit the location, duration and type of new uses allowed by Special Use Permit.

      i. Restrict new Special Use Permits for heavy commercial and manufacturing uses in North Valley residential zones to owner-occupied businesses with five or fewer employees on 1/2 acre or greater.

      ii. Limit the time period between approval of new Special Use Permits and issuance of a building permit to one year.

   b. Cancel discontinued Special Use Permits, permits granted where existing conditions of approval are not met, and permits that are otherwise in violation of the Zoning Ordinance.

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i. Undertake systematic inspection of Special Use Permits beginning with permits granted in residential zones.

ii. Determine the need for new positions for zoning and planning activities especially as they relate to County Special Use Permits and area plan implementation.

c. Retain existing County A-1 zoning as the only Rural Agricultural zone intended to provide for agricultural activities and spacious development especially in Semi-Urban and Rural areas where such land is adjacent to irrigation ditches.

d. Require landscape buffering and other measures necessary to limit potential impacts of non-residential uses on residential areas.

i. Amend the County Zoning Ordinance to require buffering and landscaping between non-residential uses and land used or zoned for residential purposes.

ii. Through the site plan review and approval process, require special buffer landscaping, fencing, lighting controls, increased setbacks, and/or other measures to protect County residential uses below the mesa edge from potential impacts of City non-residential development in the North I-25 subarea.

e. Retain the low density character of Rural Areas of the North Valley.

i. Amend the County Zoning Ordinance to provide a lot area minimum for R-1 zoned land in the Rural Area equal to the area required to meet Liquid Waste Ordinance requirements or 3/4 acre, whichever is greater.

f. Undertake a planning process for areas of Mid-North Valley East and Mid-North Valley West to address land use conflicts, non-conforming uses, redevelopment of vacant land, affordable housing, transportation, streetscape improvements, cultural sites, and other issues.

g. Where appropriate, according to this plan or more detailed plans, encourage and support efforts to rezone properties to their present use or for residential uses.

3. The City and County shall limit new strip commercial development and associated signage on valley arterials.

a. Retain existing residential zoning on Alameda Boulevard, Second Street, Montaño Road, and on future roadway corridors.

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Typical traffic congestion at 2nd Street and Alameda
South bound light is 16 seconds only allowing 4 vehicles
Prior to change to red light. Traffic flow issues

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EXHIBIT 1

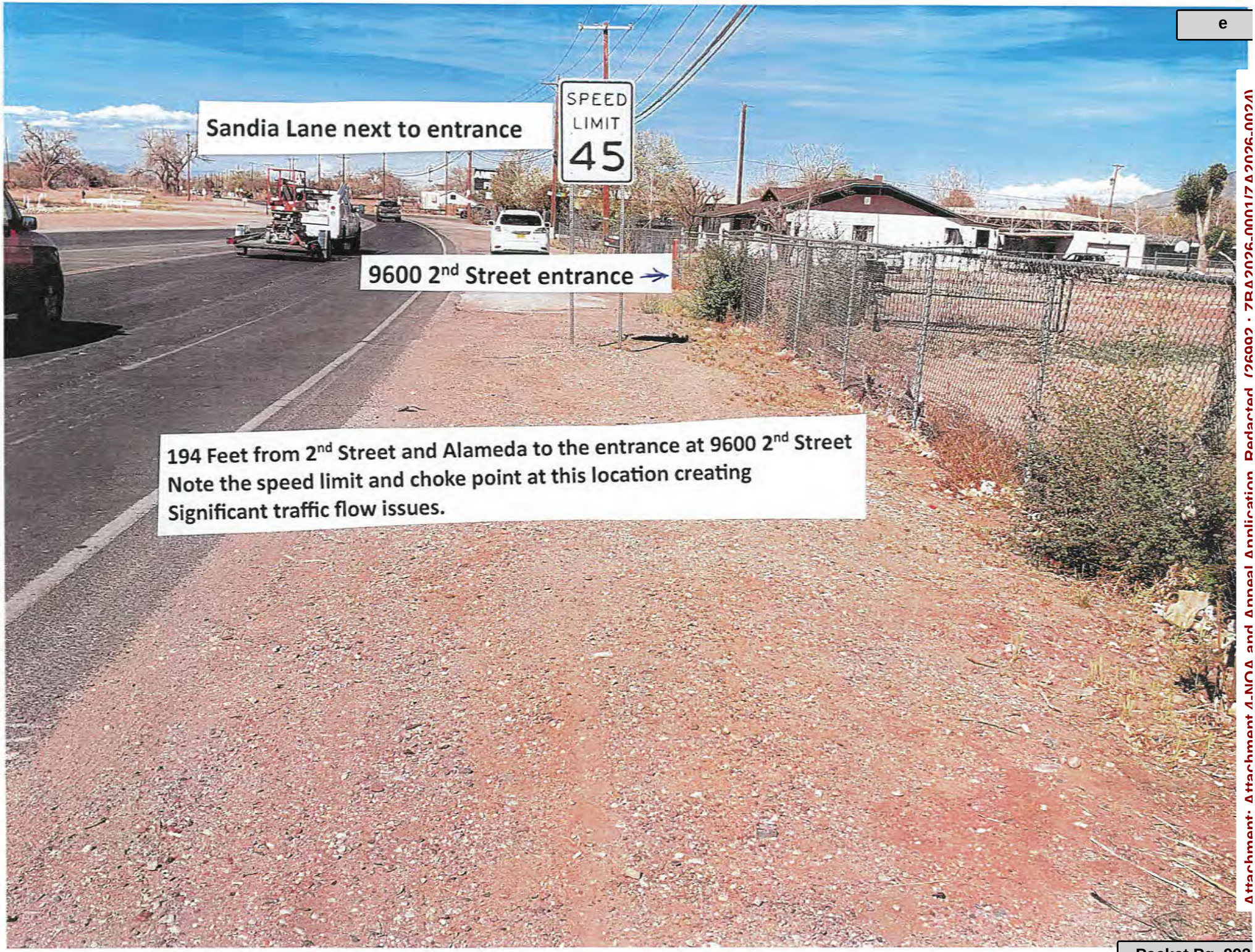
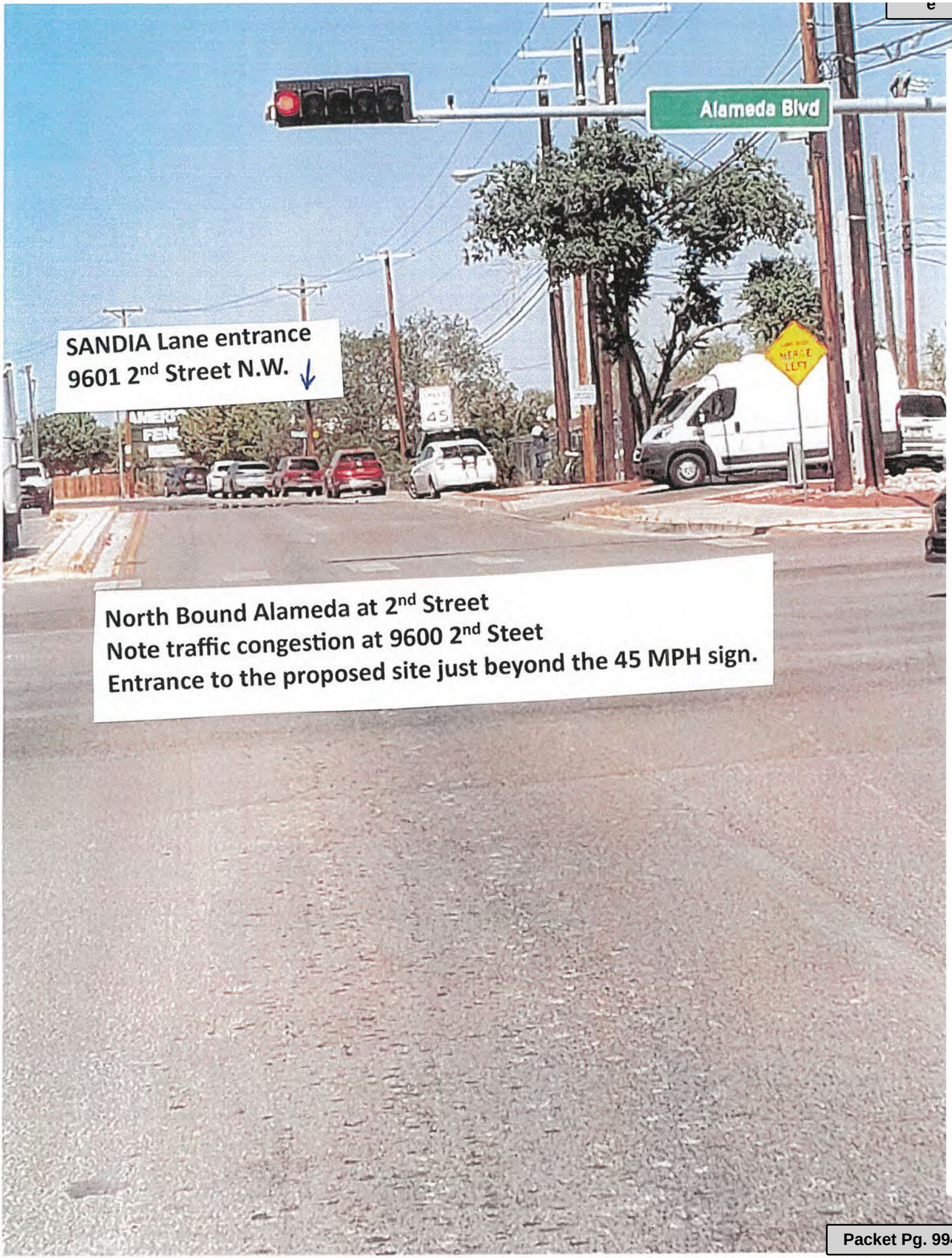


