



**Environmental  
Planning  
Commission**

*Agenda Number: 9  
Project Number: 1002249  
Case #'s: 08EPC 40069/40070  
July 17, 2008*

**Staff Report**

<b>Agent</b>	Bohannon Huston, Inc.
<b>Applicant</b>	CRT Partners – Southern Arizona Franchise
<b>Request(s)</b>	<b>Site Development Plan for Building Permit</b> <b>Amend Site Development Plan for Building Permit</b>
<b>Legal Description</b>	F-1-B, American Square
<b>Location</b>	Carlisle NE between Manual Blvd NE and Claremont NE
<b>Size</b>	Approximately 1.17 acres
<b>Existing Zoning</b>	C-2
<b>Proposed Zoning</b>	No Change

**Staff Recommendation**

**DEFERRAL of 08EPC 1002248, based on the findings on page 9, for 30 days.**

**DEFERRAL of 08EPC 1002248, based on the findings on page 10, for 30 days.**

**Staff Planner**

**Randall Falkner, Planner**

**Summary of Analysis**

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant on an existing platted parcel at the southwest corner of Carlisle and Claremont.

A letter with concerns from the Bel-Air Neighborhood Association was received by the Planning Department. The Bel-Air N.A. is not opposed to this development, but would like to see all of their concerns addressed, which include the Carlisle/Claremont intersection, crime, and transients in loaded down cars in the Wal-Mart parking lot. Staff recommends a 30-day deferral to allow time to address the neighborhood concerns and for the Department of Municipal Development to finalize the Carlisle Corridor Study.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 6/9/2008 to 6/25/2008. Agency comments were used in the preparation of this report and begin on page 13.

**AREA CHARACTERISTICS AND ZONING HISTORY**

*Surrounding zoning, plan designations, and land uses:*

	<b>Zoning</b>	<b>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</b>	<b>Land Use</b>
<b>Site</b>	C-2	Established Urban	Parking
<b>North</b>	C-2 (SC)	same	Commercial
<b>South</b>	C-2	same	Commercial
<b>East</b>	C-1	same	Commercial
<b>West</b>	C-2	same	Commercial

**Background**

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant on an existing platted parcel at the southwest corner of Carlisle and Claremont.

**History**

The property was originally proposed to be developed with a Wal-Mart gas station; however, this use is no longer desired. The portion of the study in the Carlisle Boulevard Corridor Study that applies to the Carlisle/Claremont intersection has just been completed (week of June 23). The Bel-Air Neighborhood Association has been waiting for this important document for quite some time. The Carlisle/Claremont intersection is a major concern because of the many accidents and incidents that have taken place. Areas of concern that the Corridor Study needs to address include lane designation and timing and sequencing of traffic lights. The Wal-Mart parking lot where the proposed restaurant would be constructed has been noted for its criminal activity. Specifically, there have been problems with drug trafficking in the Wal-Mart parking lot. This is a danger to the subject site and to the surrounding neighborhood and City.

**Context**

The subject site is along Carlisle Blvd NE between Menaul Blvd NE and Claremont NE. The existing platted parcel that is proposed for development is currently a parking lot for the Wal-Mart to the west. To the west of the proposed development is the existing Wal-Mart and parking lot, to the north is the existing McDonalds and The Shops at Carlisle (various businesses), to the south is the Wal-Mart parking lot and American Furniture store, to the east are various businesses including Zia Graphics. Carlisle NE is a busy road lined primarily with commercial businesses. Average daily traffic flow along the portion of Carlisle in front of the proposed development is approximately 23,500 (2006 MRCOG).

### ***Long Range Roadway System***

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

The Long Range Roadway System designates Carlisle NE as a Minor Arterial, with a right-of-way of 118'.

Claremont NE is considered a local street.

There is an existing bicycle route that runs east and west along Claremont. There is a weather protected bus stop with a bench immediately to the east of the subject site. This bus stop serves route #5 (Montgomery/Carlisle). Other bus routes that are relatively close include bus route #8 (Menaul), which is approximately 1,000 feet to the south, and bus route #7 (Candelaria Commuter), which is approximately 1,300 feet to the north. Menaul Boulevard to the south is considered an Enhanced Transit Corridor, but neither Carlisle or Claremont are on a specified corridor.

