



**Environmental  
Planning  
Commission**

*Agenda Number: 5  
Project Number: 1007317  
Case #'s: 08EPC 40061  
July 17, 2008*

**Staff Report**

<b>Agent</b>	Slagle Herr Architects
<b>Applicant</b>	New Mexico Educators Federal Credit Union
<b>Request(s)</b>	<b>Amend Site Development Plan for Building Permit</b>
<b>Legal Description</b>	A-1A-1, Luecking Park Complex no. 2 and no. 3.
<b>Location</b>	Pan American Fwy (north) between Comanche Rd and Montgomery Blvd
<b>Size</b>	Approximately 7.28 acres
<b>Existing Zoning</b>	SU-1 Office Park, PRD & Related Uses
<b>Proposed Zoning</b>	No Change

**Staff Recommendation**

*APPROVAL of 08 EPC 40061, based on the findings on page 13, and subject to the conditions of approval on page 14.*

**Staff Planner**

*Randall Falkner, Planner*

**Summary of Analysis**

This is a request to amend a site development plan for building permit of approximately 7.28 acres located on Pan American Freeway (north) between Comanche Road and Montgomery Boulevard. The site comprises lot A-1A-1, Luecking Park Complex no. 2 and no. 3. The applicant intends to build a 4-story, 60,000 s.f. office building, with an adjacent double level parking structure (at grade and underground levels) at the northern portion of the property; a freestanding 1,000 s.f. drive-thru banking facility at the southern portion of the property with four drive thru lanes and a drive-up ATM; and a 2,700 single-story addition to the existing warehouse building at the east portion of the property. The new development will also include a new entrance only driveway from Pan American Freeway. Staff finds that the applicant has justified the request for site development plan for building permit based on applicable plans found in the Comprehensive Plan. There is no known opposition to the request and staff recommends approval with conditions.

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 18.

**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>	SU-1 Office Park, PRD & Related Uses	Established Urban	Office
<b>North</b>	SU-1 Office Park, PRD & Related Uses	same	Office
<b>South</b>	M-1	same	Office, Warehouse
<b>East</b>	SU-1 Office Park, PRD & Related Uses	same	Office
<b>West</b>	SU-1 Office Park, PRD & Related Uses	same	Vacant

**Background**

This is a request to amend a site development plan for building permit of approximately 7.28 acres located on Pan American Freeway (north) between Comanche Road and Montgomery Boulevard. The site comprises lot A-1A-1, Luecking Park Complex no. 2 and no. 3. The applicant intends to build a 4-story, 60,000 s.f. office building, with an adjacent double level parking structure (at grade and underground levels) at the northern portion of the property; a freestanding 1,000 s.f. drive-thru banking facility at the southern portion of the property with four drive thru lanes and a drive-up ATM; and a 2,700 single-story addition to the existing warehouse building at the east portion of the property. The new development will also include a new entrance only driveway from Pan American Freeway.

**History**

The current zoning was established in 1997 when the EPC voted to approve Z-97-115, a zone map amendment from SU-1 for Office Park and Related Uses and SU-1 for PRD to SU-1 for Office Park, PRD and Related Uses. A Site Plan for Building Permit and Site Development Plan for Subdivision were also approved in November 1997 (Z-97-115). Conditions of the 1997 Site Development Plan for Subdivision included and employee trip reduction plan, adequate pedestrian and bicycle provisions, and linkage of sites with the subdivision with a pedestrian way and bike trail. Original zoning for the property was M-1, which was changed to SU-1 zoning in November 1977 (Z-77-85) and to SU-1 for Office Complex in 1979 (Z-79-158).

**Context**

The subject site is located along Pan American Freeway (north), a one-way frontage road that parallels Interstate 25. The south side of the subject site has an existing 25,160 s.f. 2-story training/teamwork center, an existing 15,600 s.f. dataprint office/warehouse, and a parking lot.

The north side of the subject side is currently vacant. To the north and east is the FBI Building, to the south are various office buildings, to the southwest is vacant land, and to the west is the Pan American Freeway (north) and I-25.

### ***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.

I-25 is an existing Urban Interstate, and Pathway Avenue Vassar Drive, and Luecking Park Avenue are local roads.

