



**Environmental  
Planning  
Commission**

**Agenda Number: 6  
Project Number: 1006865  
Case #'s: 07EPC 40066  
November 15, 2007**

**Staff Report**

<b>Agent</b>	Tierra West LLC
<b>Applicant</b>	Southwest Regional Council of Carpenters
<b>Request(s)</b>	<b>Site Development Plan for Building Permit</b>
<b>Legal Description</b>	Tract A-1, Comanche Business Park
<b>Location</b>	Pan American Freeway NE, between Comanche Rd. and Vassar Dr. NE
<b>Size</b>	Approximately 15.7 acres
<b>Existing Zoning</b>	M-1 (SC)
<b>Proposed Zoning</b>	No change

**Staff Recommendation**

**DEFERRAL of 07EPC 40066, for 30 days to the December 20, 2007 EPC hearing, based on the findings on page 12.**

**Staff Planner**  
**Carol Toffaleti, Planner**

**Summary of Analysis**

The request is for a site development plan for building permit on a site of approx. 15.7 acres located on Pan American Hwy North, between Comanche Rd. and Vassar Dr. NE, zoned M-1 (SC). A carpenters’ training center is proposed for Phase I and a restaurant and two office buildings for Phase II, with a total square footage of 245,200 sf.

The site is in the Established Urban area of the Comprehensive Plan. No Rank II or III plans apply. There are no affected neighborhood associations.

The proposal furthers several City goals and policies, but the overall site layout and design standards, which are critical for Phase II development and delegation to DRB, are deficient. The 20% parking reduction is not sufficiently justified. The traffic impacts have also not been verified.

Staff recommends a 30-day deferral to clarify traffic impacts of the development and for the applicant to provide mixed use shared parking calculations and further revisions to the site development plan and design standards.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 10/8/2007 to 10/24/2007. Agency comments were used in the preparation of this report and begin on page 15.

**AREA CHARACTERISTICS AND ZONING HISTORY**

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

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</i>	<i>Land Use</i>
<i>Site</i>	M-1 (SC)	Established Urban; (no Rank II & III)	vacant
<i>North</i>	SU-1 for Office Park, PRD and related uses	Established Urban; (no Rank II & III)	retention pond
<i>South</i>	M-1	Established Urban; (no Rank II & III)	warehousing, manufacturing and wholesaling
<i>East</i>	M-1	Established Urban; (no Rank II & III)	office, manufacturing
<i>West</i>	I-25 and frontage road; M-2	Central Urban within Established Urban; North Valley Area Plan; (no Rank III)	I-25 and frontage road; vacant, warehousing

***Background, History and Context***

The proposal is a site development plan for building permit for a site of approximately 15.7 acres located on Pan American Hwy North, between Comanche Rd. and Vassar Dr. NE. A carpenters' training center is proposed for Phase I and a restaurant and two office buildings for Phase II, with a total square footage of 245,200 sf. The applicant has included design standards and requests that approval of the Phase II development be delegated to DRB.

The subject site is in the Established Urban area of the Comprehensive Plan. No Rank II or III plans apply. There are no neighborhood associations in the area.

The current zoning was established prior to 1986. In 1986, a special exception for a conditional use of retailing was approved by the Zoning Hearing Examiner (ZA-86-246), but was never implemented and is now void. In 1998, a platting action concerning the subject site was approved by the DRB (DRB-98-299, 10/20/98). The purposes of the action were to create Tract A-1, to dedicate public right-of-way (part of Vassar Dr) and to grant utility and telecommunication easements.

The subject site is vacant. The frontage on northbound Pan American Hwy lies between the I-25 on-ramp at Comanche Rd and the I-25 off-ramp for Montgomery Blvd/Montaña Rd.. A retention pond currently occupies the small triangular lot to the north. To the south are several warehousing, manufacturing and wholesaling businesses, including the UPS facility on the corner of Comanche and Pan American. To the east across Vassar is a strip development of small-scale manufacturing and wholesale businesses.

### ***Transportation Systems***

The *Current Roadway Functional Classification System* map (2030 MTP, June 30, 2007), produced by the Mid-Region Council of Governments (MRCOG), identifies the functional classifications of roadways.

The map designates I-25, including the Pan American Highway frontage road, as an urban interstate highway. The map designates Comanche as a Minor Arterial, with a right-of-way of 86'.