EXHIBIT 1

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Traffic Analysis Toolbox Volume VI: Definition, Interpretation, and Calculation of Traffic Analysis Tools Measures of Effectiveness

6.0 Recommended MOEs

This chapter presents the recommended set of MOEs along with their recommended method of computation and interpretation.

6.1 Recommended System of Key Systemwide MOEs

Traffic operations analyses can generate a great deal of numerical output. Any one of the numerical outputs can be important to the analyst depending upon the purpose and scope of the analysis and the alternatives being evaluated. The set of key systemwide MOEs recommended below is designed to be the "starting set" but not the end all set of MOEs for any traffic operations analysis.

This basic set is kind of like the first set of exams given to every patient when they first check into the emergency room. It does not matter what the patient's complaint, the same four measurements are gathered and reported for every emergency room patient: temperature, pulse, blood pressure, and blood oxygen. These four basic indicators give the doctors a basic understanding of the general health of the patient, and some indication of general fields to investigate for the source of the problem. But they are not the definitive diagnostic tests. They are not the MRIs, X-Rays, or exploratory surgery that come later.

Similarly, our basic system MOEs are designed to be that first round of tests every traffic engineer and planner should perform to assess the general health of his or her transportation system. They give an indication of the overall health of the system, and how serious the problems are. But they do not necessarily tell the engineer/planner precisely what is wrong. That is the purpose of additional analyses and additional tests.

So this basic set of MOEs is not designed to replace the more detailed intersection and segment MOEs engineers and planners already are accustomed to perform to diagnose and solve traffic operations problems on the transportation system. This basic set is designed to help the engineer/planner and decision-maker rapidly assess the state of the system and identify key avenues of additional analysis to better identify needed improvements.

This basic set of MOEs also is good for rapidly assessing the benefits of alternative improvements at the system level, in a form readily understandable by the decision-maker.

The basic set of MOEs for decision-making consists of five basic measures:

1. Throughput;
2. Mean Delay;
3. Travel Time Index;
4. Oversaturated Freeway Segments; and
5. Surface Street Intersections with Turn Bay Overflows and Exit Blockages.

Each of these basic MOEs is highlighted in Table 29. Their use, definition, computation, reporting, and interpretation are presented in this table.

Table 29. Key Measures of Effectiveness for Decision-Making

Decision MOE	Use/Description/Interpretation
Throughput (Vehicles/hr) and Percent Incomplete Trips	• **Use** – Provides a measure of the relative productivity of the system compared to an alternative. This MOE is also required to compute mean delay. • **Definition** – The number of vehicles present at the start plus those attempting to enter and successfully entering the system during the analysis period.

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- **Computation** – At start of analysis period tally number of vehicles present within system. During analysis period tally number of vehicles attempting to enter the system but never successfully enter. Tally number of vehicles that both enter and exit the system during the analysis period. Tally number of vehicles entering the system during the analysis period that are remaining on system at end of analysis period.
- **Reporting** – Number of vehicles at start that successfully exit system during analysis period (V1). Number of vehicles at start that fail to exit the system during the analysis period (V2). Number of vehicles that entered but did not exit during the analysis period (V3). Number of vehicle generated but never entered the system during the analysis period (V4). Number of vehicles that successfully both entered and exited the system during the analysis period (V5). Report the percent of incomplete trips as the ratio of (V1+V2+V3+V4)/(V1+V2+V3+V4+V5).
- **Interpretation** – The throughput is compared for different alternatives to determine the relative productivity of each alternative. Higher values are desired. If the ratio of incomplete trips exceeds 5 percent then the decision-maker should consider lengthening the analysis period or investigate the MOEs computed for solely the through trips (V5) to see if they might better represent system performance.