### ***Public Facilities/Community Services***

There are a number of parks nearby including Bel-Air Miramontes Park, Baldini Park, and Grisham Park. There is a fire station north of Comanche on Carlisle, and another fire station south of Menaul on Quincy Street. McKinley Middle School is located south of Comanche and east of Carlisle. The site is located in American Square which is a designated Community Activity Center.

## ***ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES***

### ***Albuquerque Comprehensive Zoning Code***

The existing zoning for the site is C-2. The C-2 zone provides suitable sites for offices, for most service and commercial activities, and for certain specified institutional uses. Both the subject site and the majority of the area surrounding the subject site are zoned C-2. Only the area immediately south and a portion of the area to the west are zoned C-1.

### ***Albuquerque / Bernalillo County Comprehensive Plan***

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

The subject site is located in the area designated Developing Urban by the *Comprehensive Plan* with a Goal to “create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.” Although not required to submit an analysis for a site plan, the applicant did include an analysis of Comprehensive Plan and West Side Strategic Plan policies; however, this analysis was turned in after the staff report had already been written.

Staff did analyze applicable Comprehensive Plan, West Side Strategic Plan and Seven Bar Ranch policies. Applicable policies include:

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

*The proposed site development plan for building permit is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities. However, the Bel-Air Neighborhood Association has major concerns about the Carlisle/Claremont intersection, additional traffic, and crime. The neighborhood is not opposed against the proposed development, but does not want piecemeal development, which does not take into account the problems with the intersection, traffic, or crime. The request will create more traffic, but it is unknown at this time what affect it will have on the intersection and the neighborhood in general. The Carlisle Boulevard Corridor Study which has just been published, will shed some light on the problems with the intersection. For this reason, the City Municipal Development Department has requested a 30 day deferral to be able to fully comprehend the hazards of the intersection. The request partially furthers Policy II.B.5d.*

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

*This infill development over a parking lot will be contiguous to all urban facilities, including utilities, transit, and a bike path. The subject site and most of the surrounding area are zoned C-2 and serves a commercial center for the neighborhood. The subject site is in the Wal-Mart parking lot, across the street from the Shops at Carlisle, Zia Graphics, McDonalds, and a Whataburger. The request furthers Policy II.B.5e.*

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

*The proposed use would provide some employment opportunities to nearby residents, and noise, lighting and pollution from the use would be minimized through appropriate site design. The Bel-Air Neighborhood Association is very concerned about any additional traffic at the Carlisle/Claremont intersection. This intersection has been the site of many accidents and incidents and the Carlisle Boulevard Corridor Study that was just completed studied some of these issues. Both the neighborhood and the City would like time to be able to properly evaluate these important issues. The request partially furthers Policy II.B.5i.*

---

Policy II.B.5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

*The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants (Whataburger and McDonalds) are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture. The request partially furthers Policy II.B.5l.*

Policy II.B.5m: Urban and site design which maintains and enhances unique vistas and improved the quality of the visual environment shall be encouraged.

*The proposed restaurant is only 19 feet high, does not exceed height restrictions in a C-2 zone, and would maintain unique vistas in the area. A fast food restaurant is not out of character in this location along Carlisle and Claremont. The request furthers Policy II.B.5m.*

#### Transportation and Transit-

The Goal “is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.”

Policy II.D.4g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

*The pedestrian opportunities on the site are generally promoted and integrated into the development to create safe and pleasant non-motorized conditions. However, the sidewalk on the north and east sides of the building is too narrow (only 5 feet wide). Wheel stops should also be provided for parking on the east side of the building close to the entrance. Another 5 foot sidewalk is located just south of the proposed drive through area that leads to the Wal-Mart to the west. This sidewalk also needs to be widened and crosswalks should be patterned concrete instead of painted. There is also an existing 6 foot sidewalk on the north and east sides of the property that runs along Claremont and Carlisle respectively. The request partially furthers Policy II.D.4g.*

#### Economic Development-

The Goal “is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.”

