KENDIG KEAST
COLLABORATIVE

Development Concept Report

Hobbs Industrial Air Park
South Planning and Development Area

August 2009

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Development Concept Report

Hobbs Industrial Air Park
South Planning and Development Area

The City of Hobbs retained Kendig Keast Collaborative (KKC) to:

(1) complete a general assessment of development prospects for the South Planning and Development Area within Hobbs Industrial Air Park (HIAP);

(2) prepare three alternative development concepts for the site for consideration by the HIAP Board of Directors and other stakeholders, along with City officials and staff; and

(3) refine a preferred master plan concept based on feedback from the HIAP Board and further design guidance from City staff.

This report presents the results of this work.

Site Analysis

Regional Context. The regional context is good as illustrated in **Figure 1, Site Context and Nearby Activity and Facilities**. The site is part of the Hobbs Industrial Air Park (HIAP) and intended to expand the available business/industrial sites the City can offer to attract new development. Access to the site is from Millen Drive or Lovington Highway via the newly extended Business Park Boulevard (formerly HIAP Entrance Road).

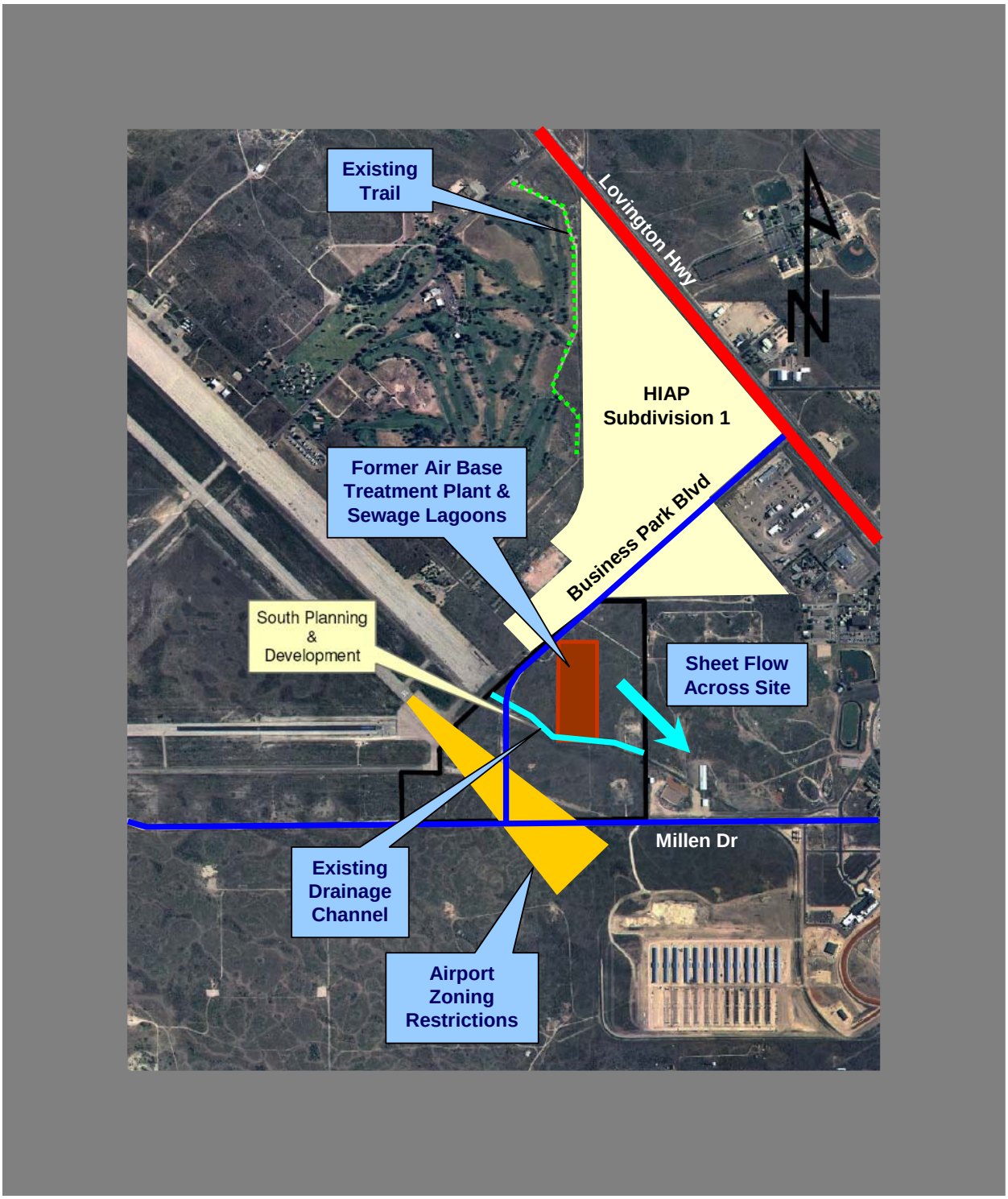
The site's location just west of the New Mexico Junior College campus provides the potential for a direct road connection to the college campus. A pedestrian and bicycle connection is even easier to achieve. The site is north and west of Zia Park Casino and Race Track and west of the proposed horse area on the Junior College campus. As a result, the site will gain a fair amount of visibility whenever people visit these nearby facilities.