Vassar is a local street.

The *Long Range Roadway System* map identifies a publicly funded project on I-25 that includes the stretch of freeway next to the subject site. MRCOG has provided more specific references in their comments on page 18 of the staff report.

### ***The Long Range Bikeway System***

There is an existing bike trail along the east bank of the North Diversion Channel approximately ¼ mile from the site. It is designated as Paseo del Nordeste Trail (360) in the City's Trails & Bikeways Facility Plan (1993, map revised 1996). A connecting bike lane is proposed on Comanche Drd. east of Stanford Dr.. A bike lane already exists on Comanche west of Stanford Dr. heading into the North Valley.

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

Fire station 19, two elementary schools and five city parks are within one mile of the subject site.

ABQ Ride: #13 Comanche – Weekday commuter, between Downtown and Tramway. There are two sets of in- and out-bound stops on Comanche Rd. at a distance of approximately 625' from the site.

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

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

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

The subject site is zoned M-1 (Light Manufacturing) (see Section 14-16-2- 20). Permissive uses in the M-1 zone refer to permissive uses in the IP zone. The proposed uses – training center, office and restaurant – correspond to the following permissive uses in the IP zone (Section 14-16-2-19): (9) Institution, including school, (13) Office, and (22) Retail sales (e) Food and drink, for consumption on premises. The training center is not a typical school use, because the training that will take place there involves construction materials and equipment, and the building includes an assembly hall with a capacity of approximately 550 people.

The subject site is by definition a shopping center site because it contains 5 or more acres, is zoned M-1 and is in single ownership (see Section 14-16-1-5 - Definitions). Therefore, zoning regulations for shopping center sites are also applicable (Section 14-16-3-2).

The main requirements of the SC regulations are:

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- a. EPC approval of a site development plan, which is binding on the entire area of the original site plan, regardless of subsequent platting and transfer of ownership. (A)(1)
  - b. Free-standing signs are limited in terms of number, signable area and height. Off-premise signs, including billboards, are prohibited. (B)(4)
  - c. Approval and revision of plans is the same procedure as for SU-1 plans. (C)(1)

Zoning Code Enforcement has informed staff that a declaratory ruling clarifies that the EPC has discretion to approve on-premise signs on a shopping center site that deviate from regulations of the underlying zone, but not from general sign regulations (see Section 14-16-3-5 (General Sign Regulations)).

Two off-premise signs (billboards) are currently on the site and will remain, as the owner of the property holds a lease with the advertising company. They are located on the Pan American Hwy frontage at the north and south corners of the site. The billboards are non-conforming uses, in terms of both their proximity to the freeway and their location on a shopping center site, pursuant to Sections 14-16-3-5(B)(1)(l) and 14-16-3-2 of the Zoning Code.

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

The subject site is located in the area designated *Established Urban* by the Comprehensive Plan (Section II.B.5) 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.”

Applicable policies include:

Policy II.B.5a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

***Three different uses are proposed on the site, including an educational use, which broadens the range of land uses in the area.***

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 project is located on the I-25 frontage road, north of Comanche Rd. The Traffic Impact Study (TIS) completed on July 30, 2007 recommends measures to mitigate the impacts of the development on the surrounding road network. However, it was based on a different set of land uses than are indicated on the site development plan. The City Engineer/Transportation therefore requested a new trip generation comparison. This has been submitted by the applicant, but is still being verified by the City.***

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 can be ensured.

*The vacant site is contiguous to existing urban facilities and services.*

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 proposal, which includes employment uses, will not directly impact on residential environments as the site does not abut residential properties. It will create new employment opportunities for people living in residential neighborhoods that stretch east of the North Diversion Channel and west of Edith Blvd. in the North Valley.*

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.

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

*The proposed architecture of the carpenters' training center is of quality and is appropriate to the Plan area. However, the design standards are not strong enough to ensure that development in Phase II will coordinate with that of Phase I and maintain the same architectural quality. However, the site design is deficient, because the buildings are isolated and the outdoor patios and pathways do not create an environment that is convenient and attractive for pedestrians. Overall, the site development plan does not provide an adequate framework for cohesive, integrated development on this large "shopping center" site.*

Applicable policies in other sections of the Comprehensive Plan are:

*Developed Landscape* (Section II.C.8)

Goal: To maintain and improve the natural and the developed landscapes' quality.