Delay/Trip

- **Use** – Comparison of traveler perceptions of average traffic performance of alternatives.
- **Definition** – The travel time (for all vehicles entering and attempting to enter the system during the analysis period) minus the theoretical travel time at the free-flow speed. This difference is divided by the number of vehicle trips to obtain mean delay per trip.
- The free-flow speed is defined as the minimum of the maximum safe speed or the analyst coded speed limit. Note that turning vehicles at an intersection would have a lower maximum safe speed than through vehicles.
- **Computation** – Accumulate distance traveled (VMT) and time expended (VHT) each second by vehicles on system (or attempting to enter system) during analysis period. Simultaneously accumulate theoretical VHT that would have been expended if vehicle had been able to travel the same VMT at free-flow speed. At the end of the analysis period the free-flow VHT is subtracted from the accumulated VHT to obtain Delay VHY. The Delay VHT is converted to seconds and then divided by the total number of vehicle trips over which the delay was accumulated (V1+V2+V3+V4+V5). If the number of incomplete trips (V1+V2+V3+V4) is greater than 5 percent of all trips, then either the analysis period should be lengthened, or Delay VHT should be accumulated separately for through trips (V5) and averaged over only the through trips (V5).
- **Reporting** – Delay is reported in vehicle hours traveled (VHT) and mean seconds per trip. If incomplete trips account for over 5 percent of all trips, that should be noted.
- **Interpretation** – Subjective. If trips are long in system, then high mean delays may be acceptable. If trips are short, even low mean delay may be unacceptable.

Travel Time Index

- **Use** – To determine if facility operation during peak periods is unacceptably worse than for off-peak periods.
- **Definition** – Ratio of observed vehicle-hours traveled (VHT) to theoretical VHT at free-flow speed for same VMT.
- **Computation** – See notes above on computation of mean delay. The travel time index is the accumulated VHT divided by the theoretical free-flow VHT.
- **Reporting** – System travel time index plus a few words qualifying the result, such as "Good," "Bad."
- **Interpretation** –
  - The TTI minus 1.00 gives the mean delay as a percentage of the mean trip time.
  - The inverse of the TTI gives the mean speed as a percentage of the free-flow speed for the system.

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- For an entire metropolitan area (including local streets, arterials, and freeways) a peak period TTI of 1.4 or better was typical of 90 percent of the metropolitan areas of United States in 2005.
- For more focused systems of mixed freeway and arterial facilities (no local streets) a TTI of under 2.5 is roughly indicative of generally uncongested conditions and good signal coordination.
- For a system of solely unsignalized facilities (freeways, highways, 2-lane rural roads) a TTI of over 1.4 is indicative of a facility that is over-capacity for the entire length of analysis period.
- A qualifier of "Good" for TTIs <= 1.5, "Potentially Acceptable" for TTIs between 1.5 and 2.5, and "Less Desirable" for TTIs > 2.5 would help the decision-makers.

Freeways: Percent Breakdowns

- **Use** – To identify geographic and temporal extent of unsatisfactory operations for freeways in system.
- **Description** – Breakdown is defined as a density of traffic greater than the density typical of capacity flow rate conditions. This is equivalent to HCM LOS F definition. Two percents are computed:
  - Maximum percent of directional freeway miles at LOS F at any onetime during the analysis period.
  - Percent of analysis period when any directional freeway segment is at LOS F.
- **Computation** – Determine maximum LOS "E" density for each directional freeway segment in system according to the Highway Capacity Manual. Determine PCE values for each vehicle type in system for each directional freeway segment according to the Highway Capacity Manual. For each second in the analysis period tally number of vehicles on directional segment and multiply by appropriate PCE value to obtain equivalent PCUs. At end of model run compute 15 minute running averages of PCUs for each directional segment. Identify start and end times when 15 minute average PCU exceeds HCM LOS E maximum density. Find earliest start time of LOS F and latest end time of LOS F for system. The percent duration of LOS "F" is equal to the latest end time minus the earliest start time of LOS F, divided by the length of the analysis period.
- The maximum percent LOS "F" is the maximum number of directional segment miles operating at LOS "F" (averaged over 15 minutes) at any one time divided by the total directional miles of freeway in the system.
- **Interpretation** – The geographic and temporal percents LOS "F" are indicators of congested freeway operations. The lower, the better.

Surface Street: Percent of Intersections Exits Blocked

- **Use** – To identify geographic and temporal extent of unsatisfactory operations for urban streets in system. Intersection exit blockages due to downstream queues extending back to an upstream intersection reduce through capacity and are potential safety concerns.
- **Definition** – Two percents are computed:
  - Maximum percent of intersection exits that are blocked at any onetime during the analysis period.
  - Percent of analysis period when any intersection exit is blocked.
- **Computation** – For every directional street link and for each second in the analysis period compare the distance of back bumper of last car in any lane of the directional street link to the total estimated distance to the nearest upstream intersection (If the upstream node has only one link feeding the subject downstream link, that node is not an intersection. Abandon the test on the subject link and perform the test instead on the upstream link.). Determine if the back of queue is within 25 feet of storage length of the directional link.

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- Accumulate number of seconds during analysis period when one or more directional links are full. The percent of the analysis period with one or more full directional links is the number of seconds when one or more directional links are full divided by the number of seconds in the analysis period.
- Tally number of directional links meeting this "full" criterion at any one time. The maximum percent full links is the maximum number of full directional links at any one time divided by the total number of directional street links (exclude freeway links which have their own LOS F test) in the system.

- **Report** – Maximum percent of full directional street links at any one time. Percent of analysis period during which one or more directional street links are "full."
- **Interpretation** – The geographic and temporal percents of "full" links are indicators of potential capacity and safety problems. The lower, the better. Since a common goal for designs of new turn bays is to provide storage for the 95-percentile demand per cycle, a goal of no more than 5 percent of the analysis period with full street links would be desirable for a new design.

There are, of course, many other MOEs that every good planning or engineering study also will want to consider, such as, user benefits, user costs, fuel consumption, noise, air pollutant emissions, and safety. However, the five basic system MOEs listed above will give the decision-maker and the analyst a good idea of how well the system is performing and how one alternative improvement compares to another. The text below describes them in more detail.

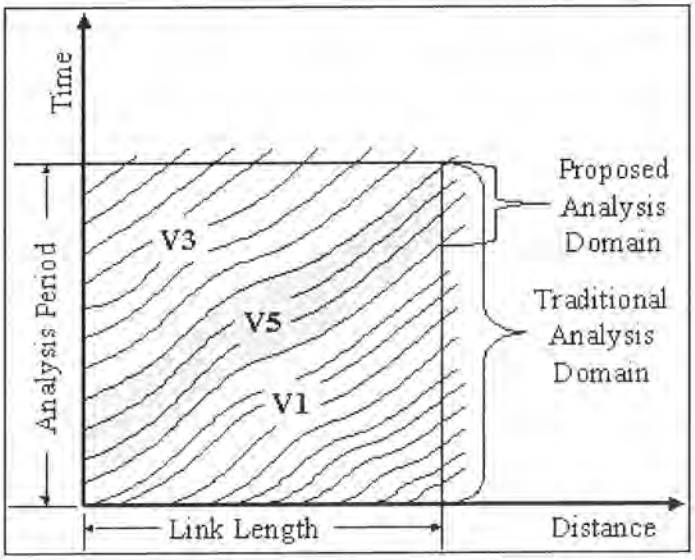
Throughput

Throughput is an indicator of the productivity of the system. It tells the analyst how many vehicles were processed by the system during the analysis period. A related indicator is the percent of trips that were initiated during the analysis period but could not be completed during the analysis period. Throughput plus the percent incomplete trips tell the analyst how good a job the system is doing at moving vehicles.

If the analyst's goal is to move people rather than just vehicles, throughput and percent incomplete can be computed based on person trips rather than vehicle trips. It is a straight forward conversion requiring only knowledge of the vehicle occupancy (number of person per vehicle).

