

AGENDA
City of Hobbs Planning Board – Regular Meeting
October 15th, 2024 at 10:00 AM

W.M. “Tres” Hicks, Chairman
Bill Ramirez
Brett Drennan
Larchinee Turner

Guy Kesner, Vice Chairman
Ben Donahue
Brett Clay

Tentative Agenda for the Planning Board Regular Session Meeting to be held on Tuesday, October 15th, 2024 at 10:00 AM, at the City of Hobbs Annex Building, First Floor Commission Chambers located at 200 E. Broadway, Hobbs, NM 88240.

AGENDA

Call To Order and Roll Call.

- 1) **Review and Consider Approval of Agenda.**
- 2) **Review and Consider Approval of Minutes.**

September 17th, 2024 – Regular Meeting

Communications from Citizens. (3-minute limit per citizen).

ACTION ITEMS

- 3) **Review and Consider Subdivision Variance regarding ½ section roadway for 4120 E. Rose Road.**
- 4) **Review and Consider Revised Fence Policy.**
- 5) **Review and Consider Fence Variance for 2900 N. Lovington Highway on the front part of the property.**
- 6) **Review and Consider Side yard Setback Variance for 1523 Breeze, Lot 4 Unit 2 of Trinity Estates.**

Adjournment.

The City will make every effort to provide reasonable accommodations for people with disabilities who wish to attend a public meeting. Please notify the City at least 24 hours before the meeting. Telephone 575-397-9232.

“Notice is hereby given that a quorum of the Hobbs City Commission may be in attendance at this meeting.”

PLANNIG BOARD MEETING MINUTES 9/17/2024

**PLANNING BOARD REGULAR MEETING
MINUTES
SEPTEMBER 17, 2024**

The Hobbs Planning Board met on September 17, 2024, at 10:00 a.m. at the City of Hobbs Annex Building, First Floor Commission Chambers, located at 200 E. Broadway, Hobbs, NM 88240 with Mr. W.M. “Tres” Hicks, Chairman, presiding.

Members Present:

W.M. “Tres” Hicks, Chairman
Guy Kesner, Vice Chairman
Brett Drennan
Bill Ramirez
Larchinee Turner
Brett Clay

Members Absent

Ben Donahue

Also present were members of the public and City staff as follows:

Todd Randall, Assistant City Manager	Anthony Henry, Acting City Engineer
April Hargrove, Engineering Assistant	Kristalyn Seepersad, Project Manager
Bruce Reid, Lea County Planner	
Medjine Desrosiers-Douyon, Deputy City Attorney- <i>attended via phone</i>	
Jennifer Grassham, CEO of Economic Development Corporation	
0 Citizen(s)	

Call to Order and Roll Call

Ms. April Hargrove, Engineering Assistant, did a roll call for members as follows:

Mr. Ramirez-yes, Ms. Turner-yes, Mr. Kesner-yes, Mr. Drennan-yes, Mr. Clay-yes, Mr. Donahue-absent, and Mr. Hicks-yes. There were six members present at the meeting.

Mr. Hicks called the meeting to order at 10:00 a.m.

1.) Review and Consider Approval of Agenda

The first item of business was to review and approve the agenda for the September 17, 2024, regular meeting. Mr. Hicks asked if there were any additions or changes to the agenda. Mr. Randall removed Item 6 from the agenda since it was discussed at the last Planning Board meeting. Mr. Ramirez made a motion, seconded by Ms. Turner to approve the agenda as amended. The vote on the motion was 6-0 and the motion carried.

2.) Review and Consider Approval of Minutes

Mr. Hicks asked if everyone had a chance to read the Regular Rescheduled Meeting Minutes from August 27, 2024. Mr. Kesner made a change for Item 4 regarding the Habitat for

Humanity to read “Mr. Kesner asked if they are duplexes because they seem rather wide” to “Mr. Kesner asked if they are duplexes because they do not seem wide”. Mr. Kesner made a motion, seconded by Mr. Ramirez to approve the Regular Meeting Minutes as amended. The vote was recorded as follows: Ramirez yes, Kesner yes, Clay yes, Donahue absent, Turner yes, Drennan yes, Hicks yes. The vote on the motion was 6-0 and the motion carried.

Communications from Citizens

Mr. Hicks discussed one of the items from the last Planning Board meeting regarding the Swift Convenience Store development. Mr. Hicks stated that he was approached by members of the public, particularly members involved with the church across the street from the development. He stated the members have concerns related to the northeast corner of the triangle, where College Lane aligns. Mr. Hicks stated the concern is the right-in, right-out only access point at the west end of College Lane. He further stated these concerns come from a recent accident at that location.

Mr. Randall stated there is going to be an upcoming public meeting to discuss acquiring the necessary right-of-way for that area. He stated once the roads are realigned and signalized intersections are added, it should reduce accidents. Mr. Randall stated the plan is to add a concrete median at the intersection to prevent left turns. He explained there is a church along the corridor, but beyond that, there aren't many properties affected.

Mr. Kesner expressed his concerns regarding the driver's cutting through Swift's property to bypass the traffic light at the signalized intersection to avoid traffic. Mr. Kesner asked if it is possible to restrict the right-hand turn. Mr. Randall stated Swift still wants access to both College Lane and Lovington Highway, and they might push for another driveway onto Lovington Highway if we limit the right-out option. He said they will likely want to maintain as much access as possible for customers trying to exit.

Mr. Hicks emphasized the need to balance public safety. If the traffic gets backed up at the signalized intersection, people might be tempted to cut through Swift to avoid delays.

Mr. Randall stated that they are implementing access control measures in that area to prevent such issues.

Mr. Hicks mentioned it is important to hear the public's concerns and consider all possible solutions.

Action Items

- 3) **Review and Consider New Housing Incentives and Fair Share Unit Prices.**

Mr. Randall stated this is the new housing incentives and fair share unit prices. Mr. Randall introduced Ms. Jennifer Grassham, CEO of Economic Development Corporation (EDC) of Lea County. Mr. Randall presented a written letter to the Board regarding housing incentives from Ms. Grassham.

Ms. Grassham stated the executive committee has been closely involved in examining these incentives over time. She stated the committee reviewed the incentive program and asked whether there are additional considerations that should be taken into account. The committee recognizes new housing needs to be built soon, and there may be barriers preventing that from happening. The letter identifies a few key points and questions.

Ms. Grassham stated one of the main suggestions is removing as many barriers as possible to access these incentives. For example, why have a minimum requirement of three homes? Why not allow anyone who can build even one house to take advantage of these incentives? Ms. Grassham explained there is a need for around 4,000 new homes. She stated that she spoke with someone about a potential project that could bring 500 new jobs, unrelated to oil and gas. But where are those people going to live? That's the urgency of the situation. Ms. Grassham stated in the letter, that the overall message emphasizes the need for a bold and proactive approach to address the housing issue, particularly over the next three to seven years.

Mr. Randall discussed the new housing incentives and fair share unit prices. He stated the cost estimates from Trinity are where this stems from, as discussed last time. He further stated the biggest increase noticed was in the utilities, specifically water and sewer. There has been an 80% increase for the eight-inch water line and a 43% increase for the sewer. Pavement costs have remained fairly consistent, mainly due to the price of oil. Mr. Randall stated though there was a significant spike, it has stabilized. He stated the curb and gutter costs stayed flat, but the sidewalk cost increased by 17%. Also, included was a reimbursement for water service taps or new meters, which would only apply to infill areas. Mr. Randall stated that based on a 50-foot lot, this amounts to about \$12,750.00, compared to the current \$10,000.00.00, reflecting a 28% increase. Additionally, if we proceed with this, we're considering raising the contract amount to \$250,000.00.

Mr. Randall stated the oversize and over-depth numbers also remain in play. If the water or sewer line size needs to be increased, the City would cover 100% of that cost. Also, if a significant depth increase is required, those numbers would apply as well. He stated that previously, these figures weren't published and were simply rough estimates used internally by the Engineering Department. He stated staff wants to publish these numbers to ensure consistency.

In response to Mr. Kesner's question regarding the contract allocation, Mr. Randall explained currently, we cap contracts at a maximum of \$200,000.00, with an expiration period of 12 months. Initially, we allocated and budgeted a set amount to prevent any one developer from requesting excessive funds. He further explained the 12-month timeframe was also established to manage the duration of the contracts. Developers can choose smaller contracts if they plan to work on fewer projects. For example, if they plan to build four houses, they might opt for a \$40,000 contract. Mr. Randall stated the cap ensures that funds are distributed fairly and not depleted before the next budget cycle.

In response to Mr. Hicks's question, Mr. Randall stated it depends on how big the lots you want to incentivize. He explained a 60-foot lot would total 15,300 square feet. Based on the current unit prices, increasing the incentive to \$15,000 would result in an additional \$700,000 per year. He further explained that we incentivized around 140 houses last year, which has been the average for the past three years. With the increased incentive, that's \$700,000 in new money for incentives.

Mr. Hicks inquired whether offering a higher per-house incentive could lead to the construction of more houses. Mr. Randall clarified that the City is working with the 2.8 million allocated by the County. He stated the City's goal is to avoid a situation seen in another city, where they allocate a limited amount of money, and when two or three developers claim it, other developers are left waiting for the next budget year. Mr. Randall stated we need a budget that allows for broader participation so we don't end up turning people away. When we close things off, we risk developers taking their money elsewhere.

Mr. Hicks ask Mr. Randall to outline the differences between the current policy and the proposed one. Mr. Randall explained the proposed policy and the key difference is that right now, everything goes through the City Commission. Previously, there wasn't an infill policy based on square footage, but the proposed policy introduces three new methods. He further explained the square footage fees are up to \$15 per square foot for infill areas, \$10 per square foot for new residential areas, and fees are calculated based only on living space. Mr. Randall stated this change allows for smaller homes to be built in infill areas while still maximizing city participation. Currently, there was a cap of \$10,000 for single-family homes and \$5,000 for multi-family homes. The proposed policy increases these unit prices and introduces new pricing for infill areas.

Mr. Randall stated the reimbursement for adjacent infrastructure (like water, streets, and sewer) is calculated as half of the full price, with sidewalks reimbursed fully. For example, the cost for a sidewalk is \$255 per linear foot. Previously, we had different pricing for areas like North Sanger and South Sanger, but these distinctions have been removed in favor of creating an infill area. Mr. Randall stated infill areas now include residential zones and vacant lots built before 1984. These areas are eligible for the housing incentive, which includes no utility assessments and waived building fees (up to around \$800 for homes under \$400,000). Additionally, water and sewer tap reimbursements go up to \$2,000.

Mr. Randall stated another change is that the city manager can now approve development agreements for infill areas without requiring a minimum number of units. This is a shift from the old policy, where developments of fewer than three units had to be approved by the Commission. By allowing the city manager to handle these agreements for smaller projects, we streamline the process, avoiding the administrative process.

Mr. Kesner asked Mr. Randall to define infill areas. Mr. Randall stated infill refers to vacant lots within subdivisions developed in 1984 or earlier. It could be as small as a single vacant lot. He stated Taylor Ranch doesn't have many, but there are some recent purchases west of Grimes and north of Texas, where random lots were undeveloped. Mr. Randall stated developers working on more than three lots are eligible for development agreements, though

they still have to cover line assessments. However, the housing incentive reimburses them for these costs.

In response to Mr. Kesner's questions if a replat is done in an existing subdivision, does that count as a new subdivision or as part of the original one? Mr. Randall stated in areas like southeast Hobbs or original Hobbs, where there are many 25-foot lots, we would want developers to be able to reconfigure those, as it still qualifies as infill. Maybe the focus should be on when the area was originally developed, rather than when it was platted.

Mr. Hicks discussed that ultimately, the goal is to encourage the development of much-needed housing, whether it's in newer areas or older subdivisions. Adjusting the year could open up more opportunities for infill projects, as the number of remaining vacant lots is limited. Mr. Hicks stated we should aim to keep the process straightforward and flexible to support both large and small-scale developers.

Mr. Bruce Reid, Lea County Planner, suggested changing it to 30 years or older.

Mr. Hicks agreed with Mr. Reid and stated he liked that suggestion.

Mr. Randall asked what number to use for single-family lots, instead of per lot. He stated it depends on the lot size. The minimum is 50 feet, and the minimum lot frontage could go as low as 35 feet, it is typically 55 feet, which gives you \$14,000. At 50 feet, that's \$12,750. Mr. Randall explained it is tied to frontage because we are paying for utilities and streets based on frontage. We don't want to incentivize 100-foot lots. Mr. Kesner asked why 100-foot frontage lots aren't being incentivized, and he expressed that they should be. Mr. Hicks agreed and stated any home built is a good home. Mr. Hicks made a recommendation to try \$14,000 or \$15,000 per lot. He stated that if the money runs out this year, we'll either adjust the budget or change the policy. He further stated it is a fine balance for developers, so even small increments can make a difference.