Policy II.C.8.a: The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.

Policy II.C.8.d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

*The proposal has the potential to improve the visual environment along I-25 by filling a gap in the urban landscape with an attractive development. The flagship building proposed for Phase I is attractive and the landscape design is generally good. However, the plant palette includes no low water use plants, which would be appropriate in this large commercial development.*

*Transportation and Transit* (Section II.D.4)

Goal: 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.4.a: Table 11 presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

The subject site is in a designated Express Corridor (I-25). The objectives for Development Form in an express corridor include:

- Parking Reductions: ..; shared parking allowed.
- Modal Hierarchy: Autos, transit, bikes, pedestrians.

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

Policy II.D.4.o: Peak hour demands on the circulation system should be decreased.

***The current TIS concludes that the proposal will increase demands on the existing road network and calls for the construction of an additional 300' right turn lane from the I-25 east frontage road (Pan American Hwy) onto Comanche Rd. Shared parking is proposed within the site. The site is near a commuter transit route on Comanche Rd. but the sidewalk connection to it on Vassar is discontinuous. The site layout does not provide sufficiently direct pedestrian circulation between buildings. Bike access is currently poor, but will improve if, and when, the bike lane on Comanche Rd is implemented, which will link to the wider network of bike trails. One of the design guidelines calls for any large employer to provide long-term, secure bike parking, which encourages commuting by bicycle. Overall, the location, intensity and design of the proposed development only partially further these policies.***

*Economic Development (Section II.D.6)*

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

Policy II.D.6.a: 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.

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

Policy II.D.6.c: Opportunities for improvement in occupational skills and advancement shall be encouraged.

***The proposal furthers these policies by providing expanded training facilities for carpenters and space for new employers and businesses.***

Policy II.D.6.g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

***Although the site is not in an Activity Center, it is located equidistant to large residential areas in the Northeast Heights and North Valley. The proposal will add training, office and restaurant uses relatively close to these two population centers.***

*Education (Section II.D.7)*

Goal: To provide a wide variety of educational and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy II.D.7.a: A variety of opportunities for post secondary and adult education and training shall be supported.

***The impetus and core of the development is a new Southwest Regional Council of Carpenters' training center, which expands training opportunities in the City for that trade.***

#### **Water Conservation/Green Principles**

*Water Management (Section II.D.2)*

Goal: Efficient water management and use.

Policy II.D.2.a: Measures shall be adopted to discourage wasteful water use, such as extensive landscape water runoff to uncultivated areas.

Policy II.D.2.b: Maximum absorption of precipitation shall be encouraged through retention of natural arroyos and other means of runoff conservation within the context of overall water resource management.

***The shared parking and multi-story buildings mean more efficient use of land, which helps reduce impervious area on the site. The drainage plan indicates that storm water runoff from the development will be directed to an existing storm drain pipe on the west boundary and to an open channel along the southern boundary of the site. This unpaved channel provides an opportunity for absorption of rainwater, but the site development plan indicates that it will be used for discharge only. The plant palette in the landscape plan includes sod and no low water use plants, which does not further water conservation.***

*Energy Management (Section II.D.3)*

Goal: To maintain an adequate, economical supply of energy through energy management techniques and use of alternate and renewable energy sources.

Policy II.D.3.a: Use of energy management techniques shall be encouraged.

Policy II.D.3.b: Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste and geothermal supplies shall be encouraged.

Policy II.D.3.c: Land use planning that will maximize potential for efficient use of alternative and renewable energy sources shall be undertaken.

*The elevations of the Phase I building incorporate some measures to reduce solar gain, such as very few windows on the south façade and light shelves on windows. However, there are no design standards to implement energy management measures in Phase II of the development.*

*Overall, Staff considers that the proposal is deficient in certain fundamental ways: the site layout does not further City policies and regulations for shopping center sites; and the design standards are incomplete and will not provide a tight enough framework to ensure that Phase II development furthers City goals and policies.*

### ***ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT***

The proposal is for development in two phases. The applicant has provided all the required elements of a site development plan for building permit in reference to the entire site, except for elevations of the buildings in Phase 2. Instead, design standards and notes are provided that will also govern development of Phase 2. The applicant is requesting that approval of future site development plans for building permit for Phase 2 be delegated to the DRB for approval.