Policy II.D.6a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

***The request provides new employment opportunities. However, the range of occupational skills and salary levels are generally limited. New jobs will be convenient to those residents living close to the subject site. The request partially furthers Policy II.D.6a.***

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

***The request will bring in an outside corporate business, but not local businesses. The request partially furthers Policy II.D.6b.***

## ***ANALYSIS OF SITE DEVELOPMENT PLAN FOR (SUBDIVISION) (BUILDING PERMIT)***

### ***Site Plan Layout / Configuration***

The subject site is approximately 1.17 acres in size and is identified as lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant with a drive through on an existing platted parcel at the southwest corner of Carlisle and Claremont. The subject site is currently the far northeast corner of the existing Wal-Mart parking lot. The proposed development seems to be compatible with surrounding development. To the east is Wal-Mart, to the west is Zia Graphics and Whataburger restaurant, to the north is McDonalds, and to the south is the Wal-Mart parking lot and the backside of American Home Furniture.

The building will be oriented to face Carlisle Boulevard with entrances on the east and north sides of the building and a drive through that begins on the west side and extends to the south side. A concern of having the drive through facing east would be traffic lights shining directly onto Carlisle Boulevard. The site development plan shows parking in front of (east side) and on the side (north side) of the building. The dumpster is located in the back of the lot (west side), and will be partially shielded by landscaping on the north, south, and east sides. While the west side of the dumpster needs to be open for pickup, it will also allow a clear view of the exposed dumpster from Wal-Mart and the parking lot to the west. The site development plan shall comply with all Solid Waste Management Department ordinances and requirements, including recycle areas. The building is 19 feet high and meets all the required height and setback regulations.

### ***Walls/Fences***

There are no walls or fences on the proposed site. There is a 6 foot high dumpster enclosure.

### ***Vehicular Access, Circulation and Parking***

Vehicular access is provided through a driveway off of Claremont on the north side of the property. There is also access from along Carlisle south of the property.

The parking lot is located to the north and east of the proposed building. The site development plan requires 11 spaces (including 10% transit reduction), but the parking provided is more than doubled, 27. The site has adequate handicapped, motorcycle, and bicycle parking.

The main concern of the Bel-Air Neighborhood Association is the Carlisle/Claremont intersection. This intersection has been the scene of numerous accidents and incidents. The Bel-Air N.A. has been waiting for the Carlisle Boulevard Corridor Study for quite some time. The section of the report that deals with the Carlisle/Claremont intersection was just made available sometime this past week (week of June 23). Both the neighborhood and the City would like some time to look at this report and have further discussion before this project is approved. The neighborhood supports good development but does not want piecemeal development that is shortsighted and dangerous. The City Department of Municipal Development has suggested a 30 day deferral for the project to be able to evaluate the Carlisle Boulevard Corridor Study.

#### ***Pedestrian and Bicycle Access and Circulation, Transit Access***

A public sidewalk alternating between 4-6 feet wraps around the north, east and south sides of the property. A 5 foot sidewalk with 6 foot wide painted crosswalks connects the proposed development with the bus stop on Carlisle and to the neighboring Wal-Mart. This sidewalk is just south of the proposed drive through. Both of the 6 foot wide painted crosswalks should be changed to patterned concrete. There are also 5 foot sidewalks proposed on the north and east sides of the building. There are no wheel stops in front of three of the parking spaces (2 are handicapped) on the east side of the building, which could lead to cars overhanging this 5 foot sidewalk, which would result in a 3 foot wide sidewalk. All sidewalks (except the sidewalk immediately south of the drive through) shall be 6 foot clear and ADA compatible, including existing sidewalks. Wheel stops shall be provided on the 3 spaces in front of the east side of the building. The sidewalk and crosswalks immediately south of the drive through shall be 8 feet wide (matching the 8 foot wide existing pedestrian pathway that leads to Wal-Mart).

Claremont is a designated City bike route. There is a weather protected bus stop with a bench immediately to the east of the subject site. This bus stop serves route #5 (Montgomery/Carlisle). Other bus routes that are relatively close include bus route #8 (Menaul), which is approximately 1,000 feet to the south, and bus route #7 (Candelaria Commuter), which is approximately 1,300 feet to the north. Menaul Boulevard to the south is considered an Enhanced Transit Corridor, but neither Carlisle or Claremont are on a specified corridor.