Mr. Randall clarified the recommendations to the housing policy and stated the price per lot will increase to \$15,000, which is a 50% increase. Despite infrastructure costs rising by 35-80%, the increase is considered manageable, and adjustments will be made proportionally. He stated the City Manager is now authorized to enter into Development Agreements (DAs) of \$30,000 or less, and the previous requirement for a minimum of three lots has been removed. Replats will no longer disqualify projects and will be permitted for reconfiguring existing lots and subdivisions platted over 30 years ago.

Mr. Randall stated that while some edits and legal reviews are still needed, the overall concept is in place. If the 12-month timeline can't be met, adjustments can be made by reducing the scope and working directly with the City Manager. Additionally, if you reach 75% completion, you can request another extension or agreement.

Mr. Randall explained the housing policy allows for public participation in infrastructure costs up to 50%, but we'll still pay 100% for oversized projects and any gaps. He stated there will be a cap participation at \$1 million, with a minimum of \$10,000.00. The base infrastructure for

residential lots is 37 feet back-to-back, with 8-inch water and sewer lines up to 10 feet deep. He stated anything deeper, the City will participate.

Ms. Turner made a motion to recommend the policy, incorporating the discussed changes and legal review, to the Commission for approval. Mr. Ramirez seconded the motion. The vote on the motion was 6-0 and the motion carried.

4) Review and Consider Development Agreement with Comanche for Triple J Mobile Home Park.

Mr. Randall stated this is a development agreement with Comanche for Triple J Mobile Home Park. He stated this development is located outside the city limits. Mr. Randall stated there was a similar agreement for an RV park on Comanche Street, so this isn't entirely new. While it's not new housing or new units, Triple J is already connected to the City sewer system and now wishes to extend the waterline fully.

Mr. Randall stated this will be a 50/50 cost-sharing agreement. He stated the cost is based on the new unit prices, it is \$45 per linear foot for an 8-inch waterline, bringing the total participation for the waterline extension to \$40,000.

Mr. Kesner commented that extending this waterline will allow Triple J to move off the well system, which benefits the public because we will have one less water well in use, and the City will gain another utility user. Mr. Randall stated in addition, we will be adding fire hydrants along the corridor, which will improve fire protection throughout the area. He further stated as with the previous RV park project, the City will participate in 50% of the infrastructure improvements.

Mr. Ramirez asked if the county would need to approve this. Mr. Randall responded yes, the county has already granted easements along Comanche Street for public infrastructure. Separately, the Developer will need to enter into an agreement with the County to ensure road patching and replacement.

Mr. Kesner confirms the total contribution is \$40,000, but the Developer will be responsible for installing the waterline and hydrants. Mr. Randall responded yes, but the City's fair share will cover the fire hydrants spaced every 600 feet, with a total of two hydrants needed for the development.

Mr. Drennan made a motion to approve the Development agreement with Comanche for Triple J Mobile Home Park, seconded by Mr. Ramirez. The vote on the motion was 6-0 and the motion carried.

5) Review and Consider Development Agreement with Trinity Estates for Del Norte Parkway.

Mr. Randall stated this is a development agreement with Trinity Estates for Del Norte Parkway. He stated the proposed extension of Del Norte Parkway is part of Unit 3, which has already

been approved by the Planning Board, and construction is currently underway. Mr. Randall stated a portion of Del Norte Parkway was extended during the Kassis Development, but a large gap remains in order to reach the boundaries of the subdivision. He stated the City plans to participate in 50% of the infrastructure improvements, which include the base infrastructure cost, plus the oversize of the sewer line and roadway due to depth and width requirements. The Developer is only responsible for the 37-foot section of roadway, but the collector section will be 41 feet, with three inches of asphalt and eight inches of base, versus a typical residential street, two inches of asphalt and six inches of base.

In response to Mr. Kesner's question regarding fire hydrants, Mr. Randall stated there will be fire hydrants, sidewalks on both sides and other infrastructure improvements will be included along the corridor. Mr. Randall stated the cost for the gap infrastructure is \$320,000.00, with an additional \$439,000.00 for oversizing and the city's share, bringing the total to \$758,575.00.

Mr. Randall discussed payment terms and stated the City will make payments as work is completed, with the final payment made upon engineer record. He stated the City will assess future fees for connections made to the infrastructure. The assessments for future connections will total \$306,000 and will only be based on the base infrastructure, as the City will cover 100% of the oversizing. Mr. Randall stated the assessments will last for 10 years, and if no development occurs on the north side during that time, no further assessments will be charged for the roadway, although assessments for water and sewer will continue.

Mr. Hicks asked about the logic behind ceasing the roadway assessments after 10 years. Mr. Randall explained that legal limitations limit the duration of assessments and that the development agreement involves multiple parties. He further explained that utility assessments are embedded in the utility service policy, while roadway assessments are not. Mr. Randall discussed the recommendation to place liens on adjacent properties to ensure future assessments are communicated, especially if the land changes ownership. The goal is to ensure that developers are aware of any assessments for connecting to the infrastructure. Mr. Randall suggested that the Legal department review these concerns.

In response to Mr. Kesner, Mr. Randall confirms the Developer is required to pay for half of the 37-foot roadway, along with half of the water and sewer infrastructure. Mr. Randall discussed the challenges for staff, which the collector roadway is built for the greater area, not just the developer's project. He stated participation in such projects ensures that infrastructure is laid out more effectively. In past developments, roads were sometimes built without adequate planning for traffic flow, as seen in areas like Lincoln Park.

Mr. Kesner disclosed that his employer is affiliated with Del Norte and he will be abstaining from the vote.

Mr. Drennan made a motion to approve the Development Agreement with Trinity Estates, with the consideration to have the Legal department research options for notification and assessments beyond the 10-year window, particularly concerning future development on the north side. Mr. Ramirez seconded the motion. The vote on the motion was 5-0, with Mr. Kesner abstaining, and the motion carried.

- 6) **Review and Consider the annexation and expansion of Zia RVillas, located off Lovington Highway.**

This item was removed from the agenda.

Discussion

None

Adjournment

The meeting adjourned at 11:26 p.m.

W.M. "Tres" Hicks, Chairman

Review and Consider Subdivision Variance regarding ½ section roadway for 4120 E. Rose Road



CITY OF HOBBS

PLANNING BOARD STAFF SUMMARY FORM

MEETING DATE: OCTOBER 15TH, 2024

SUBJECT: REVIEW AND CONSIDER SUBDIVISION VARIANCE REGARDING ½ SECTION ROADWAY FOR 4120 E ROSE ROAD.

DEPT. OF ORIGIN: Planning Department
DATE SUBMITTED: October 11th, 2024
SUBMITTED BY: Kristalyn Seepersad, Planning Project Manager

Summary:

The Property Owner is requesting a subdivision variance for a 30' easement required for the ½ section roadway located to the west side of their property. Property Owner is stating there were water wells installed where the easement is required.

Staff Recommendations:

Planning Department:

Staff has no objections to these documents. Staff recommends the Board considers approval/denial for the attached documents.

Attachments:

- Site Plan

PRELIMINARY - AUGUST 23, 2024
This document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document.

CLAIM OF EXEMPTION - LEA COUNTY SUMMARY RESUBDIVISION OF LOT A, MARQUEZ LAND DIVISION, LEA COUNTY, NEW MEXICO

THE FOREGOING RESUBDIVISION OF LOT A, MARQUEZ LAND DIVISION, INTO
LOT A1 AND A2, MARQUEZ LAND DIVISION, AS SHOWN ON THAT CERTAIN PLAT RECORDED IN BOOK 2,
PAGE 382, LEA COUNTY RECORDS, LEA COUNTY, NEW MEXICO, SITUATED IN THE SOUTHWEST QUARTER OF THE SOUTHEAST
QUARTER (SW/4 SE/4) OF SECTION 6, TOWNSHIP 18 SOUTH, RANGE 39 EAST, N.M.P.M., LEA COUNTY, NEW MEXICO.

SAID PROPERTY IS BEING RESUBDIVIDED AS THE SAME APPEARS HEREON WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED
OWNER(S) THEREOF SURVEYED AND SUBDIVIDED ACCORDING TO THE LOTS AS THEY APPEAR ON THE PLAT AFFIXED HEREON, WITH THE ROADWAY AS SHOWN BEING
HEREBY DEDICATED TO THE PUBLIC'S USE FOREVER.

IN WITNESS WHEREOF, THE UNDERSIGNED OWNER(S) OF SAID LOT, HAVE HEREUNTO SET THEIR HAND(S) THIS _____ DAY OF _____, 2024.

HOMERO P. VELASCO
(BOOK 2209, PAGE 777)

NORMA I. JUAREZ-VELASCO
(BOOK 2209, PAGE 777)

ACKNOWLEDGMENT:

STATE OF NEW MEXICO
COUNTY OF LEA

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 A.D., BY HOMERO P. VELASCO.

NOTARY PUBLIC

ACKNOWLEDGMENT:

STATE OF NEW MEXICO
COUNTY OF LEA

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 A.D., BY NORMA I. JUAREZ-VELASCO.

NOTARY PUBLIC

CERTIFICATE OF APPROVAL OF EXEMPTION TO SUBDIVISION REGULATIONS BY LEA COUNTY:

PURSUANT TO LEA COUNTY SUBDIVISION REGULATIONS, SECTION 7.5 (1997) CLAIM OF EXEMPTION MEET THE CRITERIA FOR THE DIVISION OF LAND TO
CREATE A PARCEL THAT IS SOLD OR DONATED AS A GIFT TO AN IMMEDIATE FAMILY MEMBER; HOWEVER, THIS EXEMPTION SHALL BE LIMITED TO
ALLOW THE SELLER OR DONOR TO SELL OR GIVE NO MORE THAN ONE PARCEL FROM A TRACT OF LAND PER IMMEDIATE FAMILY MEMBER.
AS USED HEREIN THE TERM "IMMEDIATE FAMILY MEMBER" MEANS A HUSBAND, WIFE, FATHER, STEPFATHER, MOTHER, STEPMOTHER, BROTHER,
STEPBROTHER, SISTER, STEPSISTER, SON, STEPSON, DAUGHTER, STEPPAUGHTER, GRANDSON, STEPGRANDSON, GRANDDAUGHTER,
STEPGRANDDAUGHTER, NEPHEW AND NIECE, WHETHER RELATED BY BIRTH, MARRIAGE, OR ADOPTION AND IS APPROVED FOR A CLAIM OF
EXEMPTION ON THIS _____ OF _____, 2024 A.D.

LEA COUNTY CURRENTLY MAINTAINS ROSE ROAD, AS SHOWN HEREON. LEA COUNTY HEREBY ACCEPTS THE DEDICATION OF ROSE ROAD, ON BEHALF
ON THE PUBLIC, AS PROVIDED BY RESOLUTION NUMBER 22-JUN-139R.

LEA COUNTY, NEW MEXICO

Suggest making the flag lot on the west side versus
the east side ... We can reduce to 30' to match the
future roadway dedication rather than 35'

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 A.D., BY COREY NEEDHAM,
LEA COUNTY MANAGER DESIGNEE.

NOTARY PUBLIC

CERTIFICATE OF MUNICIPAL SUMMARY PROCESS APPROVAL:

I, TODD RANDALL, ASSISTANT CITY MANAGER FOR THE CITY OF HOBBS, LEA COUNTY, NEW MEXICO, DO HEREBY CERTIFY THAT THE FOREGOING PLAT WITHIN THE
EXTRATERRITORIAL JURISDICTION OF THE CITY OF HOBBS, LEA COUNTY, NEW MEXICO, WAS REVIEWED AND DEEMED COMPLIANT WITH THE MUNICIPAL SUMMARY
PROCESS REGULATIONS ON THIS _____ DAY OF _____, 2024 A.D.

ATTEST:

TODD RANDALL, ASSISTANT CITY MANAGER

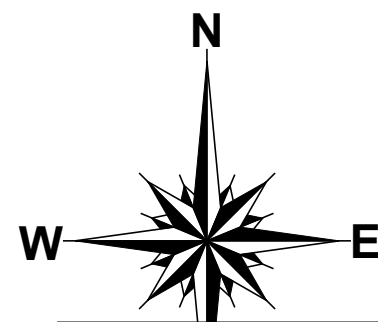
JAN FLETCHER, CITY CLERK

ACKNOWLEDGMENT:

STATE OF NEW MEXICO
COUNTY OF LEA

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 A.D., BY TODD RANDALL AND
JAN FLETCHER.