Development on the site is subject to zoning regulations of the M-1 zone and for shopping center sites, and general zoning regulations, as applicable. According to a declaratory ruling of the Code Enforcement Officer, EPC has discretion over all on-premise signs on a shopping center site provided they comply with the general sign regulations. The EPC does not have discretion over other aspects of the development, which must comply with the M-1 zoning and applicable general zoning regulations.

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

The site is a parallelogram with its shorter sides to the north and east. The site drive that runs between Pan American Hwy and Vassar Dr. splits the site into two areas. The northern area of approximately 5 acres contains a 2-story, 76,000 sf office building, that is long and narrow. The southern area is twice as large and contains three buildings: a single story, 19,435 sf restaurant facing onto the frontage road; a square, two-story, 93,686 sf training center and assembly hall for the carpenters' union; and a three-story, 57,072 sf office building near Vassar Dr..

The office buildings are oriented toward the internal drive. The most prominent building, in terms of combined height, size and visibility from I-40, is the training center of the Southwest Regional Council of Carpenters. It is also located in closest proximity to the site drive, whereas the other office buildings are setback behind two or more rows of parking. These employment uses, as well as existing businesses to the east of the site, will generate clientele for the restaurant, yet the restaurant is set back a considerable distance from the site drive.

Development is split into two phases. Phase I consists of the carpenters' training center, parking, the main site drive and infrastructure along Pan American Hwy and Vassar Dr. The inclusion of one row of parking north of Building C without a full drive aisle does not make sense and is unnecessary. More spaces than are required for the carpenters' training center are proposed in Phase I.



The proposed maximum height of the restaurant is 36'; of the training center and north office building, 50'; and the office building in the southeast corner, 65'. Both Note 9 on Sheet A-1 and the site data table on Sheet A-2 refer to maximum building heights, but they are inconsistent and this will lead to confusion. The proposed heights are acceptable in the M-1 zone.

The proposed setbacks comply with the M-1 regulations, which refer to the O-1 zone. There are no lot size or floor-area ratio requirements.

The restaurant patio and the employee gathering spaces for the training center and Building C are not integrated into the building layout and landscape design. They are located between rows of parking or at end aisles, which are not pleasant environments for dining and work breaks.

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

An existing chain link fence topped with barbed wire encloses the UPS site on the south boundary of the site. A chain link fence also surrounds the retention pond on the small triangular site to the north of the site. New CMU retention walls are proposed on the northwest boundary of the site where the frontage road lies approximately 7' higher. A CMU screen wall is also proposed around the service area and employee parking at the rear of the training center, with gates at either end for access. The details (elevations) for these walls are missing from the submittal.

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

The site has full access from Vassar Dr. and a right in/right out access from Pan American Hwy. A new deceleration lane is required on this northbound frontage road. NMDOT can accept the access if it meets their spacing requirements, and has done so conditionally (see copy of email attached).

The main drive runs along an east-west axis between Vassar and the frontage road, with intersections to the north and south leading to the parking areas for the various buildings. There are colored, textured paving circles at these intersections. Arrangements for vehicular circulation are acceptable.

The car parking provision is problematic. The applicant has not provided clear parking calculations and the parking provision for Phase I indicated below the site data table (246) and on the actual layout (340) do not match up. The applicant also requests EPC approval of a 20% reduction in the standard off-street parking requirement, which means a difference of approximately 184 spaces. Although the applicant provided additional information on the operation of the training center to justify the reduction, he has not provided formal, complete calculations for mixed use shared parking, as required in Appendix J, Exhibit C of the Zoning Code. Such calculations would have to be approved by the Planning Director, as the EPC does not have discretion over off-street parking in an M-1 zone.

Handicapped, motorcycle and bicycle parking is provided, along with details of the corresponding signage.

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

The site is near a commuter bus route on Comanche Rd. but there is no sidewalk on Vassar or Pan American Hwy to walk to the site. There is potential for bike access to improve in the longer term because a bike lane is proposed on Comanche Rd., which would link to the wider network of bike trails. The site development plan indicates a complete network of pedestrian walkways and

crosswalks, except that a walkway is missing along the south side of Building C. However, the buildings are set too far apart to create an environment that will be attractive and convenient for people to walk between buildings and take advantage of the mixed uses on the site.