Throughput is defined as the number of distinct vehicles (or people) able to enter or exit the system during the analysis period. To aid its interpretation, the throughput should be divided into five components according to whether or not the vehicle entered, exited, never entered, or never exited the system during the analysis period (see Figure 5).

Figure 5. Illustration of Different Components of Throughput



Vehicles Class I = Vehicles that were present at the start of the analysis period and were able to successfully exit the system before the end of the analysis period.

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Vehicle Class II (not shown in figure) = Vehicles that were present at the start of the analysis period but were unable to successfully exit the system before the end of the analysis period. Except for severe congestion cases or very short analysis periods, this class of vehicles is usually zero.

Vehicles Class III = Vehicles that were able to enter the system during the analysis period but were unable to successfully exit the system before the end of the analysis period.

Vehicles Class IV (not shown) = Vehicles that tried to enter the system during the analysis period but were completely unsuccessful. While it frequently happens that vehicles are temporarily delayed from entering the system due to congestion, only extreme congestion (or a very short analysis period) would cause vehicles to be totally barred from entering the system during the analysis period. Thus, the number of vehicles in this class of vehicles is usually zero as well.

Vehicles Class V = Vehicles that entered during the analysis period and were able to successfully exit the system before the end of the analysis period.

The percent of incomplete trips will be the sum of vehicle classes 1, 2, 3, and 4, divided by the sum of all vehicle classes (1+2+3+4+5).

If the percent of incomplete trips is greater than five percent of total trips during the analysis period, the analyst should lengthen the analysis period so that more complete trips are reflected in the computed MOEs for the system.

If it is not feasible to further lengthen the analysis period, the analyst must carefully evaluate the MOEs computed for the incomplete trips against the MOEs computed for the complete trips and decide which is the most relevant measure of system operations, or select a weighting system for combining the MOEs for incomplete and complete trips.

Generally, higher throughputs and lower percentages of incomplete trips are desired since they reflect the productivity of the transportation system.

Mean Delay

Mean delay is an attempt to couch delay measurements in terms that a typical driver might understand, mean seconds delay per trip. However, it must be recognized that the same number of seconds of delay will be more important for a short trip, and less important for a long trips.

One issue with delay is the yardstick to measure it against. Common practice would be to measure actual travel time against a theoretical travel time at free-flow speeds, when congestion is nonexistent. However, an agency may have a different standard against which it wishes to measure system performance.

This report has adopted the common measure of free-flow travel time against which to measure delay, but other yardsticks are certainly possible.

Free-flow speed is often defined as the speed of traffic at very low-flow conditions (when the flow rate is so low that changes in the flow rate have no significant effect on average travel speed). This may require a field measurement of prevailing speeds under low-flow conditions, so often planners will simply use the posted speed limit as a proxy for the free-flow speed.

Free-flow speeds may indeed be higher or lower than the posted speed limit. A poorly enforced speed limit may not be obeyed. The maximum safe speed on curves and in turns at an intersection also should be taken into account in determining the free-flow speed. It is up to the analyst to determine the desired target against which to compute delay.

The accumulated travel time of all vehicles on the system should be accumulated during the analysis period. At the same time the theoretical travel time to go the same distance traveled should be accumulated as well.

At the end of the analysis period the analyst (or software tool) subtracts the accumulated vehicle hours traveled at the theoretical free-flow speed (the free-flow VHT) from the accumulated vehicle hours traveled (VHT) to get the total delay in terms of vehicle hours (the Delay VHT).

The delay VHT is converted to seconds and then divided by the number of vehicle-trips to obtain mean delay per vehicle-trip.

If the analyst wants person-trip delay, the vehicles are multiplied by the vehicle occupancy while the theoretical free-flow and actual VHT s are accumulated. The result is person hours traveled (PHT). Delay is computed as before and then divided by the total number of person-trips during the analysis period.

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If the percent of incomplete trips (described above under throughput) is greater than five percent, then the analyst should extend the duration of the analysis period. If this is not feasible, then the analyst should accumulate VHT (or PHT) by the five vehicle-trip classes described above under throughput and compute the mean delay separately for each vehicle-trip class. The analyst then needs to evaluate the results and decide how to present them.

Generally less delay is preferable, however; specific thresholds of acceptable or unacceptable delay are not available. The Highway Capacity Manual publishes mean delay level of service thresholds for signals and unsignalized intersections but not for segments of streets. The results might be roughly compared to the HCM thresholds, but one should not expect an exact equivalence due to differences in the definition of delay between the Highway Capacity Manual and the method used here.

The Travel Time Index (TTI)

The Texas Transportation Institute's Travel Time Index (TTI) indicates the extra delay associated with congestion on the system. The TTI is the ratio of the peak-period travel time to the free-flow travel time. Values of TTI for urban areas in the United States range from 1.05 (Anchorage, Alaska) to 1.75 (Los Angeles, California).

Typical TTI s at capacity are shown below for uninterrupted flow facilities, arterials with poor signal coordination, and arterials with good signal coordination.

An individual freeway or conventional highway with a TTI of greater than 1.4 is over capacity. An individual signalized arterial with a TTI greater than 2.5 either has poorly coordinated signals or is over capacity, or both.

Table 30. TTIs Per HCM – Freeways and Highways

HCM Facility Type	Miles per Hour: Free-Flow Speed	Miles per Hour: Speed at Capacity	Hours/Miles: Free-Flow Travel Time Rate (T0)	Hours/Miles: Capacity Travel Time Rate (TC)	Travel Time Index at Capacity
Freeway	75	53.3	0.0133	0.0188	1.41
Freeway	70	53.3	0.0143	0.0188	1.31
Freeway	65	52.2	0.0154	0.0192	1.25
Freeway	60	51.1	0.0167	0.0196	1.17
Freeway	55	50.0	0.0182	0.0200	1.10
Multi-Lane Highway	60	55.0	0.0167	0.0182	1.09
Multi-Lane Highway	55	51.2	0.0182	0.0195	1.07
Multi-Lane Highway	50	47.5	0.0200	0.0211	1.05
Multi-Lane Highway	45	42.2	0.0222	0.0237	1.07
Two-Lane Rural Road	55	40.0	0.0182	0.0250	1.38

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Sources:

1. Freeways: Exhibit 23-2 HCM.
2. Multi-Lane Highways: Exhibit 21-2 HCM.
3. Two-lane Highways: Exhibit 20-2, HCM.

Table 31. TTIs Per HCM – Arterials – Uncoordinated Signals

Arterial Class	Speed Limit (mph)	Signals/mi	Miles per Hour: Zero Vph	Miles per Hour: Capacity	TTI: 0vph/lim	TTI: Cap/0vph	TTI: Cap/Lim
1	55	1	32.9	22.4	1.67	1.47	2.45
1	50	2	31.5	21.7	1.59	1.45	2.30
1	45	4	20.4	12.9	2.21	1.58	3.49
2	45	2	29.0	20.5	1.55	1.41	2.20
2	40	4	19.7	12.6	2.03	1.56	3.17
2	35	5	16.7	10.5	2.10	1.59	3.34
3	35	4	18.7	12.2	1.87	1.53	2.87
3	30	6	14.5	9.0	2.06	1.62	3.35
4	35	4	18.5	12.1	1.89	1.53	2.89
4	30	6	14.1	8.8	2.13	1.60	3.41
4	25	8	10.4	6.5	2.40	1.59	3.82

Source: FDOT ARTPLAN Modified by Dowling 6/22/06.