NOTARY PUBLIC

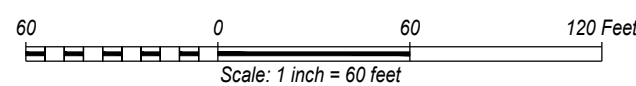


35' Building Setback
based on future dedicated
roadway

30' Surface / Sub-Surface Public
Infrastructure Easement
(This is the 1/4 section line ... Engineers
call it the 1/2 section line)

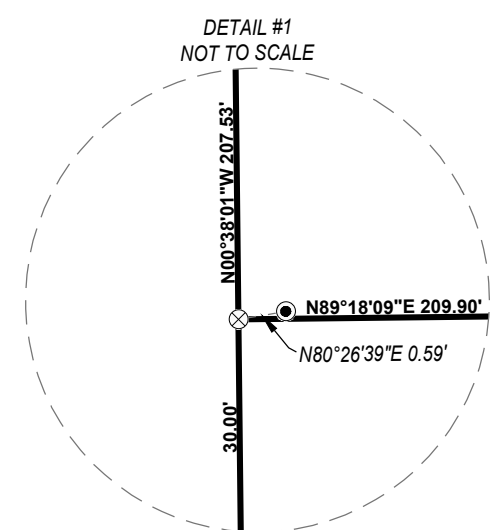
LEGEND

- ⊙ - POINTERS PS 29968*, UNLESS NOTED OTHERWISE
- - DENOTES FOUND MONUMENT AS NOTED
- ⊗ - DENOTES CALCULATED CORNER
- X - DENOTES FENCE LINE
- 5'SB - DENOTES 5' BUILDING SETBACK LINE
- 45'SB - DENOTES 45' BUILDING SETBACK LINE



NOTES:

- BEARINGS SHOWN HEREON ARE MERCATOR GRID AND CONFORM TO THE NEW MEXICO COORDINATE SYSTEM "NEW MEXICO EAST ZONE" NORTH AMERICAN DATUM 1983. THE CONVERGENCE ANGLE TO TRUE NORTH IS 00°41'06.1" BASED ON A POINT OF ORIGIN LOCATED AT (NMSPC) N: 945123.60' E: 930356.75' ESTABLISHED FROM GPS OBSERVATIONS AND SUBSEQUENT NGS OPUS PROCESSING. DISTANCES ARE SURFACE VALUES AND IN US SURVEY FEET.
- DATE OF SURVEY: AUGUST 20, 2024
- RECORD BEARINGS AND DISTANCES SHOWN HEREON IN PARENTHESES ARE RELATIVE TO THE PLAT OF MARQUEZ LAND DIVISION RECORDED IN BOOK 2, PAGE 382, LEA COUNTY RECORDS, LEA COUNTY, NEW MEXICO.

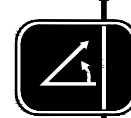


SURVEYOR'S CERTIFICATE:

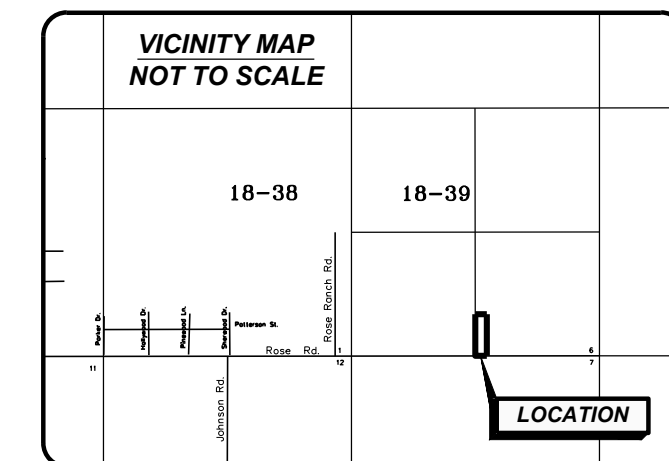
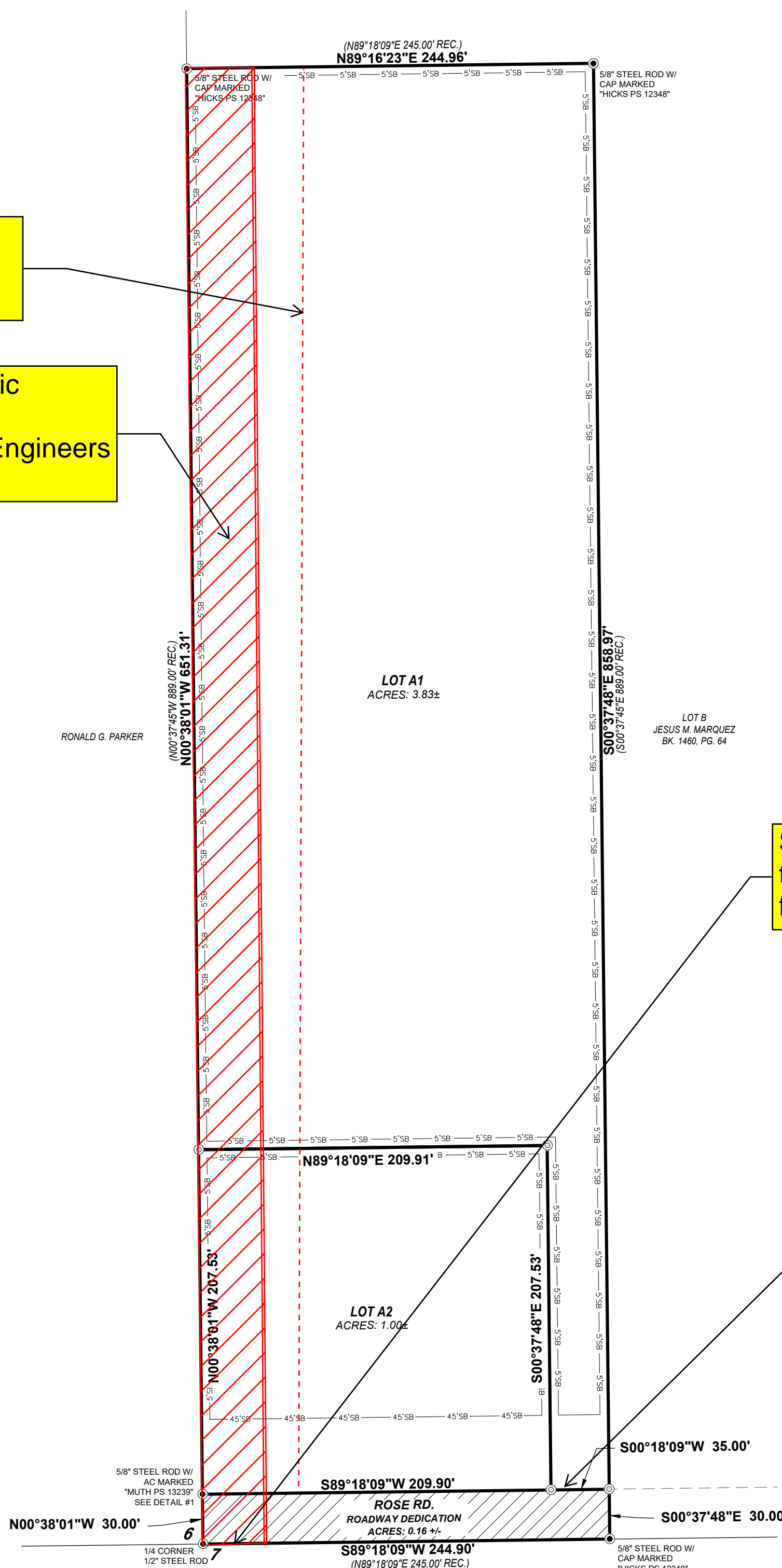
I, EVAN J. POINTER, NEW MEXICO PROFESSIONAL SURVEYOR No. 29968, DO HEREBY CERTIFY THAT THIS SURVEY PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



DATE: _____



PROVIDING SURVEYING SERVICES
SINCE 1946
JOHN WEST SURVEYING COMPANY
412 N. DAL PASO HOBBS, N.M. 88240
(575) 393-3117 www.jwsc.biz
TBPLS# 10021000



Scale: One Inch = Sixty Feet
CAD Drafter & Date: EP - 08/23/2024
JWSC W.O. No.: 24110280
JWSC File No.: D - 1520
Checked By: EP
© V:202410280 VELASCO COEDRAFTING

STATE OF NEW MEXICO
COUNTY OF LEA - FILED:

Review and Consider Revised Fence Policy



CITY OF HOBBS

PLANNING BOARD STAFF SUMMARY FORM

MEETING DATE: OCTOBER 15TH, 2024

SUBJECT: REVIEW AND CONSIDER SIDE YARD SETBACK VARIANCE FOR 1523 BREEZE, LOT 4 UNIT 2 OF TRINITY ESTATES.

DEPT. OF ORIGIN: Planning Department
DATE SUBMITTED: October 11th, 2024
SUBMITTED BY: Kristalyn Seepersad, Planning Project Manager

Summary:

The City of Hobbs is in the process of drafting a revised fence policy to reflect city conditions.

Staff Recommendations:

Planning Department:

Staff has no objections to these documents. Staff recommends the Board considers approval/denial for the attached documents.

Attachments:

- MTP Fence Policy
- Fence Application

The following standards shall apply to all fences and walls:

A. GENERAL REQUIREMENTS

- 1. A fence Construction Permit is required for all walls and fences constructed in the City of Hobbs. For those fences up to 6' in height, a permit must be obtained from the Planning Division. A City Building Permit issued by the City Building Official is required for walls and fences exceeding 6 feet in height, in conformance with the City of Hobbs Building Code. In addition, all retaining walls must be approved by the City Engineer.**
- 2. The Permit must be obtained prior to start of construction. All fences and walls shall comply with the standards of the Section. The City may require installation of walls and/or fences as a condition of development approval.**
- 3. Fences shall be built only on private property and not in the public street right of way. It shall be the property owner's responsibility and obligation to identify the property line when proposing to construct a fence upon said property line. A property survey may be required.**
- 4. Fences are hereby defined as – a self supporting structure placed on or near a property line, usually for the purpose of delineating one property from another. The fence structure may be designed for decorative, privacy, or security reasons.**
- 5. Fence structures located at least 35' from the property line or driving lane in the front street shall be granted a waiver from the permitting process by the City Planner or designee.**

B. DIMENSIONS & LOCATION

- 1. All fence dimensions shall comply with the fence setback and height limitations in the Major Thoroughfare Plan. The height of fences and walls within a front yard setback in Residential Areas shall comply with the Major Thoroughfare Plan and shall not exceed 2 feet at the property line abutting a thoroughfare as measured from the grade closest to the street right of way.**

C. CONSTRUCTION MATERIALS

- 1. Fences may be constructed of masonry, metal, wire, wood or acceptable materials employed by standard building practice.**
- 2. Barbed wire is not permitted within the City of Hobbs unless it is used a) with grazing livestock; b) for industrial or commercial facilities; or c) on the City limits. When used in industrial or commercial application, barbed wire must be at least six (6) feet in height. Razor wire is only to be installed for industrial or commercial facilities and must be at least six (6) feet in height. Broken glass or any other dangerous or abrasive material is not permitted to be installed on the top of a wall.**
- 3. Fences shall not be made of tires or other salvage materials not originally designed as structural components of fences. All materials used in fence construction must be appropriate to meet the City residential housing appearance standards.**
- 4. Fences shall not be made of living growing vegetation, unless the plant materials and irrigation comply with the City Landscaping Codes.**
- 5. All newly constructed fences not in compliance shall, within thirty (30) days of notification by the City, be removed by the owner or, upon failure to remove the fence, the City Manager or designee as empowered shall cause the removal of the fence. The expense of the removal process shall be billed to the owner of the property of filed as a municipal lien on the property. All existing fences built prior to September 1, 2008 are exempt from these policies unless the fence is being completely reconstructed.**

D. MAINTENANCE

1. For safety and for compliance with the purpose of this Chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner. All maintenance of fence materials must meet the City residential housing appearance standards.