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

Only area lighting is indicated on the site development plan, which consists of 28' lightpoles with "shoebox" fixtures. The building elevations do not include any building-mounted lighting. Lighting information is duplicated in Note 8 of the design guidelines and Note 5, which is confusing.

### ***Landscaping***

Although the project will be constructed and landscaped in two phases, the submittal includes a landscape plan for the entire site. The landscape plan includes complete landscape and irrigation notes and provides a sufficient number of street trees and shade trees for parking areas. The plan is deficient in some respects:

- The total buildings area in the calculations is incorrect.
- The plant palette includes sod and no low water use species, which does not support water conservation policies.
- No landscaping is indicated around Building C.
- The location of street trees conflicts with the existing billboards on Pan American Hwy.
- The design of the landscaped bed along the northwest boundary of the site does not take into account the proposed retaining walls and opportunities for infiltration of stormwater runoff in that area.

Note 3 on Sheet A-1 which refers to landscaping is stated incorrectly. It should be "15% of the *total lot area* less...".

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

The site generally slopes from northeast to southwest, with an elevation change of 12'. However, there is a sharp drop of 7' from the frontage road to the parking lot in the northwest portion of the site. Storm water runoff from the development will be directed to an existing storm drain pipe on the west boundary and to an open channel along the southern boundary of the site. This unpaved channel provides an opportunity for sustainable stormwater management design, but the site development plan indicates that it will be used for discharge only.

PNM has existing electric overhead lines along the South and East boundary of this project. Gas system availability from East Vassar. There is an OH distribution line on the south side and both OH and UG dist. lines along the east side of the property.

### ***Architecture***

The architecture of the carpenters' training center is attractive and the design and materials are of high quality. Although the building is a large 2-story square block, the facades are well articulated and enhanced by the surrounding landscaping. The design incorporates some energy management

measures, including light shelves on windows for interior daylighting and shading, and insulated windows and doors. There are minor omissions, i.e. the color of the screen for roof-top mechanical equipment and, potentially, building-mounted lighting.

Staff considers that the design guidelines need further revisions. Design guidelines #2 and 3 are too flexible to ensure that the architectural quality established by Phase I will be extended to Phase II. This would undermine the intent of the SC designation to create a cohesive development across the large 15 acre site. There are also inconsistencies and duplication: Design guidelines #4 & 5 conflict; Design guideline #8 and Note 5 overlap; and Design guideline #9 and Note 6 also overlap.

### ***Signage***

Zoning Code Enforcement has confirmed that 3 free-standing signs are allowed on the site per the SC regulations, one per 300' of frontage on Pan American Hwy, which has a higher classification than an arterial street. Two free-standing signs are proposed, one at each site access. A double-sided 26' x 18'6" pylon sign is proposed at the Pan American Hwy entrance. It consists of a beige aluminum cabinet mounted on two concrete bases, that leaves an open space of 5'7" below the cabinet. The sign face area is approximately 14' x 14' (196 sf) topped by an additional 1.5' high header. It includes an LED changeable illuminated sign board. The sign face exceeds the maximum 150 sf allowed on each sign face by the SC regulations.

A 6'3" x 12' monument sign is proposed at the Vassar entrance. Three 3'7" x 3'8" directional signs are distributed along the site drive. These comply with regulations.

The building-mounted signage on the carpenters' center exceeds the height allowed in the C-2 zone, to which M-1 refers. It is 36' rather than 30' high. The applicant has requested a "variance" from the EPC for this sign, per the SU-1 zone and the declaratory ruling by the Code Enforcement Officer. Staff considers it acceptable as the proposed signage fits in well with the scale and architecture of the building.

The existing off-premise signs (billboards) on Pan American Hwy will remain.

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

At the pre-hearing discussion, the City Engineer/Transportation requested that the applicant obtain confirmation in writing from NMDOT that site access on Pan American Hwy is acceptable (see NMDOT's response, attached).

Comments from reviewing agencies begin on page 15. Significant comments were received from Zoning Code Services, City Engineer/Transportation and Solid Waste Management.

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

There are no affected neighborhood associations. Property-owners within 100' were notified of the proposal. No comments have been received.