Assumptions: 120 second signal cycle, 0.45 g/c through, no coordination.

Table 32. TTIs Per HCM – Arterials – Coordinated Signals

Arterial Class	Speed Limit (mph)	Signals/mi	Miles per Hour: Zero Vph	Miles per Hour: Capacity	TTI: 0vph/lim	TTI: Cap/0vph	TTI: Cap/Lim
1	55	1	32.9	22.4	1.67	1.47	2.45
1	50	2	31.5	21.7	1.59	1.45	2.30

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1	45	4	24.9	16.3	1.80	1.53	2.76
2	45	2	29.0	20.5	1.55	1.41	2.20
2	40	4	24.0	15.9	1.67	1.51	2.52
2	35	5	20.5	13.3	1.70	1.54	2.63
3	35	4	22.5	15.2	1.56	1.48	2.30
3	30	6	19.0	12.2	1.58	1.56	2.46
4	35	4	22.2	15.1	1.58	1.47	2.32
4	30	6	18.3	11.9	1.64	1.54	2.53
4	25	8	15.5	10.4	1.61	1.49	2.40

Source: FDOT ARTPLAN Modified by Dowling 6/22/06.

Assumptions: 80-120 second signal cycle, 0.45 g/c through, coordination if >=4 sig/mi.

Freeway Segments at Breakdowns

Freeway breakdown occurs when the demand exceeds the capacity of the freeway. This can be most reliably measured by identifying the density per lane of traffic when the freeway is flowing at capacity and then comparing the observed density to the density at capacity. If the observed density is greater than the density at capacity, then the freeway is considered to be oversaturated or in "breakdown" condition.

The Highway Capacity Manual applies the level of service "F" label to passenger car unit densities exceeding capacity that last for at least 15 minutes. For the purpose of this system MOE, we have relaxed the requirement that the density persist for at least 15 minutes, so that we can catch even transient breakdowns in freeway operations.

The geographic extent and duration of freeway segments operating at Highway Capacity Manual Level of Service "F" densities during the analysis period are indicators of the severity of freeway congestion on the system during the analysis period.

This MOE might be more appropriately displayed as a two-dimensional time-space plot showing the portion of the time-space box taken up by congestion. However, this report attempts to identify two dimensions that might indicate the maximum extent and duration of congestion. One measure is the maximum percent of the analysis period when any freeway segment in the system is at level of service "F." The other measure is the maximum percent of freeway miles that are congested at any one time during the analysis period. The first measure attempts to get at the maximum duration of congestion on the freeway system. The second measure attempts to get at the maximum geographic extent of the freeway congestion.

Both measures require the identification of which directional freeway segments are operating at LOS "F" densities for continuous 15-minute periods at each second of the analysis period (A 15-minute running average density is computed each second of the analysis). The number of vehicles must be converted to equivalent passenger car units (PCUs) using the passenger car equivalents in the Highway Capacity Manual. These equivalents vary by vehicle type and grade (or general terrain: level, rolling, mountainous).

Once the timing and location of level of service "F" conditions have been identified, it is then just a matter of processing the data to find the maximum length of time when at least one freeway segment is congested, and the maximum number of freeway-miles of segments that are congested at any one time during the analysis period.

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To help the decision-maker appreciate the relative magnitude of the problem, the results are reported as a percentage of the total freeway-miles in the system and a percentage of the total analysis period.

Generally lower percentages of Level of Service "F" are preferred.

Surface Street Backups and Overflows

Surface street backups and turn bay overflows are indicators of the extent to which capacity destructive queues are present on the surface streets of the system. These excessive queuing situations also are indicative of potential safety problems where vehicles queue back into an upstream intersection or vehicles queue back out of a turn bay and into a through traffic lane.

A surface street backup is one where a downstream queue backs up in one or more through lanes to an upstream intersection, reducing its capacity. For want of a more descriptive term, these are called, "Intersection Exit Blockages." They occur when the number of vehicles queued in any one lane on a street exceed its storage capacity. Additional vehicles must wait for the queue to reduce a bit before they can move through the upstream intersection.

Turn bay overflows are situations where the number of vehicles waiting to make a left or right turn exceeds the storage capacity of the turn bay. Waiting vehicles must back up into the through lanes, reducing through capacity at the intersection.

As for freeway Level of Service F, this MOE might be more appropriately displayed as a couple of two-dimensional time-space plots (one for street backups affecting upstream intersections, the other for turn bay overflows) showing the portion of the time-space box taken up by excessive queuing. However, this report attempts to identify two dimensions that might indicate the maximum extent and duration of excessive queuing. One measure is the maximum percent of the analysis period when any turn bay or street segment in the system is experiencing queue overflows. The other measure is the maximum percent of directional street segments that have queue overflows at any one time during the analysis period. The first measure attempts to get at the maximum duration of street and turn bay queue overflows on the street system. The second measure attempts to get at the maximum geographic extent of the queue overflows.

Both measures require the identification of which directional street segments and turn bays have queues that exceed the storage length at any second in the analysis period.

Since most simulation tools cannot identify queues that exceed the storage capacity (the excess vehicles are reported as queued on the upstream link), the criterion selected is whether or not the queue is "close" to storage capacity of the link or turn bay. The estimated storage length for one vehicle of 25 feet is subtracted from the storage capacity. If the queue exceeds the storage length minus 25 feet, it is considered as if it has actually exceeded the available storage length. This measure no doubt slightly over estimates the actual occurrences of queue overflows, but it is only off by one vehicle length.

Once the timing and location of queue overflow conditions have been identified, it is then just a matter of processing the data to find the maximum length of time when at least one directional street segment or turn bay is overflowing, and the maximum number of directional street links or turn bays with overflow queues at any one time during the analysis period.

To help the decision-maker appreciate the relative magnitude of the problem, the results are reported as a percentage of the total directional street segments (or turn bays) in the system and a percentage of the total analysis period.

Generally lower percentages of queue overflow are preferred. Since it is common to design new turn bays for the 95 percentile traffic surge each cycle, it is suggested that 5 percent queue overflows during the analysis period might be a good target for a new design. No guidance is provided for existing systems, which may routinely experience more frequent queue overflows, and still be quite acceptable to the local populace.

6.2 Comparison of MOEs between Analysis Tools

Since each analysis tool has slightly different definitions of what constitutes stopped and queued vehicles and because the tools also vary in the determination of which vehicles to include in the computations (vehicles that both entered and exited during the analysis period, vehicles that did neither, or vehicles that either entered or exited but not both during the analysis period), it is not feasible for an analyst to take the macroscopic output from one tool, apply a conversion factor (or equation) and compare the results to that of another tool. The analyst simply does not have access to sufficient data at the macroscopic level to be able to compare MOEs across tools.