There are no existing bicycle trails or transit service on the site. The North Diversion Channel is located approximately 1,000 feet to the east of the subject site. The 1998 site plan for building permit has a 10 foot asphalt bike/pedestrian path that was supposed to connect Vassar Drive and the North Diversion Channel. The Comanche Commuter (Route 13) is the closest bus route to the site (approximately 1,300 feet away).

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

Nearby existing public facilities and community services include Hodgin Elementary School, Luecking Parks North and South, and Comanche Parks North and South.

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

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

The existing zoning is SU-1 Office Park, PRD & Related Uses. The SU-1 designation refers to the Special Use zone. The SU-1 zone (see Zoning Code Sec. 14-16-2-22) provides suitable uses for uses that are special, and for which the appropriateness of the use to a specific location depends upon the character of the site design. Development on an SU-1 zone may “only occur in conformance with an approved site development plan” that is subject to Environmental Planning Commission (EPC) review. The applicant has provided a site development plan that proposes office uses.

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

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

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

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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.

*The applicant states that the proposed development is an expansion of an existing business development that enhances and strengthens the existing site's uses and adjacent site uses. There are various existing commercial, office, and industrial uses in the area that share infrastructures which create a diverse range of urban land uses. Staff agrees that this proposed development would allow a full range of urban land uses. The request furthers Policy II.B.5a.*

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 applicant states that the proposed development is within an existing business park and is surrounded by similarly scaled commercial, business and industrial developments. The development will be consistent with previously approved design guidelines. The project respects neighborhood values by taking into account site orientation, solar orientation, mountain views, vehicular circulation, and site context. Carrying capacities of existing roadways and utilities in the area are sufficient and have been planned to accommodate developments such as the one that is proposed. The request 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.

*Although this objective was not mentioned by the applicant, staff believes that this policy applies to the request. The portion of vacant land that is proposed for development is surrounded by areas that have existing programmed urban facilities and services. The request furthers Policy II.B.5e.*

Policy II.B.5g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

*This objective also applies to the request, but was not mentioned by the applicant. Staff believes that this development does conform to topographical features, but trail corridors could be improved. There is adequate pedestrian access throughout the site, but access to areas offsite, such as the existing bicycle trail in the North Diversion Channel are lacking. The previously approved site plan for subdivision (Z-97-115) included conditions for an employee trip reduction plan, adequate pedestrian and bicycle provisions, and linkage of sites with the subdivision with a pedestrian way and bike trail. Comments from the City in the*

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*previous site plan also included a bikeway easement between the North Diversion Channel and Vassar Drive. The request partially furthers Policy II.B.5g.*

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 applicant states that the location of the site on the I-25 frontage road maximizes accessibility in general to the City while minimizing direct impacts of traffic, noise and lighting to any residential environments. The proposed development is not really close to any residential environments, so there would be no actual adverse effects from the site. The request 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 applicant states that the building design has taken into account elements such as site orientation, solar orientation, mountain views, freeway visibility, and context of the existing development on the site. Building materials, building scale and landscaping have also been addressed to be consistent with the existing development and to fit into the context of the surrounding area. The request 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 applicant states that the site and building design enhance the visual environment of the area through appropriate landscaping, building materials, building massing, solar orientation, and scale. The two level parking lot is at grade and below ground to help preserve views. Staff agrees that the proposed site design generally maintains unique vistas and fits in with surrounding development. The request furthers Policy II.B.5m.*

Developed Landscape-

The Goal is “to maintain and improve the natural and the developed landscapes’ quality.”

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

*Although not mentioned by the applicant, staff believes this policy applies to the request. The site and building design respects the natural and visual environment through appropriate building massing, building materials, and scale. Features unique to Albuquerque, such as views of the Sandia Mountains are respected. The vacant land on the north side of the site will be filled by an attractive development. Policy II.C.8a is furthered by the request.*

Policy 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.