E. CLEAR SIGHT TRIANGLE

2. No signs, structures or vegetations in excess of 24 inches in height shall be placed in the clear "sight triangle." The minimum vision clearance area may be increased by the City Engineer upon finding that more sight distance is required (i.e., due to traffic speeds, roadways alignment, etc.).

**AMENDMENT #4 – MARCH 19, 2012
VARIANCE PROCEDURES**

For variance requests to the front yard fence height requirements on Minor Residential Streets for variances involving fencing materials that will not restrict visibility, the following variance procedure is established to address requests for variances to the "Major Thoroughfare Plan."

Note to the General Public: Each applicant should be aware of the restrictive covenants for the subdivision filing area where the proposed variance is located. All applicants should be made aware not to violate the respective covenants for their subdivision area.

Required Documents To Be Submitted:

Letter of application with signature(s) of the property owner requesting the variance with an explanation of the requested item with plans or a description if available, how the proposed fence is designed, attached or detached, exterior materials, etc. The letter should state the location of the proposed fence within the applicant's property. The letter should also address the reasons for the request and why the variance is needed.

A Sketch Plan of the lot showing the existing improvements and the proposed new fence construction location. Signatures of all contiguous and adjacent owners within 150 linear feet from the property line, on both sides of the street, required to be notified. Notice is not necessary to adjacent parcels to the rear yard. The applicant should obtain the names of record from the Lea County Assessor's Office and/or the City Planning Office.

Initial Review By City Planning Division:

The City Planning Division shall conduct an initial review of all front yard fence height variance requests to the Major Thoroughfare Plan. The factors to be reviewed by the Planning Division include the following considerations:

**** Do any similar structures exist in the "nearby vicinity" of the property where the variance is proposed? "Nearby Vicinity" is hereby defined as within one entire City block regardless of length in feet and including both sides of the street. Does the nearby vicinity include other front yard fences that violate the requirements of the Major Thoroughfare Plan?**

**** Are there any traffic-safety or other safety considerations impacted by the granting of the variance?**

**** Is there a need in the foreseeable future to acquire additional right-of-way at this location to widen the street?**

**** Is the new fence structure proposed within the applicant's property, and is the proposed fence to be constructed of materials designed to not restrict visibility either now or in the future?**

**** Is the property fronting a minor residential street with a right of way at least 80', and will the fence be located at least 20' from the back of the curb or edge of the pavement?**

If the City Planning Division determines that the proposed fence is consistent with existing development in the nearby vicinity of the property, a written variance shall be issued by the Planning Division to the property owner with a copy to the City Building Official indicating that a variance to the front yard fence height requirements has been granted.



THE CITY OF HOBBS, NEW MEXICO

200 East Broadway
Phone (505) 397-9351

Hobbs, New Mexico 88240-8302

FENCE PERMIT APPLICATION

Location (Address):
Owner:
Contact Person:
Phone:

Date:
Permit Fee:

Contractor:	Contact:
Address:	Phone:

Fence Information	Site Information
<input type="checkbox"/> Privacy	<input type="checkbox"/> Corner Lot (Street along front and side) <input type="checkbox"/> Interior Lot <input type="checkbox"/> Sidewalk <input type="checkbox"/> Survey of fence line
<input type="checkbox"/> Non-Privacy	
<input type="checkbox"/> Residential	
<input type="checkbox"/> Commercial	
<input type="checkbox"/> Wood Height _____	
<input type="checkbox"/> Vinyl Height _____	
<input type="checkbox"/> Ornamental Height _____	
<input type="checkbox"/> Chain Link Height _____	
<input type="checkbox"/> Block Height _____	

Submittal Requirements

The following must be submitted to the Planning Department for review of your application.

- Completed and signed application
- Completed site plan that shows the following:
 - Location of all property lines and dimensions of lot;
 - Location of all adjacent streets;
 - Location, dimensions and type of all sidewalks;
 - Location of all existing structures;
 - Proposed fence locations (existing and proposed) and height.

I hereby certify that the information contained in this application and accompanying drawings or plats is correct and that I will conform to all applicable requirements of the City of Hobbs. Further, I understand if the fence is installed incorrectly I shall be required to remove and replace fencing or action may be taken.

Signature of Applicant

Approved as per plat
Denied as per plat

Approved By: Date

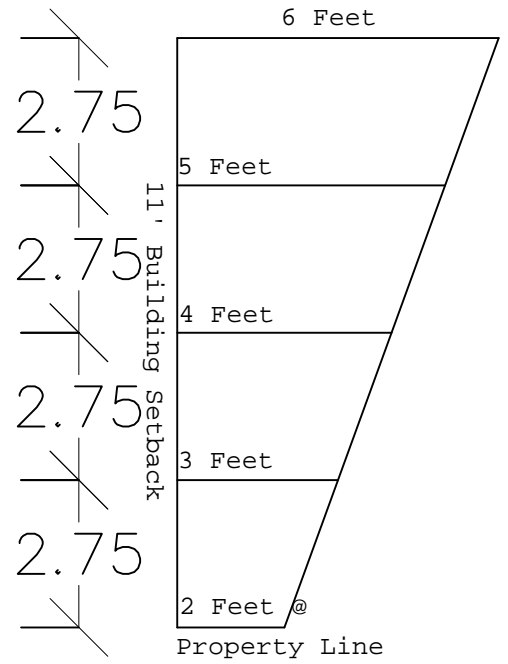
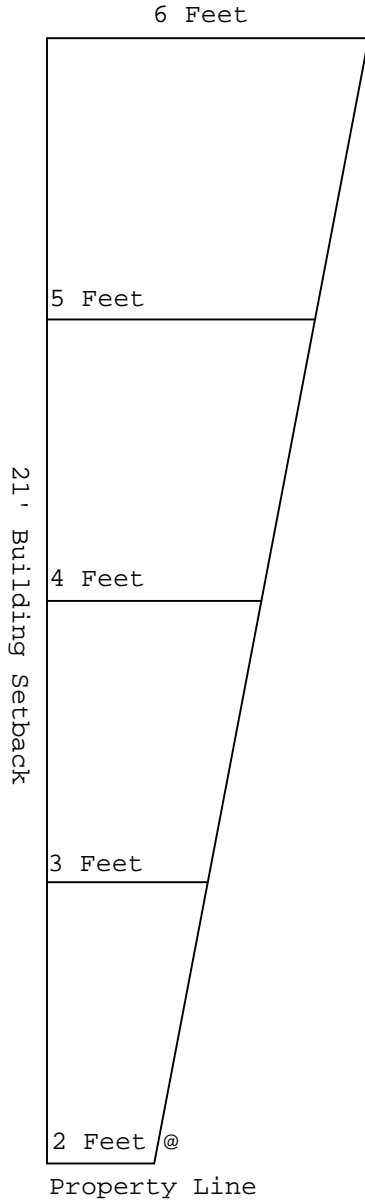
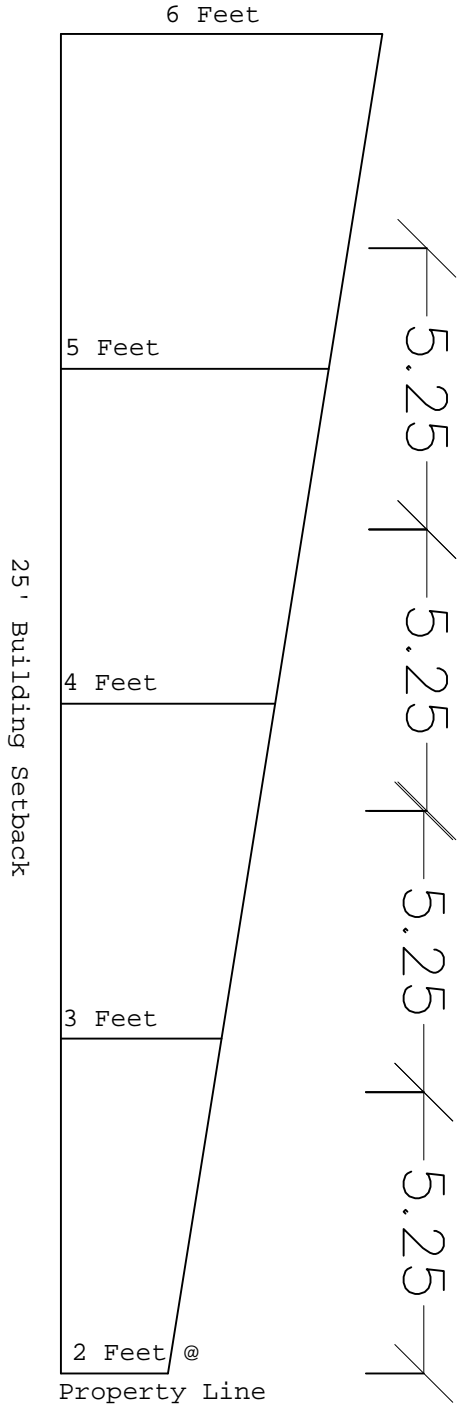
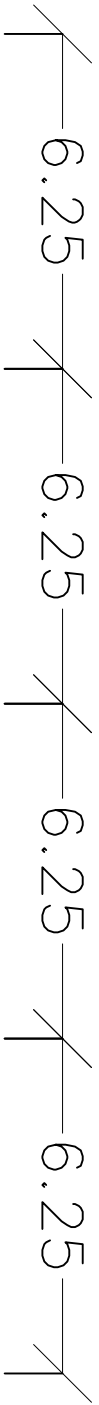


**THE CITY OF
HOBBS, NEW MEXICO**

200 East Broadway
Phone (505) 397-9351

Hobbs, New Mexico 88240-8302

Site Plan
(GIS Available upon request)



Fence Permit Policy

The following standards shall apply to all fences and walls:

A. General Requirements.

1. A Fence Construction Permit is required for all walls and fences constructed in the City of Hobbs. For those fences up to 6' in height, a permit must be obtained from the Planning Division. A City Building Permit issued by the City Building Official is required for walls and fences exceeding 6 feet in height, in conformance with the City of Hobbs Building Code. In addition, all retaining walls must be approved by the City Engineer.

2. The permit must be obtained prior to start of construction. All fences and walls shall comply with the standards of this Section. The City may require installation of walls and/or fences as a condition of development approval.

2. Fences shall be built only on private property and not in the public street right of way. It shall be the property owner's responsibility and obligation to identify the property line when proposing to construct a fence upon said property line. A property survey may be required.

3. Fences are hereby defined as – a self supporting structure placed on or near a property line, usually for the purpose of delineating one property from another. The fence structure may be designed for decorative, privacy, or security reasons.

4. Fence structures located at least 35' from the property line or driving lane in the front street shall be granted a waiver from the permitting process by the City Planner or designee.

B. Dimensions & Location.

1. All fence dimensions shall comply with the fence setback and height limitations in the Major Thoroughfare Plan. The height of fences and walls within a front yard setback in Residential Areas shall comply with the Major Thoroughfare Plan and shall not exceed 2 feet at the property line abutting a thoroughfare as measured from the grade closest to the street right of way.

C. Construction Materials.

1. Fences may be constructed of masonry, metal, wire, wood or acceptable materials employed by standard building practice.

2. Barbed wire is not permitted within the City of Hobbs unless it is used a) with grazing livestock; b) for industrial or commercial facilities; or c) on the City limits. When used in industrial or commercial applications, barbed wire must be at least six (6) feet in

Proposed Fence Construction Policy, Page 2.

height. Razor wire is only to be installed for industrial or commercial facilities and must be at least six (6) feet in height. Broken glass or any other dangerous or abrasive material is not permitted to be installed on the top of a wall.

3. Fences shall not be made of tires or other salvage materials not originally designed as structural components of fences. All materials used in fence construction must be appropriate to meet the City residential housing appearance standards.

4. Fences shall not be made of living growing vegetation, unless the plant materials and irrigation comply with the City Landscaping Codes.

5. All newly constructed fences not in compliance shall, within thirty (30) days of notification by the City, be removed by the owner or, upon failure to remove the fence, the City Manager or designee as empowered shall cause the removal of the fence. The expense of the removal process shall be billed to the owner of the property or filed as a municipal lien on the property. All existing fences built prior to September 1, 2008 are exempt from these policies unless the fence is being completely reconstructed.

D. Maintenance.

1. For safety and for compliance with the purpose of this Chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner. All maintenance of fence materials must meet the City residential housing appearance standards.

E. Clear Sight Triangle.

1. No signs, structures or vegetation in excess of 24 inches in height shall be placed in the clear "sight triangle." The minimum vision clearance area may be increased by the City Engineer upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.).