The lowest common denominator for all analytical tools is the vehicle trajectories output. This is a microscopic output. With this output the analyst can compute macroscopic MOEs from any tool in a consistent manner. Then it is indeed

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possible to compare vehicle performance results across different analytical tools, through the computation of macroscopic MOEs from microscopic vehicle trajectory data.

6.3 MOEs for Future Research

The technical review suggested four additional key MOEs that are likely to be valuable to decision-makers but could not be included at this time due to several uncertainties about them requiring more research and additional practical experience in order to better define them. They are:

- Buffer Index;
- Fuel Consumption Ratio;
- NOx Emissions Ratio; and
- Safety.

The Buffer Index

The buffer index shows how much earlier a travel must start the trip (as a percentage of the trip duration) to have a 95 percent chance of arriving on time. It is computed according to the following formula:

$$Buffer\ Index\ (\%) = \left[\frac{95\text{th Percentile Travel Time (minutes)} - Average\text{ Travel Time (minutes)}}{\text{Average Travel Time (minutes)}} \right] \times 100\%$$ **[Equation 69]**

There are a dozen different measures of travel-time reliability (see "Selecting Travel Reliability Measures," by J. Lomax, D.L. Schrank, S.M. Turner, R. Margiotta, Report, Texas Transportation Institute, May 2003.)

The buffer index was selected because it is similar to the decisions a traveler has to make, "How much extra time do I have to allow in order to be sure of getting there on time?" Related measures include standard deviation, variance, and several other indicators or travel-time reliability.

Difficulties with implementing the buffer index at this time include a lack of understanding of the true variability of traffic operations when considering variance in demand, probability of capacity reducing incidents, and the inherent variability of driver behavior for any given situation. More research is needed to better understand how much of this total variability is included in microsimulation models, and how much is still missing.

Fuel Consumption Ratio

The Fuel Consumption Ratio would be used to identify the excess fuel consumption caused by unsatisfactory system operation. It is the ratio of fuel consumed to fuel that would have been consumed if all travel could have been made at most fuel efficient speed for vehicles without stops.

Fuel consumption can be expressed as power consumption (Kilowatt hours or British Thermal Units). Gallons of gasoline equivalent was selected since it generates a ready visual image of fuel consumption for decision-makers.

While tools do exist to compute fuel consumption from VMT and speed, the key issue with this MOE is that tools and procedures do not exist for computing the theoretical optimal fuel consumption for a system.

The NOx Ratio

The NOx ratio is defined as the kilograms of nitrous oxide emissions divided by the theoretical minimum NOx emissions that would occur at ideal vehicle operating speeds on the system.

Vehicles actually emit a wide range of pollutants (Carbon Monoxide, Nitrous Oxides, Hydrocarbons, etc.). Nitrous Oxides (NOx) was selected as an indicator pollutant since it is the one most likely to be controlled in a nonattainment basin.

Vehicle-Specific Power (VSP) may be an alternative measure that closely follows NOx emission rates. VSP requires assumptions about drag and rolling resistance, Weight drops out because VSP is normalized by mass. Using typical value of coefficients, in SI units the equation becomes:

VSP (kW/metric Ton) = v * (1.04*a + 9.81*grade(%) + 0.132) + 0.00121*v^3 **[Equation 70]**

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Where:

- V = Velocity (km/hr).
- A = Acceleration.

Source: Nam, Proof of Concept Investigation for the Physical Emission Rate Estimator (PERE) to be Used in MOVES [report EPA420-R-03-005]. 2003, U.S. EPA (page 7).

Issues with the NOx ratio or other air pollutant emission proxy such as VSP is the lack of agreement on how best to compute air pollutant emissions or proxies from microsimulation data. The standard methods generally use average speed and VMT, but upcoming methods rely on data that can only come from vehicle trajectories. There also is a lack of information as to the accuracy of vehicle accelerations predicted by microsimulation models.

Safety

Safety is one field where a great deal of research will be needed to develop tools for translating traffic operations results into indicators of relative safety. One promising approach is to use microsimulation to tally the frequency of conflicts or close encounters in the traffic stream. However, this approach is still under development and more time will be needed to determine how best to incorporate safety into traffic operations analysis.

FHWA

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- No Hydrology Report
- Originally Approved
- After the EET

Feb 20th Notice

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Omnisight

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Traffic Studies Shape Safer, Smarter Roads

Did you know that inefficient traffic flow costs the U.S. economy billions in lost productivity every year? With congestion on the rise, city planners, government agencies, engineering firms, and consultants rely on traffic studies to understand traffic patterns and improve roadways, public transit, and traffic management systems.

Accurate, comprehensive data is the foundation of every traffic study—better data leads to smarter decisions on traffic signal timing, road design, and safety improvements.

[illegible] effectively.

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Why In-Depth Data is Necessary for Traffic Studies

Comprehensive traffic studies require more than just counting cars. A range of data points is necessary to understand traffic flow and identify areas for improvement.



VEHICLE COUNTS



VEHICLE TYPES



AVERAGE VEHICLE SPEEDS

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traffic study. Engineers need to know exactly how many vehicles pass through intersections or travel along specific corridors during different times of day. This data helps identify peak congestion periods and establish baseline metrics against which future traffic management solutions can be measured.

Trucks, buses, and passenger cars have unique effects on traffic flow, emissions, and infrastructure wear. Classifying vehicles accurately can help traffic engineers design intelligent transportation systems that accommodate the actual mix of traffic using a particular route.

moving through the system. Consistently low speeds indicate congestion points where optimizing traffic flow should be prioritized. Speed variations can identify dangerous road segments where improving safety measures may be necessary.

PEDESTRIAN COUNTS

LANE USAGE ON MULTI-LANE

PARKING LOT OCCUPANCY

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vehicles. Pedestrian movement patterns influence crosswalk timing, sidewalk design, and public transit stop placement. Understanding pedestrian volumes helps create balanced transportation networks that serve all community members safely and efficiently.

lanes. Some lanes carry higher volumes, creating bottlenecks and merge conflicts. Lane usage data helps engineers identify opportunities to balance traffic through lane assignments, signage improvements, or adaptive traffic systems that respond to changing conditions.

looking for spaces. Monitoring parking occupancy helps planners determine if current facilities meet demand or if additional parking infrastructure is needed. This data also supports dynamic parking guidance systems that direct drivers to available spaces, reducing unnecessary travel time.

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even in challenging weather conditions.

High-frequency data collection. The FusionSensor collects data 20 times per second, providing a detailed view of fast-changing traffic conditions. Whether monitoring rush hour or studying special event traffic, this high-frequency data captures the whole picture.

Immediate data processing. Thanks to TrueEdge technology, data is processed at the sensor level. When the radar and cameras capture information, the sensor interprets it —classifying vehicles, counting pedestrians, and organizing data before reaching a server.

Low power consumption. The FusionSensor is energy-efficient and cost-effective, running on just 15 watts. It can operate continuously over long periods without rising energy costs, making it ideal for short-term studies and long-term observation projects.

Seamless database integration. Compatibility is key for effective traffic studies. The FusionSensor outputs data in widely used formats, ensuring easy integration with existing traffic management systems. Researchers and planners can easily analyze the data using their preferred tools.