***Although not mentioned by the applicant, this policy also applies to the request. Landscaping on this vacant portion of land would help to control water erosion and dust, create a more pleasing visual environment than currently exists, and native and low water use plants would help to conserve water. Policy II.C.8d is furthered by the request.***

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.4a: Table 11 of the Comprehensive Plan 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 an Express Corridor (I-25). The objectives for Development Form in an express corridor include:

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

***Parking reductions are suggested, but significantly more parking is provided (424) than is required (370). There is no transit service that passes directly by the site, but south of the site approximately 1,300 feet away (Comanche and Vassar). There are no existing bicycle trails on the site. The North Diversion Channel is located approximately 1,000 feet to the east of the subject site. The previous site plan for building permit had a 10 foot asphalt bike/pedestrian path that was supposed to connect Vassar Drive and the North Diversion Channel. There are adequate sidewalks for internal circulation around the site. Policy II.D.4a is partially furthered by the request.***

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

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*The majority of sidewalks on the site help to create safe and pleasant non-motorized travel conditions. The design guidelines state that “all pedestrian paths shall be designed to be accessible to the handicapped.” This would require that some of the sidewalks be widened, and the 4 foot pedestrian trail to be paved and widened. These changes would improve pedestrian opportunities on the site. Policy II.D.4.g is partially furthered by the request.*

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.

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

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

*The proposed development would present new employment opportunities that accommodate a wide range of occupational skills and salary levels, help to develop a local business enterprise (NM Educators Federal Credit Union), and offer opportunities for improvement in occupational skills and advancement. Policies II.D.6a, b, and c are all furthered by the request.*

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

***Site Plan Layout / Configuration***

The subject site is approximately 7.28 acres in size and is identified as tract A-1A-1, Luecking Park Complex No. 2 & 3. The New Mexico Educators Federal Credit Union currently has a 2-story Training/Teamwork Center (25,160 s.f.), a Dataprint Office/Warehouse (15,600 s.f.), and a parking lot with 162 existing spaces. The 2008 site plan for building permit amends the 1998 site plan for building permit by adding a 4-story office building (60,000 s.f.), a warehouse addition (2,700 s.f.), a drive through facility (1,000 s.f.), and a parking structure (34,000 s.f.).

The northeast side of the site, which borders Luecking Park Avenue is currently vacant. With the exception of the proposed drive through facility which will be located on the far south side of the site, the 4-story office building, warehouse addition, and the parking lot will be located on the northeast side of the site. The proposed 4-story office building is to face northeast towards

the parking lot and Luecking Park Avenue. A sky bridge will connect the south side of the proposed 4-story office building with the north side of the existing training/teamwork center. The sky bridge will connect the second floors of both buildings (the second floor of the proposed 4-story office building is the main floor with the primary entrance on the north side, a basement level will be below the main floor and accessible through the underground level of the parking garage). The proposed warehouse addition will be connected to the existing dataprint office/warehouse; however, there will be an entrance to the addition on the northwest side of the building (so it is accessible from the new parking lot). The proposed drive-through facility will be constructed on the southern portion of the current parking lot. The buildings are compatible with the existing buildings on the site, and with the FBI building to the northeast and various other businesses to the south. The proposed parking lot structure will be located northeast of the proposed 4-story office building.

The site plan proposes replacing the existing refuse container and enclosure with a new compactor and a 7 foot high enclosure. The proposed refuse enclosure is a masonry wall with stucco finish to match the building. The refuse container is located on the southeast side of the existing dataprint office/warehouse. The design guidelines for the site plan for subdivision states that effective use of screening devices such as parking and refuse collection is essential to limit their adverse visual impact on surrounding development, and that the site orientation of those screening devices shall be away from any street or pedestrian area. The current refuse container is located very close to Pathway Avenue. The new enclosure and compactor will replace the old refuse container and enclosure and be moved just slightly (a few feet west away from the road). However, because the design guidelines recommend locating screening devices away from the street or pedestrian area, staff recommends moving the new compactor to the other existing dumpster that is located in front of the existing dataprint office/warehouse and removing the existing dumpster and enclosure. If moving the new compactor to the existing dumpster in front of the existing warehouse is not possible, staff recommends that more landscaping be placed around the dumpster enclosure to provide sufficient screening from the surrounding development.