**Review and Consider Fence Variance for 2900 N. Lovington Highway
on the front part of the property**



CITY OF HOBBS

PLANNING BOARD STAFF SUMMARY FORM

MEETING DATE: OCTOBER 15TH, 2024

SUBJECT: REVIEW AND CONSIDER A FENCE VARIANCE FOR 2900 N LOVINGTON HIGHWAY ON THE FRONT PART OF THE PROPERTY.

DEPT. OF ORIGIN: Planning Department
DATE SUBMITTED: October 11th, 2024
SUBMITTED BY: Kristalyn Seepersad, Planning Project Manager

Summary:

The property owner is requesting a front yard variance to install a 6' chain link fence along the front of their property for security reasons. Property owner states the fence will not be an obstruction or interfere with the required parking for the business.

Staff Recommendations:

Planning Department:

Staff has no objections to these documents. Staff recommends the Board considers approval/denial for the attached documents.

Attachments:

- Property Owner Letter
- Variance Application

Electronic Solutions, LLC DBA ESR

Derek Macy, owner

2900 N Lovington Hwy

Hobbs, NM 88240

For your review and consideration,

Subject: Request for Variance allowing Security Fencing at 2900 N Lovington Hwy

The primary need for the chain link fence is **Security**. Lately, our area has dealt with theft of catalytic converters: we had one stolen from a vehicle parked in that area, and most recently our neighbors had their A/C unit stolen. The area alongside the building is vulnerable to people who just wander in or are simply looking for something to steal. Recently, we installed cameras but they are more of a review of what happened after the fact than a real deterrent. The proposed fence, with gates, allows the use of the area with some sort of *line of defense* to close off and protect anything parked on the other side.

The secondary need for the fence, **Traffic Control**, is to take control of the paved area along the Lovington Highway side of the building. When the new addition was built in 2017 it enlarged the structure facing the highway, but the actual front of the building faces Coal Street. This area creates confusion for customers that park in the recessed area, who then find the side doors locked with no entry. These customers back out and use the easement to try to drive around to Coal Street and get jammed up with traffic blocking their way at the stop sign. The new chain link fence and gates should guide them to the other side of the building more effectively, to the front door.

Third, the fence and 4-foot pylons along the nearest wall will offer **Protection** from highway traffic that may veer off the highway and collide with the building. The neighbor at 2806 N Lovington Hwy had a car crash through the front door a few years ago and another took out the utility pole at Central and Lovington Hwy. Recently, two cars collided at the Coal Street stop sign and came to rest within feet of the building. The fence, though chain link, along with the pylons, will make a substantial improvement over the risk this building faces now.

In conclusion, the fence is not a substantial structure: it has no effect on traffic flow along the Lovington Highway nor pose an obstruction of view at the Coal Street stop sign. The chain link fence offers security and control while leaving the lot visible and usable. The included photos of neighbors' properties only support the need for the fence in our area, for the above-mentioned reasons and shows the variance is not out of the ordinary.

Respectfully,

Derek Macy, owner



VARIANCE APPLICATION

Application Date: 9-23-24 Variance for (circle one): front yard / side yard

Property Owner: Derek Macy/Electronic Solutions LLC Phone: 575-397-3333

Address of proposed structure: 2900 N. Lovington Hwy Hobbs NM

Subdivision (if known): Lot & Block # (if known):

Type of proposed structure: 6' chainlink fence Dimensions of proposed structure: 6' x 100'

Are subdivision covenants and/or deed restrictions available? If so, please attach a copy.

The existing front/side setback for the structure at the above address is 65 feet. If the variance is approved, the new front/side setback with the front improvement will be 40.2 feet.

* The Planning Board of the City of Hobbs has established a procedure to require each applicant for a setback variance to notify property owners within 150 feet of the proposed improvement. In addition, front-yard setbacks of less than 10' for buildings (excluding carports) are generally not permitted.

Addresses of existing carports/fences/porches in vicinity (if any):

Table with 2 columns: Address and Description. Rows include Habanero Restaurant, Dallas Carpet, Blair Tool, Master Plumbers, Allsup's, Viet/Allsup's, and Mecca.

Please attach the following documents:

- Copy of Building Permit Application.
• Sketch Plan showing dimensions of existing and proposed improvements and distances from proposed improvement to sidewalk, curb, and/or edge of street.
• Copy of Covenants and/or Deed Restrictions, if any.
• Signature Sheet containing signatures of adjacent property owners within 150 feet of above referenced lot.

Return completed form to: City-Hall - Planning Division, 200 E. Broadway St., Hobbs, NM 88240, P: 575-397-9232, F: 575-397-9227

Derek Macy (Signature) 9-23-24 Date
Property Owner Signature

**CITY OF HOBBS, NM
PLANNING DIVISION
VARIANCE APPLICATION**

(To Front and/or Side Yard Setback Requirement)
Adjoining Property Owner Notification

Note: The Planning Board of the City of Hobbs has established a procedure to require each applicant for a front or side yard setback variance to notify property owners within 150 feet of the proposed improvement. In addition, front-yard setbacks of less than 10' for buildings (excluding carports) are generally not permitted.

Date: 9-23-24

Applicant: Derek Macy

Phone: 575-397-3333

Neighboring Property Owner:

For your information, a variance application has been submitted to build a structure in the front or side setback at:

Applicant address: 2900 N. Lovington Hwy Hobbs NM

Address of proposed structure: 2900 N. Lovington Hwy

Subdivision (if known): _____ Lot & Block # (if known): _____

Type and dimensions of proposed structure (see attached drawing for details): 6' x 100' chainlink fence

The existing front/side setback for the structure at the above address is 65 feet. If the variance is approved, the new front/side setback with the front/side improvement will be 40 feet.

If any adjoining property owner has questions, please call the Planning Division at 397-9232. The City reserves the right to contact adjacent property owners to verify accuracy of signatures.

Signatures of adjoining property owners and acknowledgement of request:

Adjacent Property Owner Name(s)	Address	Signature(s)	Phone #	Do you support request? Y / N
JAVIER BASTIEN	2812 N. LOVINGTON HWY	<i>[Signature]</i>	575 964 2131	Y
MIGUEL GUTIERREZ	2906 N. LOVINGTON HWY	<i>[Signature]</i>	575-831-3373	Y
CARRIE SHOWS	2806 N. LOVINGTON HWY	<i>[Signature]</i>	575-390-2558	Yes

*Deed Restrictions, if available, are located in the Planning Division.

AMENDMENT #1 - JUNE 26, 2006

Major Variance Requests & Procedures

For major variance requests to the standards for Right-of-Way width, Street Standards, Major Thoroughfare Plan Map Amendments, Removal, or addition, removal or modifications to the street locations and classifications on the Plan Map, and other major amendments to the plan:

“In addition to the above requirements, Variance requests to Right-of-Way width, Street Standards, or Major Thoroughfare Plan Map Amendments, the Planning Board will consider these variance requests as modifications or amendments to the Comprehensive Plan. Public Hearing, required publication and other notice procedures must be carried out. The City Commission must also approve all similar variances and or amendments to the Major Thoroughfare Plan that result from these types of requests.”

“In consideration of major variance requests to the Major Thoroughfare Plan, the Planning Board has the right to make subjective decisions to recommend approval or denial of a variance request, based on the sole determination of the Planning Board, based on several factors including historical and projected development trends, existing and projected traffic patterns, restrictive covenants, protest letters or comments, community planning concepts and other considerations. The Planning Board has the right to recommend approval or denial of variances to the Major Thoroughfare Plan regardless of public input and opinions.

Are there any traffic safety or other safety considerations impacted by the granting of the variance?

Is there a need in the foreseeable future to acquire additional right-of-way at this location to widen the street?

In the case of a carport, is the structure "open wall" and of non-conspicuous design and appearance.

2. If the City Planning Division determines that the carport construction is consistent with existing development in the nearby vicinity of the property, a written variance shall be issued by the Planning Division to the property owner with a copy to the City Building Official indicating that a variance to the setback provisions has been granted. The Planning Division may approve a variance with conditional approval stating in writing the conditions of the approval. In making this determination, the Planning Division must consider the following:

- a) The property owners are aware of the existing protective covenants.
- b) The carport design and construction is consistent with existing development in the nearby vicinity of the property.
- c) No traffic safety or other safety considerations are created by the granting of the variance.
- d) The City will not need to acquire additional right-of-way at this location to widen the street in the foreseeable future.
- e) The carport design is "open wall" and of a non-conspicuous design and appearance.
- f) The use of the property is residential and not commercial.
- g) No structure shall be permitted within five (5) feet of the front or side property line.
- h) A variance must not adversely impact neighboring property owners, and must not create any safety problems.

3. If the Planning Division determines that a variance cannot be issued for any of the above reasons, the variance request must then be referred to the City Planning Board, and notification procedures for a hearing will be required.

Notification and Public Notice Required:

1. The City shall carry out property research and verify to the applicant the names and addresses of all property owners of record within 150 feet of the proposed variance. The City shall also post "Notice Signs" at the location of the intended action with the date of the hearing.

2. The City shall conduct a public hearing of the Planning Board with legal notice publication of the hearing to be published in the local newspaper.

Policy Decisions To Be Considered By City Planning Board:

1. In considering whether to grant approval of a front setback or setback from the side yard or rear yard, the Planning Board should determine the following:

- a) If granted, does the variance comply with the existing protective covenants?
- b) Do any similar structures exist in the "nearby vicinity" of the property line of the lot where the variance is proposed? "Nearby Vicinity" is hereby defined as within one entire City block regardless of length in feet and including both sides of the street.

AMENDMENT #2 – APRIL 21, 2008
SPECIAL SETBACK CONDITIONS ON 80' R-O-W STREETS

AMENDMENT #2. For Residential Lots located on Minor Residential Streets with street-right-of-ways that are 80; width and greater dimensions with an existing City paved street width of 41' measured from back of curb to back of curb, the minimum front yard setback shall be 11' feet from back of property line, instead of 21' feet. The minimum side yard setback for a corner lot street side setback shall be 5' feet. Resolution No. 5044 adopted April 21, 2008

Front yard fences are permitted up to three (3) feet height at the front property boundary. Front yard fences at (5) feet height are permitted at a front setback of 11' feet. A side yard fence up to 5' feet in height is permitted within 11' feet of the front property boundary.

The following conditions must be met:

1. The City Street must be 100% constructed and the City should not have any current or long term plans to widen the street pavements width.
2. The City will not permit any private construction or pavement encroachments in the City right-of-way.
3. The entire block must be designated to be constructed with the same front yard setback for each and every lot.
4. The City may consider even further reductions to the above front yard setbacks, if the street right-of-way is 90' or 100' width on a minor residential street.
5. For Collector Streets with 80' feet right-of-way width, the City may consider reduced setback dimensions on an individual case basis.
6. Corner lot front and side yard fences must not interfere or block the minimum clear site triangle dimensions.

2900 N Lovington Hwy

Securing the side of building with 6' chainlink and (2) chainlink rolling gates 16' and 20' to allow use of parking space but control traffic. The left corner will square off R-panel for 24', then transition to 6' chainlink and rolling gates. No obstruction of Stop sign, 60' from Coal St., behind Utility poles and Front parking spaces.