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Optimize Your Traffic Studies With Omnisight

Accurate data is the backbone of effective traffic management. Traffic studies have relied on outdated methods that miss crucial details or require time-consuming processing for too long. Omnisight's FusionSensor changes that by delivering fast, reliable data customized to the demands of today's cities.

From managing traffic congestion to optimizing traffic signal controls, the FusionSensor equips city planners, transportation departments, and engineering firms with the insights needed to make better decisions.

If you're ready to power your next traffic study with the most advanced technology available, schedule a free consultation with Omnisight.

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As a concerned group of property owners, we are vehemently opposed to the Conditional Use permit **ZA32026-0024**. The following is a comprehensive set of zoning-based, non-discriminatory arguments/facts as to why this proposal is in direct conflict with the North Valley Area Plan as well as several of the published Conditional Use criteria. I.E. "The site for the proposed use can be developed in such a manner that excessive traffic congestion or similar hazards will not be created, and the proposed use will have no adverse effect on the neighborhood or seriously conflict with the character of the area."

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EXHIBIT 1
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Name	Address	Phone number	E-Mail
Angelina Pauline Crespin	9610 2nd St NW	505-898-3041	N/A
Debra Martinez	9610 2nd St. NW	505-379-1095	debra.21@outlook.com
Amerdon Crespin	9610 2ND ST NW	505-898-3041	N/A
Alberta Abel	9612-C 2ND ST NW	505-897-4457	

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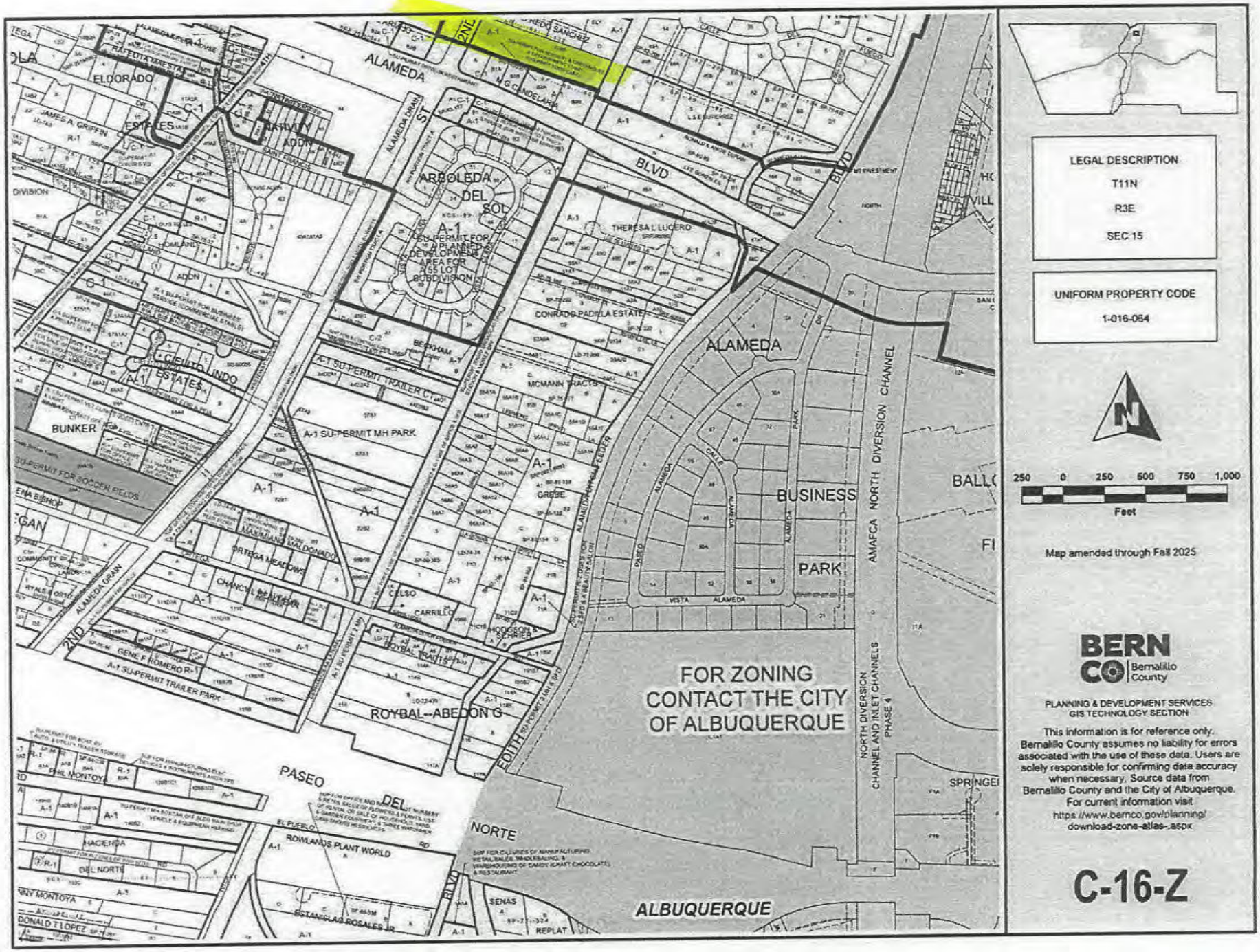


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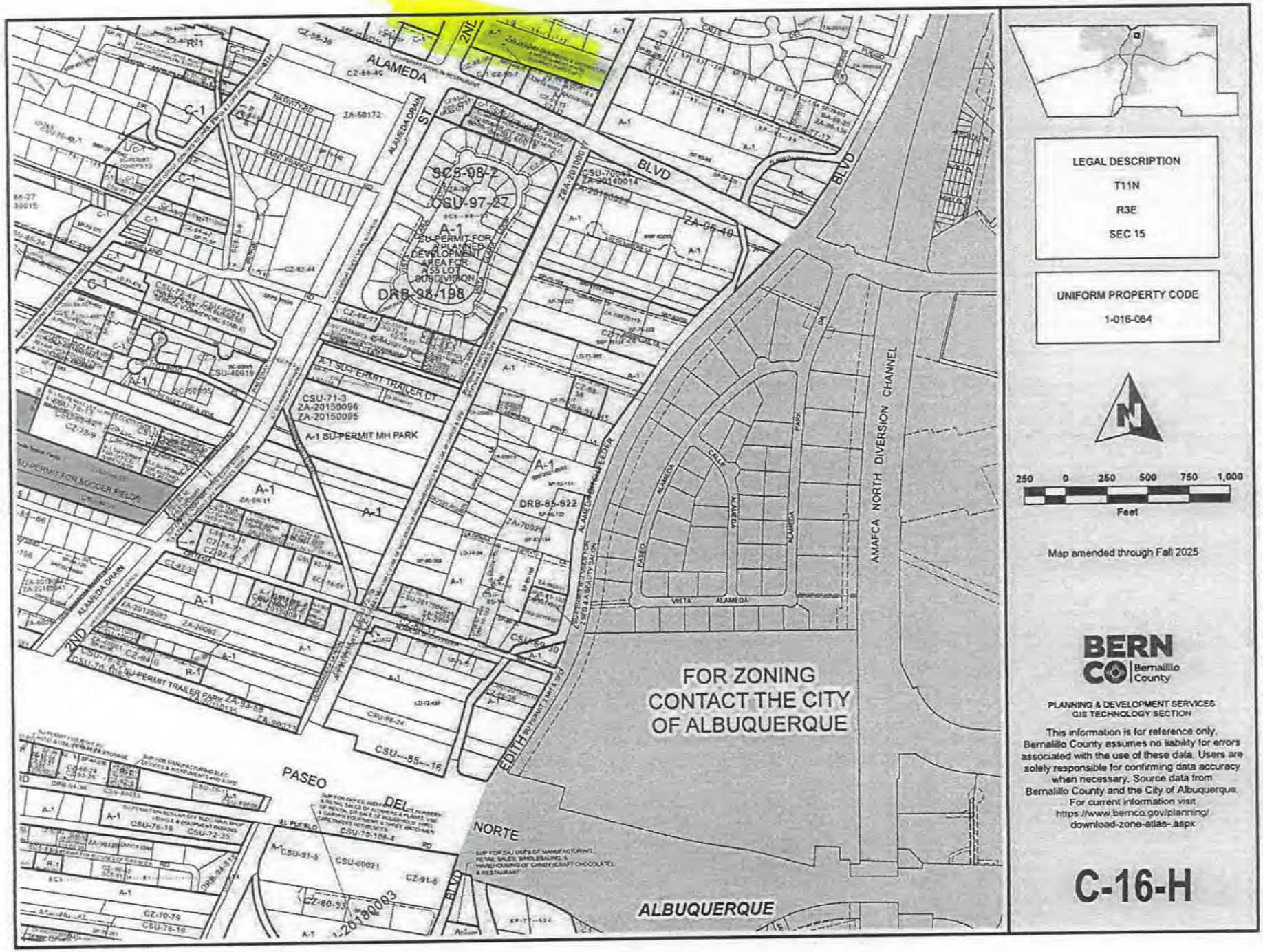