***CONCLUSIONS***

The proposal furthers several City goals and policies, but the site development plan is deficient in terms of the site layout and design standards. They are critical to ensure a cohesive, pedestrian-friendly development on this shopping center site and will also support the applicant's request for delegation of future site development plans for building permit to DRB.

In addition, there are outstanding transportation issues: the applicant has not provided a detailed justification for their request to reduce the amount of required parking by 20%; and the new trip generation comparison needs to be verified by the City.

Staff recommends a 30-day deferral to clarify traffic impacts of the development and to enable the applicant to provide mixed use shared parking calculations and further revisions to the site development plan and design standards.

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***FINDINGS – 07EPC 40066, November 15, 2007, Site Development Plan for Building Permit***

1. The proposal is a site development plan for building permit for a site of approximately 15.7 acres located on Pan American Hwy North, between Comanche Rd. and Vassar Dr. NE, zoned M-1 (SC).
2. Phase I includes a 2-93,686 sf carpenters' training center with an assembly hall for 550 people, parking and the main site drive for the development. Phase II includes a one-story, 19,435 sf restaurant, a 2-story, 76,000 sf office building, and a three-story, 57,072 sf office building and associated parking. The total square footage is 245,200 sf.. The applicant has included design guidelines and requests that approval of Phase II development be delegated to DRB.
3. A Traffic Impact Study (TIS) was completed on July 30, 2007, which recommends measures to mitigate the impacts of the development on the surrounding road network. However, it was based on a different set of land uses than are indicated on the site development plan. The City Engineer requested a new trip generation comparison from the applicant, which was submitted on Nov. 7, 2007 but is still being verified by the City.
4. The subject site is in the Established Urban area of the Comprehensive Plan. No Rank II or III plans apply.
5. The proposal furthers the following Comprehensive Plan goals and policies:
  - a. The Goal for the Established Urban area and Policy II.B.5a, because the mix of educational, office and restaurant uses broadens the range of land uses in the area and the the architecture of the carpenters' training center will enhance the built environment.
  - b. Policy II.B.5e, because the development will occur on vacant land that is contiguous to existing urban facilities and services.
  - c. Policy II.B.5i, because the proposed employment uses will not adversely impact on residential environments, as the site does not abut residential properties.

- d. The Economic Development and Education Goals and Policies II.D.6.a, II.D.6.b, II.D.6.c, II.D.7.a because the proposed training center, offices and restaurant expand employment and educational opportunities in the area.
6. Changes are necessary because the site development plan conflicts with the following Comprehensive Plan policies:
    - a. Established Urban area Policies II.B.5l, II.B.5m, Transportation and Transit Policy II.D.4.g, because the site layout and design standards do not ensure a architecturally cohesive, pedestrian-friendly development of this 15.7 acre “shopping center” site.
    - b. The Water Management Goal and Policies II.D.2.a, II.D.2.b, because no sustainable stormwater management measures are specified in the proposal and the plant palette includes sod and no low water use plants.
  7. The existing billboards (off-premise signs) are non-conforming uses, in terms of their proximity to the freeway and their location on a shopping center site, pursuant to Sections 14-16-3-5(B)(1)(l) and 14-16-3-2 of the Zoning Code. The applicant has stated that they will remain on the site.
  8. Property-owners within 100’ of the site were notified of the proposal. There are no neighborhood associations in the area. No comments have been received.
  9. The proposed site development plan does not tie the buildings together in a pedestrian-friendly layout and the design standards need strengthening to ensure an architecturally cohesive development.

***RECOMMENDATION - 07EPC 40066, November 15, 2007***

**DEFERRAL of 07EPC 40066, a Site Development Plan for Building Permit, for Tract A-1, Comanche Business Park, zoned M-1 (SC), for 30 days to the December 20, 2007 EPC hearing, based on the preceding Findings.**

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***Carol Toffaleti  
Planner***

cc: SW Regional Council of Carpenters, 533 S. Fremont Ave. 9<sup>th</sup> Floor, Los Angeles, CA, 90071  
Tierra West LLC, 5571 Midway Park Pl. NE, Albuquerque, NM 87109

***Attachments***

TIS, dated 7/30/07  
email from Tom Blaine, NMDOT, dated 10/29/07

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### ***Zoning Code Services***

Reviewed: The language “except no structure shall exceed 65’ in height” should be omitted from the project notes number 10. Shared parking calculations must be submitted in order to use shared parking as a means of satisfying off-street parking requirements- pursuant to section 14-16-3-1(E)(6)(b)5.