Site Conditions. The 180-acre site has few constraints. The Business Park Road runs through it, and Millen Road is along its southern edge. About 12.4 acres of the site are in the rights-of-way of these two roads. The site is generally flat with only 12 feet of relief, 4 feet of which involves the drainage channel that runs through the property from west to east (see **Figure 2, Site Conditions Map** and **Figure 2A, Site and Area Factors**). This channel conveys storm water from the HIAP runway area across the site. Additionally, the site is periodically affected by sheet flow drainage as is typical in the area given Hobbs' pattern of limited but intensive seasonal rainfall. The floodplain is a minor constraint in that it is easy to elevate structures sufficiently to bring them above the floodplain, and other site improvements during the development process can also help to eliminate this constraint.

The City's airport zoning as applied at HIAP represents a more important constraint. There are 18 to 20 acres of the site that are in the approach zone of the NW-SE runway. The approach zone limits building heights based on distance from the end of the runway. This limitation is 1 foot height for each 40 feet distant from the end of the runway. This renders lots under the approach zone largely unbuildable. This should be an easy constraint to rectify. In 1970, when the airport zone was created, it contained language suggesting that the airport would be improved with FAA funding and become an

FIGURE 1
Site Context and Nearby Activity and Facilities

FIGURE 2A
Site and Area Factors



international airport. The usage today is primarily limited to gliders and their tow planes. In the succeeding 38 years the strip has deteriorated to the point that an entirely new facility would have to be constructed to land any commercial aircraft. Further, the Lea County Airport five miles to the south would be the logical site of any significant expansion in commercial aviation in the area. We recommend that the airport zoning be eliminated as we believe it to be of no value because the FAA would not be designating the existing HIAP facility as an airport.

Alternative Plans

The three plan alternatives for the site are as follows:

1. **Industrial Plan (Figure 3).** This is based on five-acre building sites that are typical of what oil and gas firms often have. It yields 19 sites. It is also the only plan concept that does not show a proposed road connection to the adjacent Junior College campus, but it does provide a greenway connection.

2. **Business Park, large sites (Figure 4).** This site plan is based on 80,000 square foot minimum lots with 200 feet of frontage. It provides both a street and a greenway connection to the adjacent Junior College campus. It yields 41 lots. On the north side of the greenway 10 of the lots are shown having an alley for truck access and exterior storage. The configuration of the site, existing road, and lot size limits the use of the alley. This design approach has the advantage of ensuring a better streetscape.

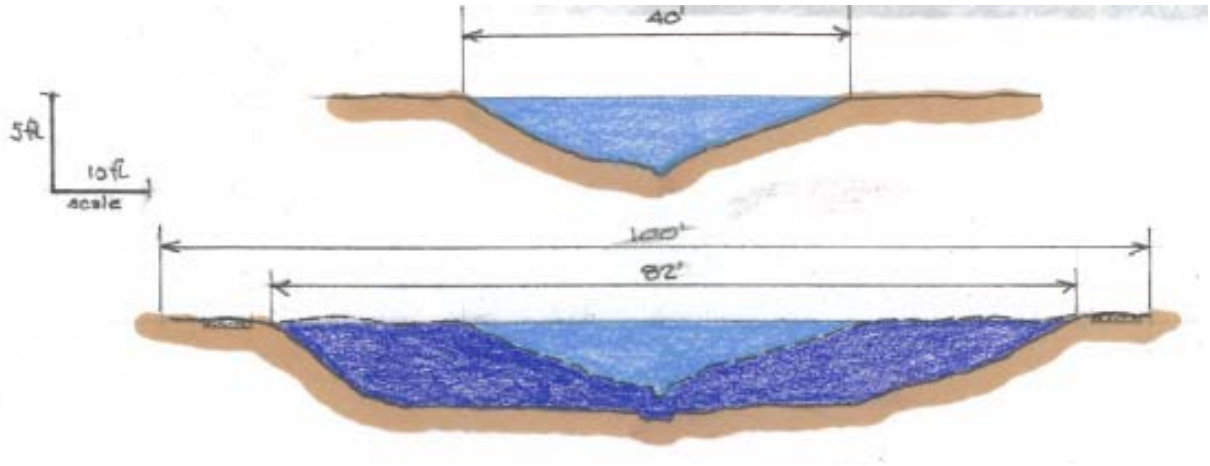
3. **Business Park, smaller sites with alley (Figures 5 and 6).** This concept, which itself has two variations, has a minimum lot size of 40,000 square feet. Depending on which option is preferred, there would be 67-69 lots. The 69-lot plan (Figure 6) has several lots against the greenway that would be the best location for office type uses to take advantage of this site amenity. Of the 67+ lots, 41 have alley access, which would provide truck loading and storage area for the industrial or warehouse type buildings so that trucks are generally out of sight. It also provides road and greenway connections to the Junior College campus.