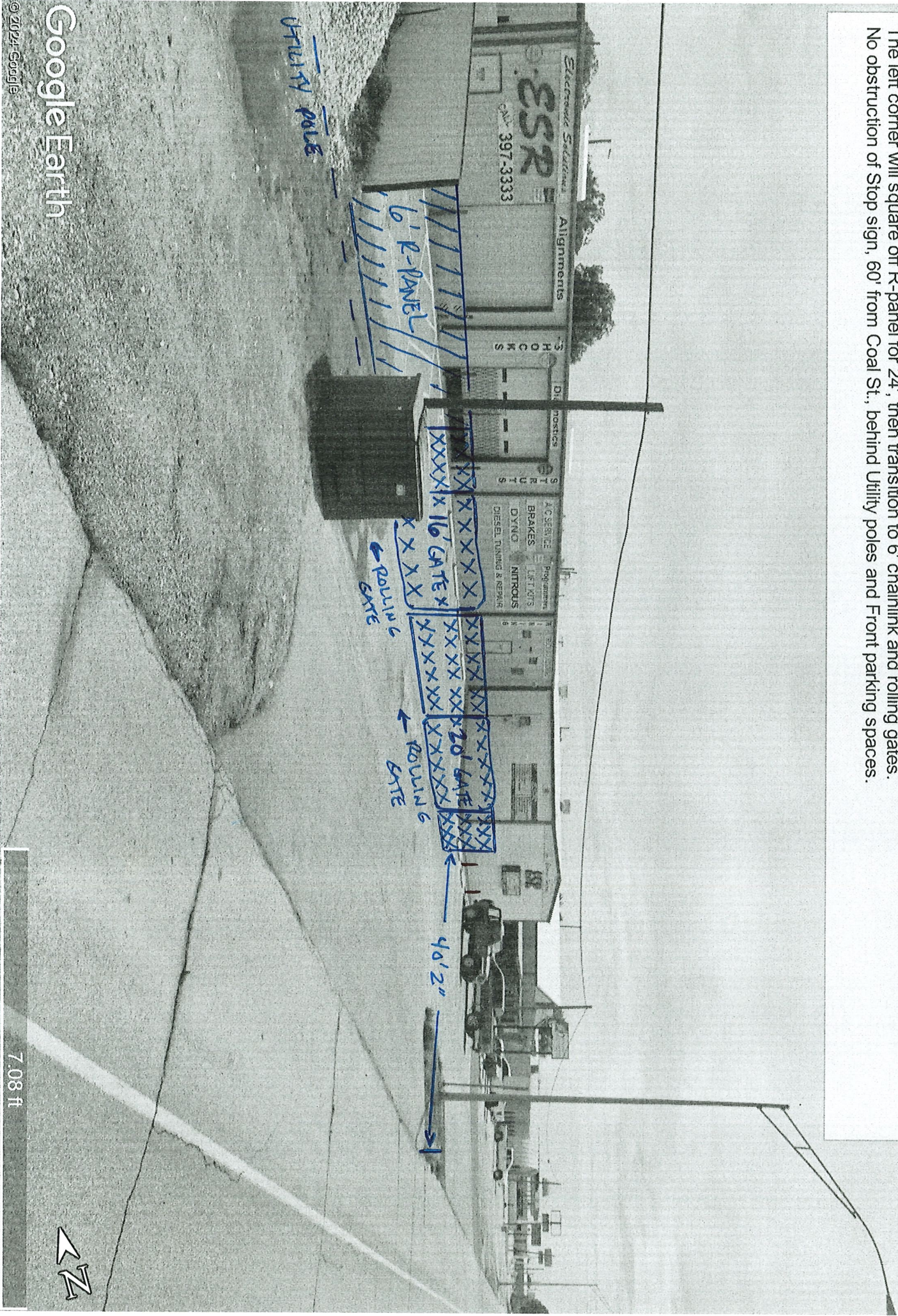
Legend



2900 N Lovington Hwy

Legend

Securing the side of building with 6' chainlink and (2) chainlink rolling gates 16' and 20' to allow use of parking space but control traffic. The left corner will square off R-panel for 24', then transition to 6' chainlink and rolling gates. No obstruction of Stop sign, 60' from Coal St., behind Utility poles and Front parking spaces.



3383 N Lovington Hwy

Front signage, rock wall within 65', up to Utility poles

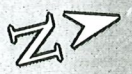
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Google Earth