#### ***Lighting and Security***

The proposed lighting is not in compliance with the area lighting regulations and keyed note 20 states that lighting will comply with Zoning Code 14-16-3-9. For sites 5 acres or more, light poles can be up to 30 feet, while for sites 5 acres or less, light poles can only be up to 20 feet. The site is 1.17 acres and shall not have a light pole taller than 20 feet (light detail shows light fixture to be 27' 6").

### ***Landscaping***

There is landscaping provided around the perimeter of the site and around the restaurant. The applicant is providing more landscaping (29%) for the net lot area than is required (15%). The landscaping plan generally complies with the City's Water Conservation Ordinance and Pollen Ordinance by emphasizing plants that do not use excessive amounts of water or that emit too much pollen. The proposed plant legend is generally consistent with the existing plant legend for the Wal-Mart site. Several of the same plants and materials will be used on both sites, including: Ash, Indian Hawthorn, Honeysuckle, wildflowers and the ¾" gray gravel with filter fabric. The site plan notes that some existing plants that are currently on the site will remain. Most of the existing plants are found on the east side of the site along Carlisle, with some others on the north side along Claremont.

### ***Public Outdoor Space***

There is no public outdoor space for restaurant customers or employees. Since there is plenty of space on site, and there is excess parking (more than double than what is necessary), staff recommends converting some of the parking to public outdoor space with tables, benches, and shading by trees or structures. While there would still be an excess of parking spaces, it would be closer to the required number of spaces (11), and customers and employees would have a public outdoor space to enjoy.

### ***Grading, Drainage, Utility Plans***

The site drains to the west at about 2 percent. The drainage concept is to drain the site to the south and west around the proposed building and sidewalks where the drainage will continue on its historical path. Due to the existing impervious land treatment no additional flow will be generated by the proposed development, therefore no ponding is required and no drainage structures are required. An extension of the sewer and fire lines are proposed as shown on the conceptual utility plan.

### ***Architecture***

The proposed development is a generic corporate architecture. The building is colored in beige and fireweed red with dark grey metal trim, black awnings and clear insulated glass. The materials are exterior cement plaster, metal awnings, aluminum storefront, preformed galvanized metal, and hardie panel siding. The public's view of the west side of the building features a façade with no entry and a large blank wall. There is also a large blank wall (about half the façade) on the north side of the building. Additional fenestration and or architectural features shall be provided on both the west and north sides to break up the plain façade building mass, to enhance the visual appearance, and promote street and neighborhood character.



### ***Signage***

Proposed signage includes the following: four 5x5 internally illuminated wall signs on each façade, two menu/preview boards in the drive through area, two directional signs, two 4'10 3/8 x 6-1 ½ medium poster marquee building panels, an hours of operation sign, one Jack Silhouette window panel, and four translucent window film panels. No limit on number of wall signs in the C-2 zone.

### ***CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION***

City Departments and other interested agencies reviewed this application from 6/9/2008 to 6/25/2008. Agency comments begin on page 13.

### ***NEIGHBORHOOD/PUBLIC CONCERNS***

Bel-Air Neighborhood Association is the affected N.A. A facilitated meeting was held on June 17, 2008 at the Christian Fellowship Church at 3901 Claremont. Neighbors were concerned about a number of issues, including the Carlisle/Claremont intersection (traffic and pedestrian safety, lane designation and timing and sequencing of traffic lights, average daily traffic), crime (drug trafficking), transients in loaded down cars in the Wal-Mart parking lot, piecemeal development, and neighborhood character.

### ***CONCLUSIONS***

This is a request for a site development plan for building permit and an amendment to a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The site comprises lot F-1-B, American Square and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant on an existing platted parcel at the southwest corner of Carlisle and Claremont.