#### ***Office of Neighborhood Coordination***

- No comments received.

#### ***Advanced Planning***

Design standards will create a cohesive development.

The Washington Hawthorn is a medium plus water user - consider replacing with a lower water user, otherwise the landscape palette is a nice choice of species.

Although the building is large the facades are broken up nicely with windows and the entryway.

### ***PUBLIC WORKS DEPARTMENT***

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

1. 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).
2. A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff. An update of the TIS to match proposed land uses is required.
3. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
4. The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
5. Site drive intersecting Northbound I-25 Frontage Road to be designed per TIS and NMDOT requirements (includes deceleration lane). NMDOT approval required.
6. Internal drive aisles to be 24’ wide.
7. Site plan shall comply and be designed per DPM Standards.

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



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- An approved conceptual grading and drainage plan is required for site plan sign-off by the City Engineer.

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

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

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

- No comments received.

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

- No comments received.

**Utility Development (Water Authority):**

- No comments received.

**Water Resources, Water Utilities and Wastewater Utilities (Water Authority):**

- No comments received.

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

- No comments received.

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

**WATER AUTHORITY and NMDOT:**

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

- a. **Deferral pending update of the TIS.**

Should the EPC choose to hear the case and approve the proposal, then the following are conditions of approval:

- 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. Update of the TIS to match proposed land uses required.
- c. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.

- d. Site drive intersecting Northbound I-25 Frontage Road to be designed per TIS and NMDOT requirements (includes deceleration lane). NMDOT approval required.
- e. Internal drive aisles to be 24' wide.
- f. Site plan shall comply and be designed per DPM Standards.

**ENVIRONMENTAL HEALTH DEPARTMENT**

**Air Quality Division**

- No comments received.

**Environmental Services Division**

- No comments received.

**City Forester**

- No comments received.

**PARKS AND RECREATION**

**Planning and Design**

- No comments received.

**Open Space Division**

- No comments received.

**POLICE DEPARTMENT/Planning**

**Lighting issues:** Should illuminate all walkways, parking lots, building entrances and common areas and should not conflict with proposed landscaping.

**Maintenance of landscaping:** All varieties should be low-level at maturity and not conflict with proposed lighting.

**Other:** All building windows should provide occupants the ability to view walkways, parking areas and entrances. Building entrances should not be blocked from view by pillars, planters, etc...

**SOLID WASTE MANAGEMENT DEPARTMENT**

**Refuse Division**

Disapproved, requires roll off compactors for buildings A, B, & C, which includes required recycle areas, or more enclosures. MAX -- 12,000 sq. ft. per enclosure required. Call for details, 761-8142.

**FIRE DEPARTMENT/Planning**

- No comments received.

**TRANSIT DEPARTMENT**

- No comments received.

## **COMMENTS FROM OTHER AGENCIES**

**BERNALILLO COUNTY**

- No comments received.

**ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY**

Reviewed, no comment.

**ALBUQUERQUE PUBLIC SCHOOLS**

**Comanche Business Park**, Tract A-1. is located on Pan American Freeway NE between Comanche NE and Vassar NE. The owner of the above property is requesting approval for a site development plan and a building permit for the Southwest Regional Council of Carpenters Albuquerque Training Center and Union offices, and future office buildings and restaurant as leasing progresses. This will have no adverse impacts on the APS district.

**MID-REGION COUNCIL OF GOVERNMENTS**

Two NMDOT projects included in the 2030 MTP address I-25 adjacent to the proposed development. MPO project ID # 516.0 will add an additional 400 foot lane on the south side of I-25 to improve safety and connectivity. MPO project ID # 562.0 will reconstruct the facility and add one traffic lane and an auxiliary lane. Coordination with NMDOT is recommended to insure development consistent with these projects.

**MIDDLE RIO GRANDE CONSERVANCY DISTRICT**

- No comments received.

**PUBLIC SERVICE COMPANY OF NEW MEXICO**

PNM has existing electric overhead lines along the South and East boundary of this project. Gas system availability from East Vassar. There is an OH distribution line on the south side and both OH and UG dist. lines along the east side of the property.