The 4-story office building ranges from 50 feet high on the north side to 64 feet high on the south and east sides. The warehouse ranges from 18 feet high to 25 feet high. All building heights and setbacks are in compliance with Zoning regulations; however, since it is an SU-1 zone, height is subject to the discretion of the EPC.

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

There are not a lot of walls/fences on this site plan. This generally follows the design guideline which states that "if walls are not required for a specific screening or security purpose they should not be utilized." There is an 8 foot CMU wall with stucco finish to screen secure parking immediately west of the proposed warehouse addition. This wall should be included in the site details. This wall will be used to screen two maintenance vehicles. A 7 foot high dumpster enclosure is proposed to replace the existing dumpster southeast of the existing dataprint office/warehouse. A concrete retaining wall on the south side of the proposed 4-story office



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building and just west of the proposed open space area should be labeled with the height of the wall and included in site details.

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

The site has access from Vassar Drive and a right in/right out access from Pan American Highway (north). There are also access points to the parking lot and the buildings on Pathway Avenue, and Luecking Park Avenue. Vehicles accessing the drive through will enter on the south side of the site on Vassar Drive and then exit on Pathway Avenue. To access the new parking structure and the proposed 4-story office building, vehicles will enter on the northeast side on Luecking Park Avenue close to Pathway Avenue, or on the access point further north on Luecking Park Avenue. Vehicles will also be able to access the 4-story office building and new parking structure by entering on Vassar Avenue on the south and proceeding north through the far west side of the parking lot. The existing curb and sidewalk on the north side of the roundabout will be removed to enable vehicles to access the north side of the property.

Parking requirements require 370 spaces for this site and 424 spaces are provided. The site development plan shows that there are 162 parking spaces on the south side of the property (the 162 spaces does not include the 40 parking spaces that are proposed to be lost due to the drive-through facility, therefore 162 spaces will be left after the 40 are deleted from the construction of the drive through facility and lanes). The proposed parking structure would add 262 spaces (143 on top and 119 on the bottom). Handicapped, motorcycle, and bicycle parking is also provided. Staff recommends having the required parking (370 spaces) plus 10 percent (37), which would eliminate 17 spaces.

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

The site is relatively near (approximately 1,300 feet) a commuter bus route (Route 13 Comanche Commuter) on Comanche Road, but there is no sidewalk on Vassar or Pan American Hwy to walk to the site. There is an existing bike trail along the North Diversion Channel that connects with Comanche Road, an existing bike lane to the west of the Diversion Channel on Comanche and a proposed bike lane to the east of the Diversion Channel on Comanche. The approved site development plan for subdivision (Z-97-115) has the following conditions concerning bike and pedestrian requirements: "The plan should indicate adequate pedestrian and bicycle provisions as determined by the Transportation Development Services office and the Planning Department prior to final DRB sign-off" and "the future site development plans in this subdivision will incorporate a pedestrian way and bike trail that links the sites within this subdivision together". The applicant should meet the conditions of the existing site plan for subdivision (Z-97-115) with the revised site plan for building permit. A connection to the North Diversion Channel shall be provided to enhance bicycle access to the site.

The site development plan indicates a complete network of pedestrian walkways that connects the buildings and the parking lot together. There is also an existing 4 foot wide gravel pedestrian trail located on the west side of the site, paralleling Pan American Freeway, that connects the

sidewalks on the north and south sides of the site, and that provides pedestrian access to the entire west side. The proposed sidewalks are generally an acceptable width (at least 6 feet); however, the parking lots on the lower level of the landscaped courtyards are only 4 feet wide, and the sidewalk north of the proposed warehouse addition is only 5 feet wide. The design guidelines state that “all pedestrian paths shall be designed to be accessible to the handicapped. Staff recommends expanding the width of all sidewalks to at least 6 feet wide. In order to make all pedestrian paths accessible to the handicapped, staff recommends paving and widening the 4 foot pedestrian trail on the west side of the site and connecting the pedestrian trail to the 6 foot wide sidewalk on the north side of the property just west of the parking lot so pedestrians can have better access to the primary entrance of the proposed 4-story office building.