A letter with concerns from the Bel-Air Neighborhood Association was received by the Planning Department. The Bel-Air N.A. is not opposed to this development, but would like to see all of their concerns addressed, which include the following: Carlisle/Claremont intersection (traffic and pedestrian safety, lane designation and timing and sequencing of traffic lights, average daily traffic), crime (drug trafficking), and transients in loaded down cars in the Wal-Mart parking lot. Staff recommends a 30-day deferral to allow time to address the neighborhood concerns and for the Department of Municipal Development to finalize the Carlisle Corridor Study .

---

---

***FINDINGS - 08EPC 40069, 7/17/08, Site Development Plan for Building Permit***

1. This is a request for a site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle Avenue NE between Menaul Boulevard NE and Claremont NE. The site comprises lot F-1-B and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant on an existing platted parcel at the southwest corner of Carlisle and Claremont.
2. This request is accompanied by a request to amend a site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are partially furthered by the proposal:
  - a. Policy II.B.5d – The request is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities. The Bel-Air Neighborhood Association has major concerns about the Carlisle/Claremont intersection, additional traffic, and crime that it would like to see addressed. The City Municipal Development Department has requested a 30 day deferral to be able to fully comprehend the hazards of the intersection.
  - b. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and noise, lighting and pollution from the use would be minimized through appropriate site design. The Bel-Air Neighborhood Association is very concerned about any additional traffic at the Carlisle/Claremont intersection. This intersection has been the site of many accidents and incidents and the Carlisle Boulevard Corridor Study that was just completed studied some of these issues. Both the neighborhood and the City would like time to be able to properly evaluate these important issues.
  - c. Policy II.B.5l – The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
  - a. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.

- b. Policy II.B.5m – The proposed site design is only 19 feet high, does not exceed height restrictions in a C-2 zone, generally maintains unique vistas and fits in with surrounding development along Carlisle and Claremont.
  
6. The request partially furthers Transportation and Transit Policy II.D.4g of the Comprehensive Plan. Pedestrian opportunities are generally incorporated into the site, however, sidewalks are too narrow, wheel stops need to be provided, and patterned concrete needs to be added to crosswalks.
  
7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
  
8. The request will create more traffic, but it is unknown at this time what affect it will have on the intersection and the neighborhood in general. The Carlisle Boulevard Corridor Study which has just been published, will shed some light on the problems with the intersection. For this reason, the City Municipal Development Department has requested a 30 day deferral to be able to fully comprehend the hazards of the intersection.
  
9. The Bel-Air N.A. has sent a letter outlining their concerns with the request, which include the Carlisle/Claremont intersection, crime, and transients in loaded down cars in the Wal-Mart parking lot.

***RECOMMENDATION - 08EPC 40069, 7/17/08, Site Development Plan for Building Permit***

**DEFERRAL of 08EPC 40069, a site development plan for building permit, for lot F-1-B, zoned C-2, based on the preceding Findings for 30 days.**

---

---

***FINDINGS - 08EPC 40070, 7/17/08, Amend Site Development Plan for Building Permit***

1. This is a request to amend site development plan for building permit. The site is approximately 1.17 acres and is located on Carlisle Avenue NE between Menaul Boulevard NE and Claremont

NE. The site comprises lot F-1-B and is zoned C-2. The applicant intends to build a 2,433 s.f. restaurant on an existing platted parcel at the southwest corner of Carlisle and Claremont.

2. This request is accompanied by a request for site development plan for building permit.
3. The subject site is within the Established Urban area of the Comprehensive Plan.
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are partially furthered by the proposal:
  - a. Policy II.B.5d – The request is partially in accord with the surrounding neighborhood values, natural environmental conditions, and carrying capacities. The Bel-Air Neighborhood Association has major concerns about the Carlisle/Claremont intersection, additional traffic, and crime that it would like to see addressed. The City Municipal Development Department has requested a 30 day deferral to be able to fully comprehend the hazards of the intersection.
  - b. Policy II.B.5i – The proposed use would provide some employment opportunities to nearby residents, and noise, lighting and pollution from the use would be minimized through appropriate site design. The Bel-Air Neighborhood Association is very concerned about any additional traffic at the Carlisle/Claremont intersection. This intersection has been the site of many accidents and incidents and the Carlisle Boulevard Corridor Study that was just completed studied some of these issues. Both the neighborhood and the City would like time to be able to properly evaluate these important issues.
  - c. Policy II.B.5l – The design is appropriate to the plan area in that the surrounding area is entirely commercial, and two other restaurants are across the street from the subject site. The design is not innovative in design, but rather plain corporate architecture.
5. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
  - a. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.
  - b. Policy II.B.5m – The proposed site design is only 19 feet high, does not exceed height restrictions in a C-2 zone, generally maintains unique vistas and fits in with surrounding development along Carlisle and Claremont.