EXHIBIT 1

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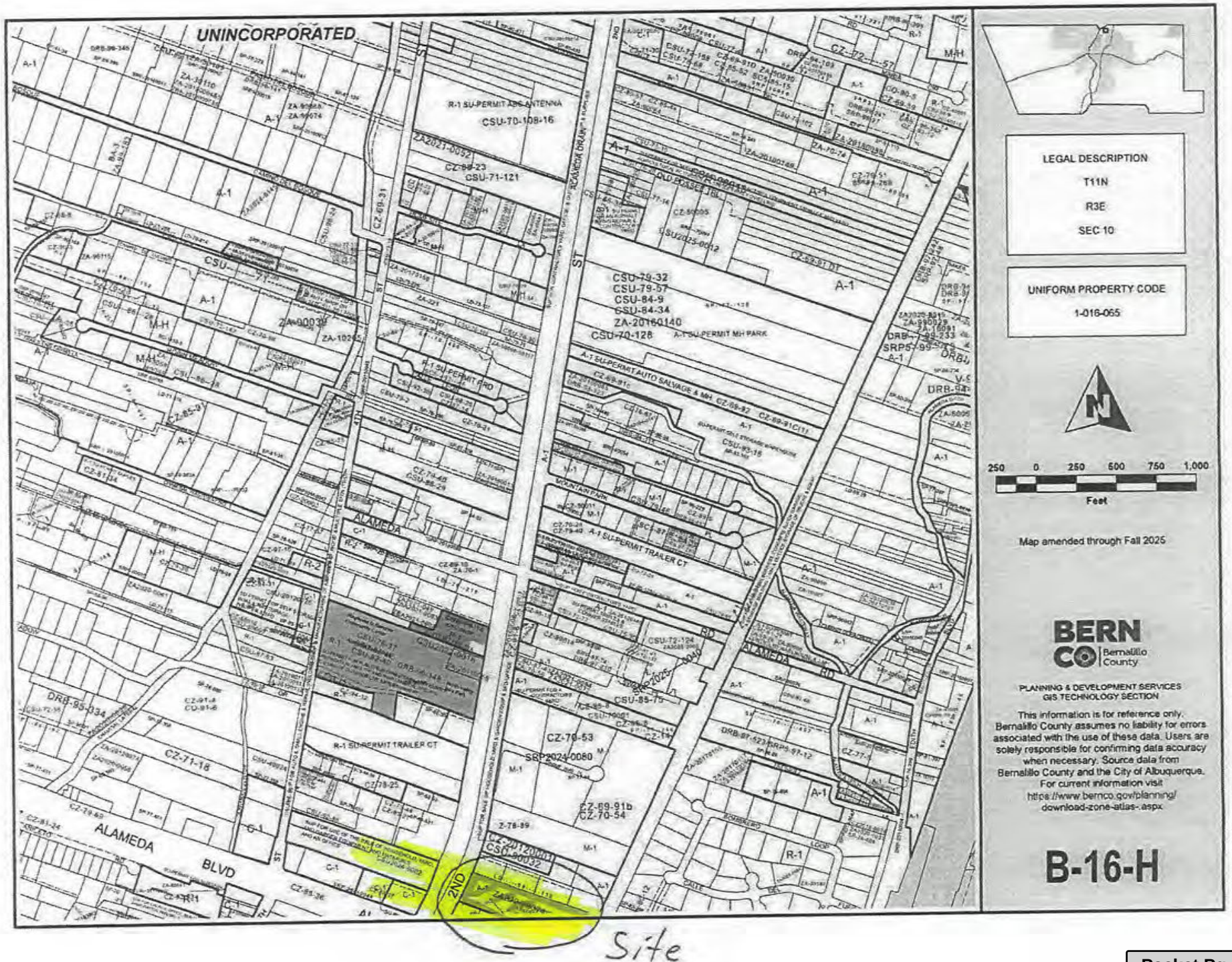


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County of Bernalillo
State of New Mexico
Planning & Development Services
415 Silver Ave SW, 2nd Floor
Albuquerque, NM 87102
(505) 314-0350

APPLICATION

SITE ADDRESS/LOCATION
9600 2nd St NW, Albuquerque, NM 87114

PERMIT NO: ZA2026-0024

Printed: January 15, 2026

PROPERTY OWNER
ALBUQUERQUE ISLAMIC CENTER
8900 MENAUL BLVD NE
ALBUQUERQUE, NM 87112

UPC
101606428751910308

LEGAL DESCRIPTION
MAP 24 TR 208B CONT 3.900 AC

AGENT

Fees Paid: $75.00

Description: Conditional Use for Church and Incidental Facilities (Albuquerque Islamic Center). Zoned: A-1. UPC#: 101606428751910308

I HEREBY CERTIFY THAT I HAVE READ AND EXAMINED THIS DOCUMENT AND KNOW THE SAME TO BE TRUE AND CORRECT. ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING LAND USE.

Signature: _____ 1/15/26
(Applicant/Owner Or Authorized Agent) Date

Processed By: Brenda E Calderon 01/15/2026
(PDS Staff) Date

FOR INFORMATION CALL (505) 314-0350

Hearing Date: 03/11/2026

Sign Posting Date(s) **From:** 02/24/2026 **To:** 03/26/2026

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