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

The proposed lighting will match the existing fixture size, style, and finish. Parking lot light fixtures are 20 feet high from the finished grade to the top of the pole and the site details on the site development plan has a note stating that “all site lighting shall conform to the rules specified in the City of Albuquerque Zoning Code Section 14-16-3-9.” Staff recommends adding the words “and to the design guidelines of the approved site plan for subdivision” after the end of the existing note. Conforming to the design guideline standards would also entail adding some walkway level lighting, such as bollard lights to accent pedestrian zones and provide safety, and additional landscape lighting to enhance certain landscape features.

### ***Landscaping***

The landscape 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. However, the City Forester is recommending that rainwater be directed to outside edge planting areas. This is a heavily landscaped site, with 1/3 (32.9%) of the net lot area of the entire site dedicated to landscaping. The proposed landscaping provided is nearly half (49%) of the proposed net site area. The landscaping is located around the buildings, in the parking lot, and in the walking and seating area in between the proposed 4-story office building and the existing 2-story training/teamwork center.

The design guidelines state that there should be a 60 to 40 mix of deciduous to evergreen trees. The landscape plan shows 76 deciduous trees and 12 evergreens (an 86 to 14 percent mix). The landscape plan shall incorporate more evergreen trees into the site. However, the design guidelines state that at least 75 percent of the parking lot trees shall be deciduous and have a mature height and canopy of at least 25 feet. The Desert Willow and Amur Maple only get to be about 20 feet tall with spreads of 20 to 25 feet, and the New Mexico Olive only gets 15 feet tall, with a spread of 15 feet. The Desert Willow is not a shade tree, but rather a nice accent tree. At least 75 percent of the required parking area trees shall be deciduous and shall have a mature height and canopy of at least 25 feet. Desert Willow, New Mexico Olive, and Amur Maple trees

that are in the parking area shall be replaced by trees on the City Forester's list that have a mature height and canopy of at least 25 feet.

The following landscape notes shall be provided on the landscape plan: "Turf grasses shall be capable of providing complete coverage within one growing season after installation", "All areas shall be maintained free of weeds", and "The minimum size of tree planters shall be 36 square feet per tree."

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

A public outdoor space is provided between the proposed 4-story office building and the existing 2-story training/teamwork center. The area is a 1,400 concrete plaza that has seating with umbrellas and 18 inch tall concrete stepped seating. This area is connected by a sidewalk to a landscaped courtyard that has a couple of criss-crossing sidewalks with four 6 foot metal benches for seating. The courtyard is landscaped with a variety of trees, shrubs, and groundcovers. There is also a sidewalk that connects the public outdoor space to the existing dataprint office/warehouse and to the proposed warehouse addition. This public outdoor space is well placed in that it is between all the major buildings and is accessible from all the buildings. Site details for outdoor seating shall be included on the site development plan for building permit.

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

Site runoff currently flows from east to west across the unimproved portion of the site and the proposed improvements are designed to maintain this drainage scheme. Underground storm drain lines will collect surface flows through a series of drop inlets and direct runoff to public downstream facilities on the west edge of the site. The upper parking deck is sloped toward the north and developed flows from this structure will be deposited into Luecking Park Avenue via sidewalk culverts where a portion of the site drainage will flow toward storm drain facilities on the east perimeter of the site. The conceptual site utilities plan shows new fire hydrants, new storm drain lines, and new fire, water, and sewer lines on the site.

### ***Architecture***

The architecture of the buildings for the New Mexico Educators Federal Credit Union are clean, contemporary, and simple, which conform to the architectural design guidelines. The materials for the 4-story office building are a combination of synthetic off-white stucco (to match the existing building), tan pre-cast concrete panels (to match existing building), white spandrel panels, silver aluminum shading devices, black composite aluminum panels, silver steel columns, stainless steel railing, an insulated glazing system with green tint in silver framing (to match the existing building), and glass entrances. The drive through facility has similar building materials with off white synthetic stucco, silver aluminum canopy, silver aluminum composite panels, sage synthetic stucco finish, and off white hollow metal door paint. The warehouse addition will match the existing warehouse with off white synthetic stucco, rolling steel gates

with black metal panels, insulated green tinted glazing in silver aluminum frame, and an expansion joint pattern.