- 
6. The request partially furthers Transportation and Transit Policy II.D.4g of the Comprehensive Plan. Pedestrian opportunities are generally incorporated into the site, however, sidewalks are too narrow, wheel stops need to be provided, and patterned concrete needs to be added to crosswalks.
  
  7. The request partially furthers Economic Development Policies II.D.6a and II.D.6b of the Comprehensive Plan because the request would present new employment opportunities and offer chances for improvement in occupational skills and advancement. However, the request does not accommodate a wide range of salary levels or help to develop a local business enterprise.
  
  8. The request will create more traffic, but it is unknown at this time what affect it will have on the intersection and the neighborhood in general. The Carlisle Boulevard Corridor Study which has just been published, will shed some light on the problems with the intersection. For this reason, the City Municipal Development Department has requested a 30 day deferral to be able to fully comprehend the hazards of the intersection.
  
  9. The Bel-Air N.A. has sent a letter outlining their concerns with the request which include the Carlisle/Claremont intersection, crime, and transients in loaded down cars in the Wal-Mart parking lot..

***RECOMMENDATION - 08EPC 40070, 7/17/08, Site Development Plan for Building Permit***

**DEFERRAL of 08EPC 40070, a site development plan for building permit, for lot F-1-B, based on the preceding Findings for 30 days.**

---

***Randall Falkner  
Planner***

cc: Paul Wymer, Bohannon Huston, Inc., 7500 Jefferson NE, Albuquerque, NM 87109  
CRT Partners-Southern Arizona Franchise, 616 W. Las Lomas Rd., Tucson, AZ, 85704  
Barb Johnson, Bel-Air NA, 2700 Hermosa NE, Albuquerque, NM 87110  
Ms. Lee Julian, Bel-Air NA, 2724 Monroe NE, Albuquerque, NM 87110

***Attachments***

---

---

## CITY OF ALBUQUERQUE AGENCY COMMENTS

### PLANNING DEPARTMENT

#### Zoning Code Services

#### Office of Neighborhood Coordination

**Bel-Air NA (R)**

**6/9/08 – Recommended for Facilitation – siw**

**6/11/08 – Assigned to Diane Grover - siw**

#### Advanced Planning

The sidewalk along the building on the east side is 5' wide. There is handicapped parking adjacent to the sidewalk. The overhanging parked car will result in about 3' feet wide sidewalk. The applicant should either provide wheel stops in this parking area or increase the sidewalk width to maintain a clear 6' sidewalk.

Trees should be planted between the sidewalk and curb along Carlisle as per the Street Tree Ordinance.

EPC Case # 1002249 - Site Development Plan for Building Permit and Administrative Amendment.

This case is on Carlisle on the Wal Mart site for the proposed Jack in the Box restaurant. Previously there was a gas station approved for this site but was not built.

The sidewalk along the building on the east side is 5' wide. There is handicapped parking east of the sidewalk. The overhanging parked car will result in about 3' feet wide sidewalk. The applicant should either provide front tire stoppers in the parking area or increase the sidewalk width to maintain a clear 5' sidewalk.

Trees should be planted between the sidewalk and curb along Carlisle as per the Street Tree Ordinance.

### CITY ENGINEER

#### **Transportation Development (City Engineer/Planning Department):**

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).

- 
- Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
  - Provide unsigned title blocks, for DRB signature, on the site development plans for building permit amendment and building permit.
  - Shift proposed building south (distance of shift to be determined) and re-configure parking, to accommodate the exclusive eastbound right-turn bay recommendation proposed in the Carlisle Corridor Study for the Claremont/Carlisle intersection. In addition, provide an adequate right-of-way dedication or public roadway and utility easement for this purpose.
  - Site plan shall comply and be designed per DPM Standards.