© 2024 Google

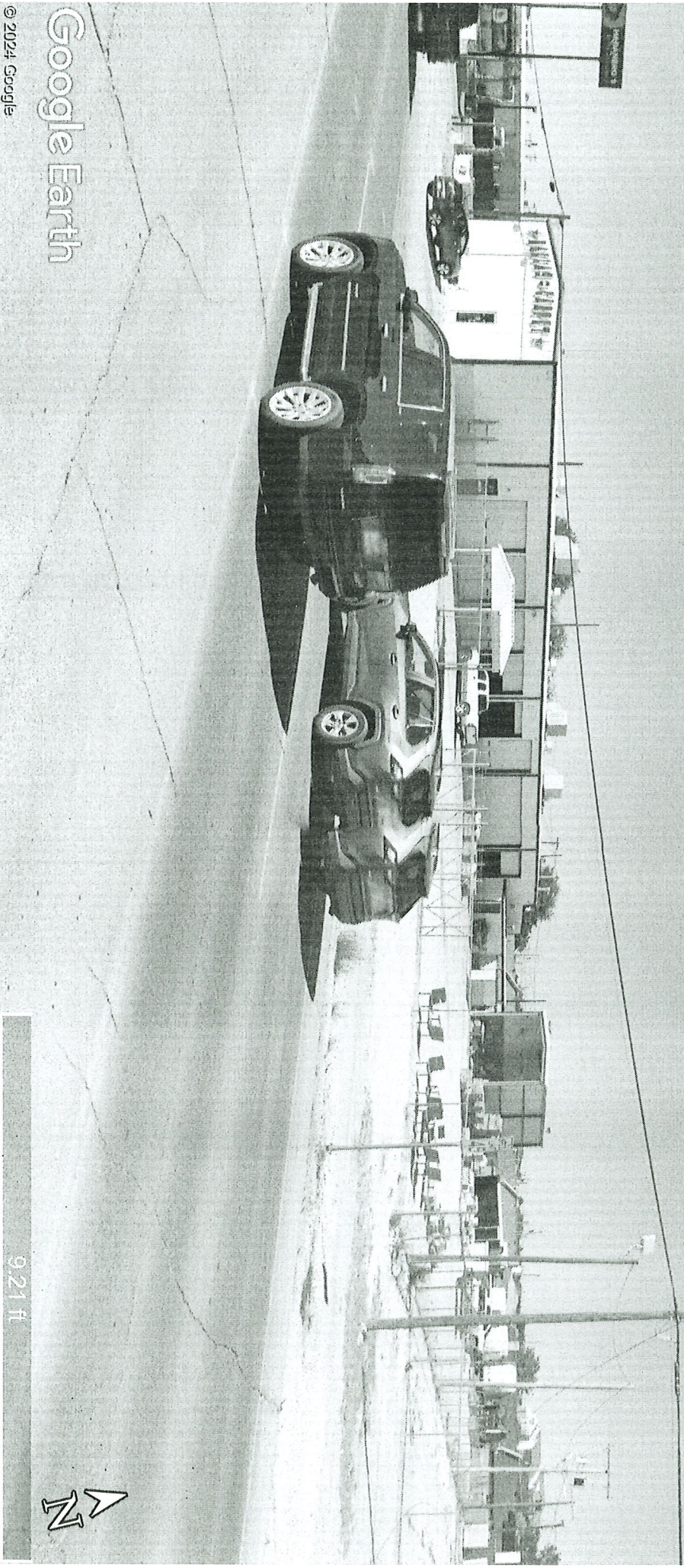
7.91 ft



3329 N Lovington Hwy

Older construction within 65', chain link to secure yard

Legend



Google Earth

© 2024 Google

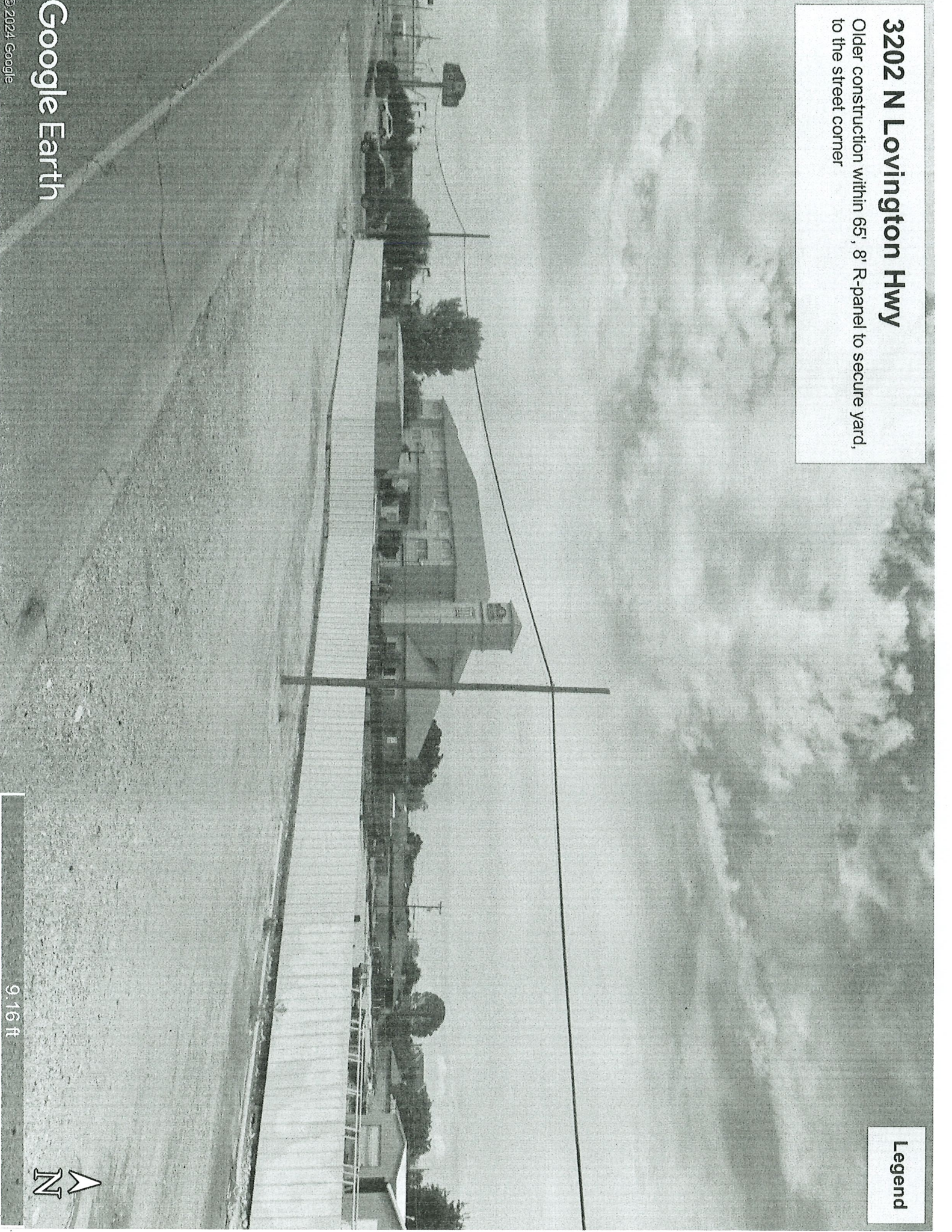
9.21 ft



3202 N Lovington Hwy

Older construction within 65', 8' R-panel to secure yard, to the street corner

Legend



Google Earth

© 2024 Google



3095 N Lovington Hwy

Older construction within 65', chainlink for securing the lot

Legend



Google Earth

© 2024 Google

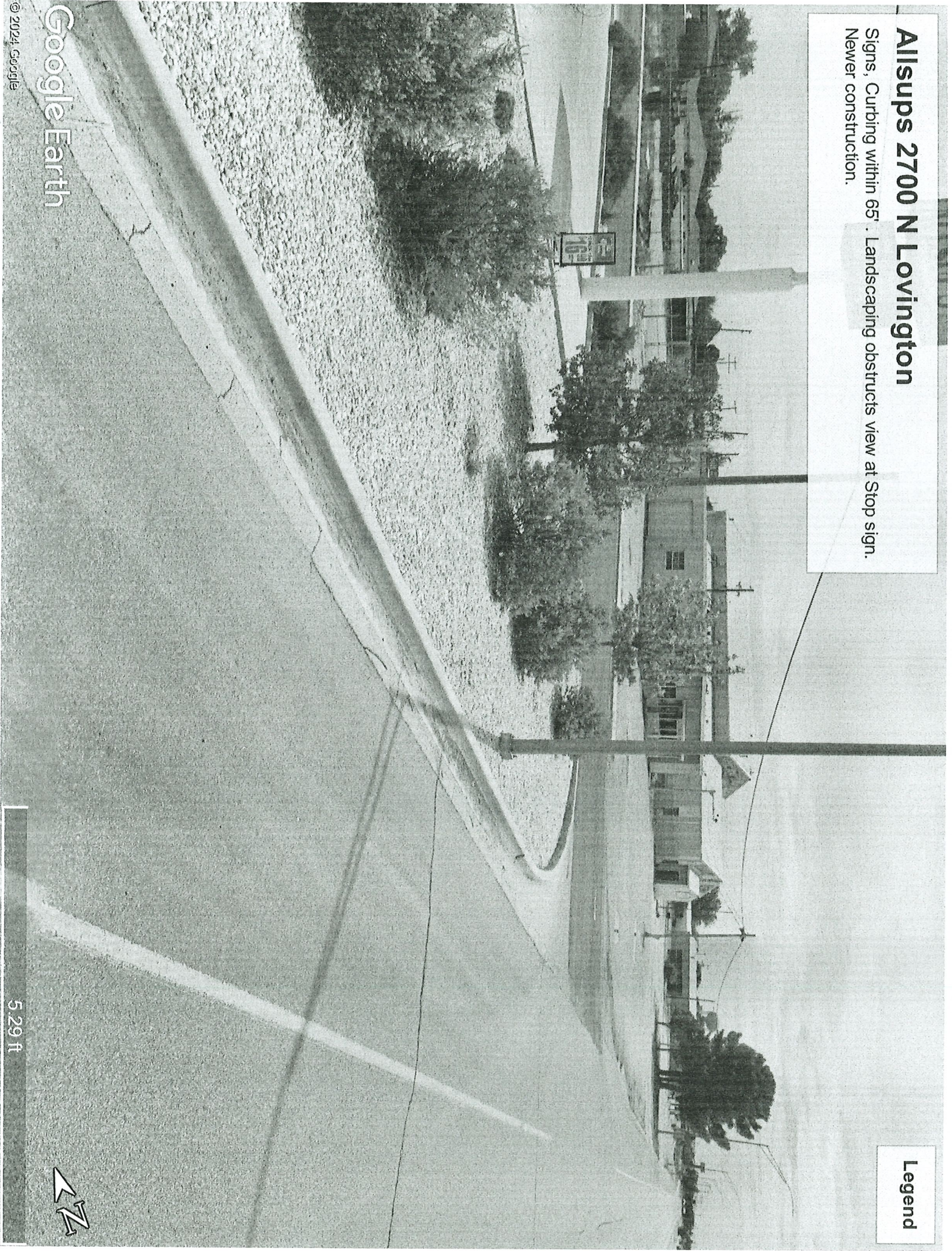
7.62 ft



Allsupps 2700 N Lovington

Signs, Curbing within 65'. Landscaping obstructs view at Stop sign.
Newer construction.

Legend



Google Earth

© 2024 Google

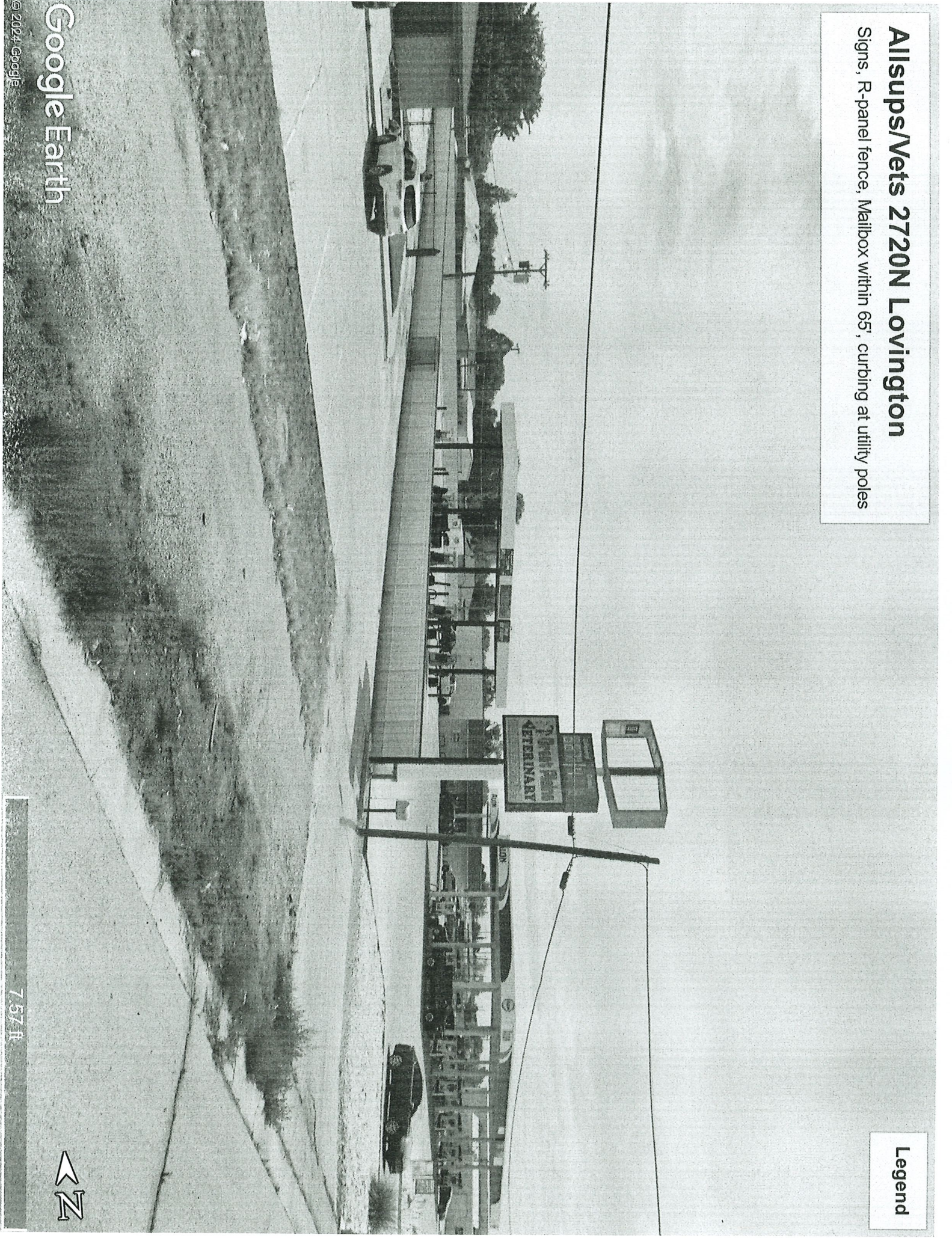
5.29 ft



Allsup's/Vets 2720N Lovington

Signs, R-panel fence, Mailbox within 65', curbing at utility poles

Legend



Google Earth

© 2024 Google

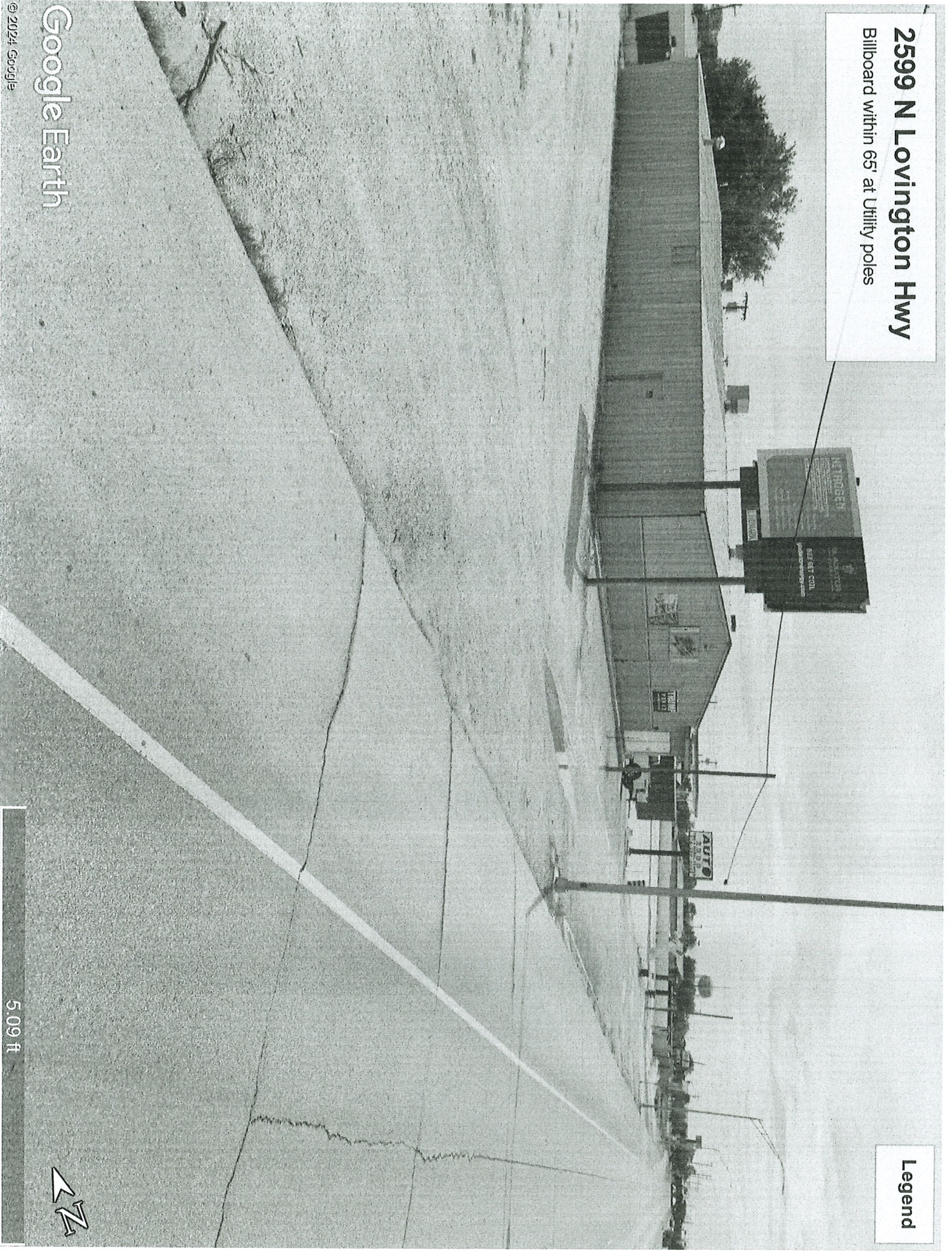
7.57ft



2599 N Lovington Hwy

Billboard within 65' at Utility poles

Legend



Google Earth

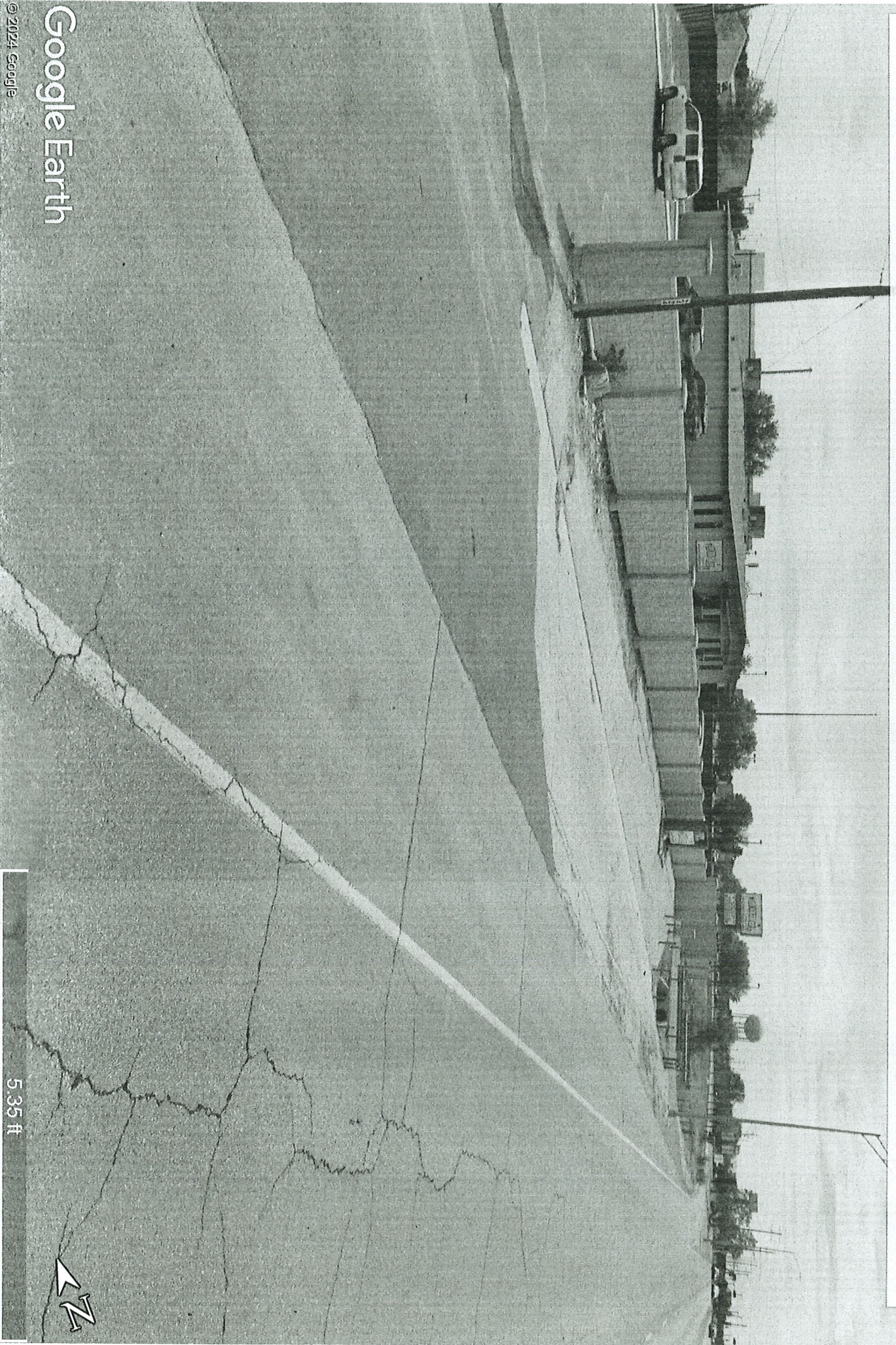
© 2024 Google



2474 N Lovington Hwy

Old Costruction but Newer materials within 65' of Highway. Building had complete remodel and old fence was replaced with signage along utility poles.