### ***Signage***

Two free-standing monument signs are proposed, one at the far north access site on Luecking Park Avenue and the other at the northeast access site on Luecking Park Avenue that is close to the proposed warehouse addition. The signs are double-sided. The sign face for the monument signs are to be 100 square feet. These signs are in conflict with the design guidelines, which state "Except for the Pathway Office Park entry signage, each building site is limited to one freestanding monument-type sign of no greater than 50 square feet per face. The sign shall not be higher than 4 feet above adjacent grade." The proposed signage will have to comply with the design guidelines. In addition, the sign for the proposed warehouse addition shall be eliminated as it is an addition to the existing warehouse and not a separate building site. The sign face is a tan color in pre-cast concrete with silver aluminum letters and graphics on 2 inch standoffs, and a grey concrete base. The sign will be 8 feet tall (including the concrete base) and 16 feet wide. The sign is shown to be illuminated by ground mounted flood lights. The uplighting method shall be changed to downlighting (with a light on top of the sign that illuminates only the sign) or it should be internally illuminated.

The building mounted signage on the proposed 4-story office building is found on both the north and south sides of the building. The building mounted signage on the north side is 150 s.f. in total area with backlit raised metal letters and logo, while the signage on the south side is 120 s.f. with the same colors. There is building mounted signage on the drive through on the west and east sides. The building signage on the west side is 30 s.f. with backlit raised letters and logo, while the signage on the east side is 60 s.f. with the same colors. The proposed warehouse has no additional signage. These building signs are also in conflict with the design regulations. Design regulations say that "Individual buildings are allowed one façade mounted sign, whose area shall not exceed 10% of the area of the façade to which it is applied." Individual buildings are allowed one façade mounted sign only.

### ***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 18.

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

There were no affected Neighborhood and/or Homeowner Associations. No comments have been received.

## **CONCLUSIONS**

This is a request to amend a site development plan for building permit of approximately 7.28 acres located on Pan American Freeway (north) between Comanche Road and Montgomery Boulevard. The site comprises lot A-1A-1, Luecking Park Complex no. 2 and no. 3. The applicant intends to build a 4-story, 60,000 s.f. office building, with an adjacent double level parking structure (at grade and underground levels) at the northern portion of the property; a freestanding 1,000 s.f. drive-thru banking facility at the southern portion of the property with four drive thru lanes and a drive-up ATM; and a 2,700 single-story addition to the existing warehouse building at the east portion of the property. The new development will also include a new entrance only driveway from Pan American Freeway.

Staff finds that the applicant has justified the request for site development plan for building permit based on applicable plans found in the Comprehensive Plan. There is no known opposition to the request and staff recommends approval with conditions.

***FINDINGS - 08EPC 40061, 7/17/08, Site Development Plan for Building Permit***

1. This is a request to amend a site development plan for building permit of approximately 7.28 acres located on Pan American Freeway (north) between Comanche Road and Montgomery Boulevard. The site comprises lot A-1A-1, Luecking Park Complex no. 2 and no. 3.
  
2. The applicant intends to build a 4-story, 60,000 s.f. office building, with an adjacent double level parking structure (at grade and underground levels) at the northern portion of the property; a freestanding 1,000 s.f. drive-thru banking facility at the southern portion of the property with four drive thru lanes and a drive-up ATM; and a 2,700 single-story addition to the existing warehouse building at the east portion of the property. The new development will also include a new entrance only driveway from Pan American Freeway.
  
3. The subject is within the Established Urban area of the Comprehensive Plan. No Rank II or III plans apply.
  
4. The following Comprehensive Plan policies for Developing and Established Urban Areas are furthered by the proposal:
  - a. Policy II.B.5a – The request would allow a full range of urban land uses.
  - b. Policy II.B.5d – The location and intensity of this request respects existing neighborhood values and environmental conditions. The development is surrounded by similarly scaled developments.
  - c. Policy II.B.5e – The development will occur on a portion of vacant land that is contiguous to existing urban facilities and services.
  - d. Policy II.B.5i – The proposed employment uses will not adversely impact residential environments. The site does not abut any residential properties.
  - e. Policy II.B.5l – The building design is appropriate to the neighborhood and the community. The design takes into account site orientation, solar orientation, mountain views, freeway visibility, and context of the existing development on the site.
  - f. Policy II.B.5m – The proposed site design generally maintains unique vistas and fits in with surrounding development along the Pan American Highway frontage road of I-25.
  