**Hydrology Development (City Engineer/Planning Department):**

- The Hydrology Section has no adverse comments.

**Transportation Planning (Department of Municipal Development):**

*Information*

The City of Albuquerque, Department of Municipal Development, is in the process of concluding a study of traffic improvements needed along the Carlisle Corridor between I-40 and Montgomery Boulevard. With regard to the intersection of Carlisle Boulevard and Claremont Avenue, the study report recommends the construction of an exclusive right-turn bay on the eastbound Claremont approach to Carlisle. The impact of this right-turn bay will extend into the parking area along the northern most edge of the proposed restaurant site. The attached exhibit shows the recommended changes to the layout of this intersection. For more information on the Carlisle Corridor Study, call Melissa Lozoya P.E. with the Engineering Division at 768-3661.

*Recommendation*

- A 30 day deferral to allow the City adequate time to finalize the corridor study report.

**Traffic Engineering Operations (Department of Municipal Development):**

- No comments received.

**Street Maintenance (Department of Municipal Development):**

- No comments received.

**New Mexico Department of Transportation (NMDOT):**

- No comments received.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT**

**and NMDOT:**

---

Conditions of approval for the proposed Site Development Plan for Building Permit Amendment and Site Development Plan for Building Permit shall include:

- a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- b. Drive thru lane width to be 12' minimum with 25' turning radii (inside edge) for all turns. 14' lane width may be used with turning radii of 15' – see DPM.
- c. Provide unsigned title blocks, for DRB signature, on the site development plans for building permit amendment and building permit.
- d. Shift proposed building south (distance of shift to be determined) and re-configure parking, to accommodate the exclusive eastbound right-turn bay recommendation proposed in the Carlisle Corridor Study for the Claremont/Carlisle intersection. In addition, provide an adequate right-of-way dedication or public roadway and utility easement for this purpose.
- e. Site plan shall comply and be designed per DPM Standards.

***DEPARTMENT of MUNICIPAL DEVELOPMENT***

***Transportation Planning***

***WATER UTILITY AUTHORITY***

***Utility Services***

***ENVIRONMENTAL HEALTH DEPARTMENT***

***Air Quality Division***

***Environmental Services Division***

***PARKS AND RECREATION***

***Planning and Design***



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

**Open Space Division**

Open Space has no adverse comments

**City Forester**

***POLICE DEPARTMENT/Planning***

John Carrillo Substation

Lighting should not be in conflict with proposed landscaping especially trees. As trees mature the canopy has the potential to obstruct pole lights illumination. Landscaping should be low variety bushes and trees should be planted in areas that do not obstruct illumination from pole light . landscaping should allow to visibility to and from the parking lot and restaurant. Visibility should also be maintained from all directions into the parking lot and building.

Video cameras should be installed to cover all parking area, walkways, building entrances (exterior & interior) and maintained locations, monitors should be placed in high employee traffic areas and inside door loading to trash dumpsters and empty ..

***SOLID WASTE MANAGEMENT DEPARTMENT***

**Refuse Division**

Approved on condition, will comply with all SWMD ordinances and requirements and have required recycle area and sanitary sewer drain.

***FIRE DEPARTMENT/Planning***

***TRANSIT DEPARTMENT***

***COMMENTS FROM OTHER AGENCIES***

***BERNALILLO COUNTY***

***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

***ALBUQUERQUE PUBLIC SCHOOLS***

**American Square**, Lot F-1-B, is located on Carlisle NE between Menaul Blvd NE and Claremont NE. The owner of the above property requests approval of a Site Development Plan for Building Permit and Administrative Amendment for a development that will consist of a Jack in the Box. This will have no adverse impacts to the APS district.

***MID-REGION COUNCIL OF GOVERNMENTS***

***MIDDLE RIO GRANDE CONSERVANCY DISTRICT***

***PUBLIC SERVICE COMPANY OF NEW MEXICO***

PNM will not be responsible for covering any of the relocation costs.