Legend



Google Earth

© 2024 Google

5.35 ft



**Review and Consider Side yard Setback Variance for 1523 Breeze, Lot
4 Unit 2 of Trinity Estates**



CITY OF HOBBS

PLANNING BOARD STAFF SUMMARY FORM

MEETING DATE: OCTOBER 15TH, 2024

SUBJECT: REVIEW AND CONSIDER SIDE YARD SETBACK VARIANCE FOR 1523 BREEZE, LOT 4 UNIT 2 OF TRINITY ESTATES.

DEPT. OF ORIGIN: Planning Department
DATE SUBMITTED: October 11th, 2024
SUBMITTED BY: Kristalyn Seepersad, Planning Project Manager

Summary:

The property owner is requesting a side yard variance for fence location for a corner lot. They will be providing a minimum 5' side yard setback.

Staff Recommendations:

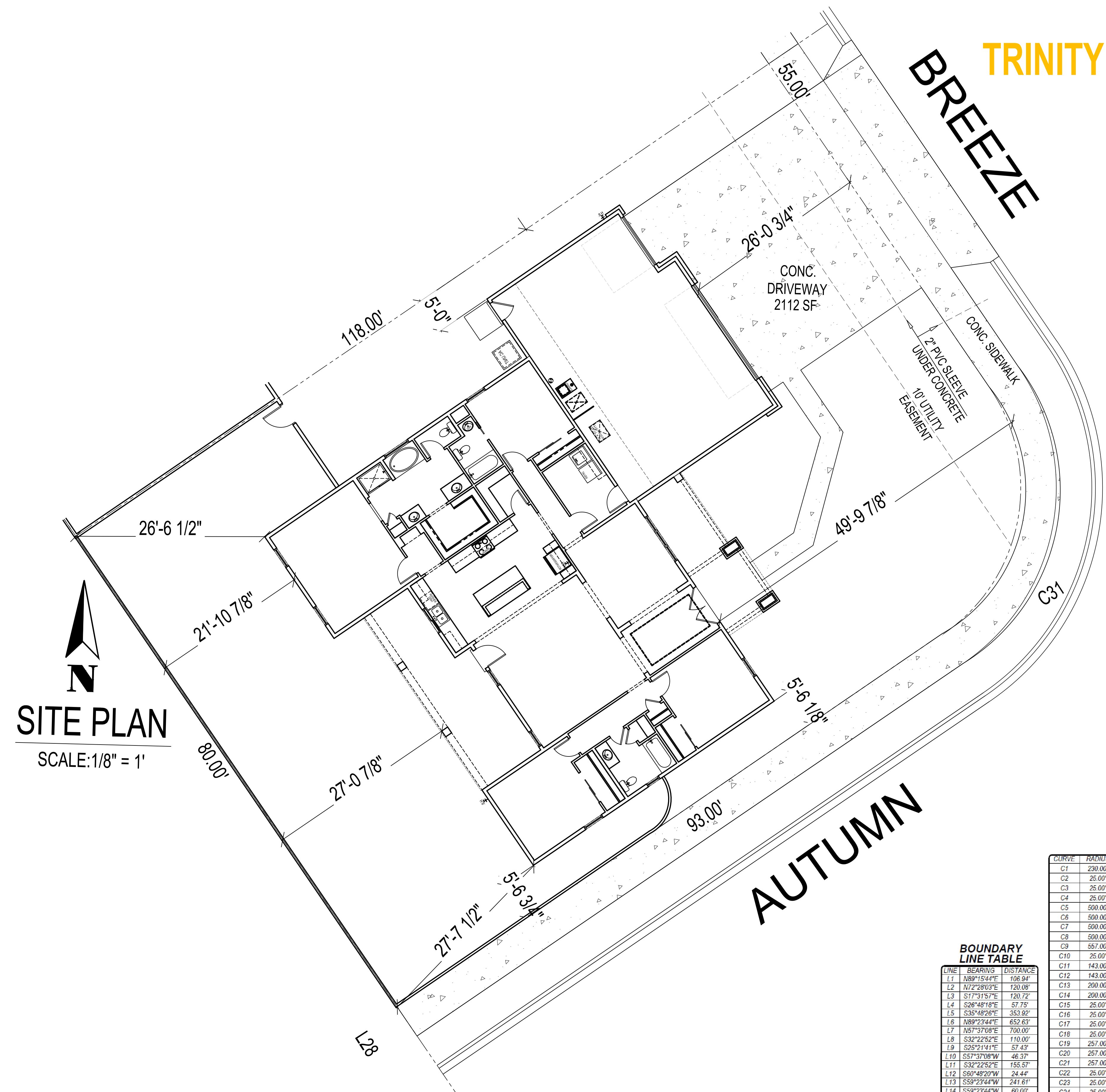
Planning Department:

Staff has no objections to these documents. Staff recommends the Board considers approval/denial for the attached documents.

Attachments:

- Site Plan

TRINITY ESTATES SUBDIVISION UNIT 2



SITE PLAN
SCALE: 1/8" = 1'

SITE PLAN
DATE: _____
SCALE: _____
DATE REVISED: _____

LOT 4- 1523 BREEZE
HOBBS, NEW MEXICO

LOT AREA

LOT#	SQ. FEET	ACRES	LOT#	SQ. FEET	ACRES
1	8346.45	0.19	30	6600.00	0.15
2	8511.68	0.20	31	7150.00	0.16
3	7080.00	0.16	32	7150.00	0.16
4	9305.87	0.21	33	7700.00	0.18
5	8715.87	0.20	34	7700.00	0.18
6	7094.64	0.16	35	8378.70	0.19
7	8657.35	0.20	36	9215.87	0.21
8	10637.54	0.24	37	9210.34	0.21
9	10070.65	0.23	38	7605.55	0.17
10	8679.40	0.20	39	7585.13	0.17
11	8865.29	0.20	40	6600.00	0.15
12	10369.03	0.24	41	6600.00	0.15
13	9252.73	0.21	42	6600.00	0.15
14	6863.15	0.16	43	6600.00	0.15
15	8917.75	0.20	44	7700.00	0.18
16	7540.62	0.17	45	6600.00	0.15
17	9530.62	0.22	46	6600.00	0.15
18	8979.13	0.21	47	6620.78	0.15
19	7020.55	0.16	48	7429.80	0.17
20	7103.41	0.16	49	6507.12	0.15
21	8426.62	0.19	50	6618.36	0.15
22	9815.34	0.23	51	7700.00	0.18
23	7502.06	0.17	52	6600.00	0.15
24	14738.72	0.34	53	7700.00	0.18
25	10166.37	0.23	54	10153.04	0.23
26	10278.03	0.24	55	7242.92	0.17
27	10388.00	0.24	56	7083.83	0.16
28	9541.82	0.22	57	6280.32	0.14
29	6600.00	0.15	58	8175.08	0.19

BOUNDARY LINE TABLE

LINE	BEARING	DISTANCE
L1	N89°15'44"E	106.94'
L2	N72°28'03"E	120.08'
L3	S17°51'57"E	120.72'
L4	S26°48'18"E	57.75'
L5	S35°48'28"E	353.82'
L6	N89°23'44"E	652.63'
L7	N67°37'08"E	700.00'
L8	S32°22'52"E	110.00'
L9	S25°21'41"E	57.43'
L10	S57°37'08"W	46.37'
L11	S32°22'52"E	155.57'
L12	S80°40'20"W	24.44'
L13	S59°23'44"W	241.61'
L14	S59°23'44"W	60.00'
L15	S30°36'16"E	45.08'
L16	S59°23'44"W	125.00'
L17	N30°36'16"W	60.00'
L18	S59°23'44"W	206.52'
L19	S59°23'44"W	192.44'
L20	S00°36'16"E	40.00'
L21	S89°23'44"W	125.00'
L22	N00°36'16"W	35.00'
L23	S89°23'44"W	180.00'
L24	S00°36'16"E	8.99'
L25	S89°23'44"W	336.45'
L26	N80°07'42"W	75.00'
L27	N40°25'37"W	104.53'
L28	N35°48'28"W	376.26'
L29	S89°15'44"W	41.98'
L30	N00°43'58"W	286.61'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	230.00'	27.30'	6°49'05"	S38°17'29"W	22.29'
C2	25.00'	16.69'	38°15'22"	S20°36'34"W	16.38'
C3	25.00'	3.13'	7°09'52"	N36°09'19"E	3.12'
C4	25.00'	39.27'	90°00'00"	S75°36'16"E	35.36'
C5	500.00'	7.83'	0°53'48"	N88°59'24"E	7.83'
C6	500.00'	60.20'	6°53'52"	N85°05'34"E	60.16'
C7	500.00'	70.84'	8°07'04"	N77°35'05"E	70.78'
C8	500.00'	9.24'	1°03'31"	N72°59'48"E	9.24'
C9	500.00'	20.41'	2°35'51"	N73°31'01"E	20.41'
C10	25.00'	48.16'	110°22'26"	S19°22'47"W	41.05'
C11	143.00'	83.38'	33°23'52"	S52°30'22"E	82.18'
C12	143.00'	53.41'	21°23'58"	S79°54'17"E	53.10'
C13	200.00'	92.11'	26°23'11"	N76°12'08"E	91.29'
C14	200.00'	18.82'	5°23'24"	N69°18'51"E	18.81'
C15	25.00'	39.27'	90°00'00"	N12°37'08"E	35.36'
C16	25.00'	39.27'	90°00'00"	S77°22'52"E	35.36'
C17	25.00'	39.27'	90°00'00"	S12°37'08"W	35.36'
C18	25.00'	39.27'	90°00'00"	N77°22'52"W	35.36'
C19	257.00'	35.45'	7°54'14"	N61°34'16"E	35.43'
C20	257.00'	42.35'	9°28'33"	N70°14'39"E	42.31'
C21	257.00'	62.41'	13°54'47"	N81°55'20"E	62.25'
C22	25.00'	39.04'	89°28'59"	S44°08'14"W	35.20'
C23	25.00'	39.27'	90°00'00"	N45°36'16"W	35.36'
C24	25.00'	39.27'	90°00'00"	S44°23'44"W	35.36'
C25	25.00'	39.27'	90°00'00"	N45°36'16"W	35.36'
C26	200.00'	64.05'	16°20'54"	S81°07'52"E	63.77'
C27	199.85'	40.58'	11°37'58"	S66°08'33"E	40.51'
C28	199.91'	58.22'	16°41'10"	S51°59'42"E	58.01'
C29	200.00'	27.39'	7°50'48"	S39°43'50"E	27.37'
C30	25.00'	39.27'	90°00'00"	N80°48'26"W	35.36'
C31	25.00'	39.27'	90°00'00"	N89°11'54"E	35.36'
C32	25.00'	12.23'	28°01'05"	N49°49'38"W	12.10'
C33	25.00'	13.02'	29°52'09"	N78°44'48"W	12.87'
C34	557.00'	30.19'	3°06'20"	N87°53'09"E	30.19'
C35	528.50'	57.73'	6°15'30"	N86°18'34"E	57.70'
C36	528.50'	98.82'	10°42'46"	N77°49'26"E	98.67'
C37	171.50'	164.02'	54°47'50"	S63°12'21"E	157.84'
C38	228.50'	126.73'	31°46'36"	N73°30'26"E	125.11'