5. The proposal partially furthers Policy II.B.5g of the Comprehensive Plan. The development generally conforms to topographical features but trail corridors throughout the site could be improved and a connection to the North Diversion Channel bicycle trail is needed.

6. The request furthers Developed Landscape Policies II.C.8a and II.C.8d of the Comprehensive Plan by respecting the natural and visual environment, by helping to control water erosion and dust, and by using low water use plants to conserve water.
  
7. The request partially furthers Transportation and Transit Policies II.D.4a and II.D.4g of the Comprehensive Plan because parking reductions and more bicycle trails are needed in an Express Corridor, and pedestrian opportunities are generally safe and pleasant, but some sidewalks need to be widened/and or paved to be accessible to the handicapped.
  
8. The request furthers Economic Development Policies II.D.6a, II.D.6b, and II.D.6c of the Comprehensive Plan because the request would present new employment opportunities that accommodate a wide range of occupational skills and salary levels, help to develop a local business enterprise, and offer opportunities for improvement in occupational skills and advancement.
  
9. The submittal generally complies with the design standards of the site development plan for subdivision (Z-97-115), but requires changes to bring it into full compliance.
  
10. There is no known opposition to the project and no letters of opposition have been received.

***RECOMMENDATION – 08EPC 40061, 7/17/08, Site Development Plan for Building Permit***

**APPROVAL of 08EPC 40061, a site development plan for building permit, for lot A-1A-1, Luecking Park Complex no. 2 and no. 3 based on the preceding Findings and subject to the following Conditions of Approval.**

***CONDITIONS OF APPROVAL - 08EPC 40061, 7/17/08, Site Development Plan for Building Permit***

1. The EPC delegates final sign-off authority of this site development plan to the Development Review Board (DRB). The DRB is responsible for ensuring that all EPC Conditions have been satisfied and that other applicable City requirements have been met. A letter shall accompany the submittal, specifying all modifications that have been made to the site plan since the EPC hearing, including how the site plan has been modified to meet each of the EPC conditions. Unauthorized changes to this site plan, including before or after DRB final sign-off, may result in forfeiture of approvals.
  
2. Prior to application submittal to the DRB, the applicant shall meet with the staff planner to ensure that all conditions of approval are met.

3. The applicant shall obtain a Certificate of No Effect or a Certificate of Approval pursuant to F/S O-07-72, the Albuquerque Archaeological Ordinance, prior to approval of a preliminary plat, site development plan or master development plan.
4. Re-locate the proposed new compactor to the existing dumpster in front of the dataprint office/warehouse and remove existing dumpster and enclosure. If moving the new compactor is not possible, place more landscaping around the existing dumpster next to Pathway Avenue in order to provide sufficient screening from surrounding development and the street.
5. All walls shall be labeled with the height specifications and included in the site details (8 foot CMU wall to screen parking and retaining wall south of the proposed 4-story office building and west of proposed open space area).
6. Reduce parking to the required amount (370) plus 10 percent (37), for a total of 407.
7. Pedestrian Access and Circulation, Transit
  - a. Provide a bicycle trail connection to the North Diversion Channel trail.
  - b. Link the 4 foot wide pedestrian trail with the sidewalk on the north side of the property and west of the parking lot to enhance pedestrian access to the primary entrance of the 4-story office building
  - c. Expand the width of all sidewalks and trails to at least 6 feet wide (including the 4 foot wide pedestrian trail on the west side of the property) to make all pedestrian paths accessible to the handicapped and to comply with the design guidelines.
8. Lighting and Security
  - a. Add the words “and to the design guidelines of the approved site plan for subdivision” after the end of the lighting detail note on the site development plan for building permit (sheet A002).
  - b. Area lighting shall be used to highlight public spaces and walkways. Area lighting standards may range from 10 to 15 feet in height. The use of walkway level lighting such as bollard lights or wall pocket lights is encouraged to accent pedestrian zones.
9. Landscaping
  - a. Direct rainwater to outside edge planting areas.
  - b. Incorporate more evergreen trees into the site to meet the design guideline of a 60/40 mix of deciduous to evergreen trees (currently an 86/14 mix).



- c. At least 75 percent of the required parking area trees shall be deciduous and shall have a mature height and canopy of at least 25 feet. Desert Willow, New Mexico Olive, and Amur Maple trees that are in the parking area shall be replaced by appropriate trees on the City Forester's list.
  - d. The following landscape notes shall be provided on the landscape plan: "Turf grasses shall be capable of providing complete coverage within one growing season after installation", "All areas shall be maintained free of weeds", and "The minimum size of tree planters shall be 36 square feet per tree."
10. Site details for outdoor seating shall be included on the site development plan for building permit.
11. Signage
- a. Building sites shall be limited to one freestanding monument-type sign of no greater than 50 square feet. The sign shall not be higher than 4 feet above adjacent grade.
  - b. The proposed monument sign for the proposed warehouse addition shall be eliminated, as it is an addition to the existing warehouse and not a separate building site.
  - c. The uplighting method of the proposed monument sign shall be changed to downlighting (with a light on top of the sign that illuminates only the sign) or it shall be internally illuminated.
  - d. Individual buildings shall only be allowed one façade mounted sign.
12. Recommended Conditions from City Engineer, Municipal Development, and NMDOT:
- a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
  - b. 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).
  - 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. Provide queuing analysis for drive-thru facility. Enter and exit drive aisle width should be 20'.
  - e. Site plan shall comply and be designed per DPM Standards.

***Randall Falkner  
Planner***

cc: New Mexico Educators Federal Credit Union, P.O. Box 8350, Albuquerque, NM 87198  
Joe Slagle, Slagle Herr Arch., 1600 Rio Grande Blvd. NW, Albuquerque, NM 87104

***Attachments***

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

## ***PLANNING DEPARTMENT***

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

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

**No Neighborhood and/or Homeowner Association(s)**

### ***Advanced Planning***

The large commercial lot is along a highly visible location. The arrangement of the proposed new structure and supporting features though, is not complimentary to existing buildings to take advantage of this site asset. The expanded use of the site is not spatially well organized: odd curves and many angles create a lot of dead space that could be better used as amenities for employees, visitors and the public in general. The solid waste bin at the curved intersection of Pathway and Luecking will be a focal point, is this intentional?

## ***CITY ENGINEER***

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

- All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- 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).
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff, including updates.
- Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- The Traffic Impact Study is available for review by any interested party, in the office of the Traffic Engineer.
- Provide queuing analysis for drive-thru facility. Enter and exit drive aisle width should be 20'.
- 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):**

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

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

- No comments received.

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

- No comments received.

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

- No comments received.

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

**and NMDOT:**

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

- a. All the requirements of previous actions taken by the EPC and/or the DRB must be completed and /or provided for.
- b. 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).
- 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. Provide queuing analysis for drive-thru facility. Enter and exit drive aisle width should be 20'.
- 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**

- What are the possibilities for directing rainwater to outside edge planting areas?

**POLICE DEPARTMENT/Planning**

**SOLID WASTE MANAGEMENT DEPARTMENT**

**Refuse Division**

Approved on condition, identify refuse compactor enclosure location and required recycle area on site plan and verify driver access, call for details, 761-8142.

**FIRE DEPARTMENT/Planning**

***TRANSIT DEPARTMENT***

## ***COMMENTS FROM OTHER AGENCIES***

***BERNALILLO COUNTY***

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

***ALBUQUERQUE PUBLIC SCHOOLS***

**Luecking Park Complex No 2 and 3**, Lot A1A1, is located on Pan American (South) between Comanche and Montgomery. The owner of the above property requests approval of a Site Development Plan for Building Permit for a development that will consist of a New Mexico Educators Federal Credit Union. 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***

This project may require gas service lines. Applicant should contact PNM for more information.