Common Design Elements

The three site plan options have a number of elements in common. These involve the site drainage and pedestrian walkway, flexible lotting, and building placement.

- **Drainage.** The drainage channel that runs through the site should be retained and enhanced. Currently the channel is about five feet wide at its lowest point. The depressed channel area is about 25 to over 50 feet in width. There are some areas where flooding could spread out. It is recommended that the drainage area be re-contoured so that it has a wide flat bottom between 50 and 70 feet in width as illustrated in **Figure 7, Drainage Channel Design**. The channel should be substantially altered, leaving a channel about 5 feet in width and no more than 6 to 12 inches in depth, which meanders through the area to reduce flow rates in small storms. This excavation will enable the filling of areas that currently might have overflows and greatly increase the storage capacity of the area.

FIGURE 7
Drainage Channel Design



- **Trails.** On either side of the storm water open space area, trails should be provided with a number of cross connections. This should tie into the Junior College campus and also out to Ocotillo Golf Course.

- **Flexible Lotting.** All the plans employ builders acres—40,000; 80,000; and 200,000 square feet for 1-, 2-, and 5-acre lots. In all the plans there should be a second set of lot lines recorded, generally in 50-foot increments. While the general marketing would be for the lot size shown in the plan, smaller lots would be permitted. In the 200,000 foot lot which has a 300-foot frontage, lots as narrow as 200 feet would be permitted, making a 134,000 square foot lot (over 3 acres) possible. It also allows the purchase of a large lot in 33,000 square foot increments without revised platting and instead of requiring the developer to purchase another 200,000 square foot lot. This should better meet the needs of prospective purchasers. However, it does require the City to have very specific rules. Some lots would have fixed minimums. Small lot purchases would need to be adjoining to prevent larger tracts from being lost because of random small lots.

- **Building Placement.** The buildings should be located on a front setback line that is no more than 20 feet back from the front property line. Landscaping should be required but be designed for the climate using native species or other vegetation that requires little to no water. It is far better to force the buildings close to the street so that limited landscape investment is concentrated in a small area and parking and loading are to the rear.

Preferred Development Concept

The previous sections on Site Analysis, Alternative Plans, and Common Design Elements were presented to and discussed by the HIAP Board of Directors in March 2009, along with the three preliminary plan concepts depicted in Figures 3-6. Generally, both the Board and City staff were more favorable toward a larger-lot design, similar to the Industrial Plan in Figure 3, as there is a proven market in Hobbs for these types of sites for use by light industrial and heavy commercial operations, including oilfield suppliers and subcontractors. Additionally, this alternative would have the lowest initial infrastructure cost, and a "backbone" for the eventual street and utility network could be provided with funds already available to the City.

In consultation with the City Engineer, a greatly expanded open space and drainage network was also incorporated into a modified development concept. This would be more than capable of handling all the runoff that might be created on the site as well as that which enters the site from the HIAP runway area to the northwest. It may also help to reduce downstream drainage impacts, particularly to protect existing and proposed development on the adjacent Junior College campus. Second, the modified development concept also addresses the former oil well site in the southeast portion of the South Planning & Development Area which will be leased by New Mexico Junior College for training purposes.

Thirdly, the modified concept provides for much wider rights-of-way along the associated streets (150 feet for Business Park Boulevard and 100 feet for Millen Drive and the internal street within the site compared to the City's 64-foot minimum standard for industrial street right-of-way). It is anticipated that the streets would still be built to a typical cross section standard, but the additional area would provide for an open drainage swale design versus stand-up curbs along the roadways. The wide rights-of-way would also provide opportunities for clustered or scattered landscaping and other design treatments at the entries to and within the South Planning & Development Area. In particular, entry and wayfinding signage and other unique features (flags, banners, public art, etc.) should be installed at:

- the north entry to the site area along Business Park Boulevard;
- the east entry along Millen Drive; and
- the three internal intersections within the site.

Some degree of on-street parking might also be accommodated within the rights-of-way to reduce the off-street parking burden on individual lots for visitor and customer parking. Also, given the more extensive right-of-way provision, the prior discussion of building placement should be revisited to where perhaps only a minimal five-foot front building setback is now established. This would also allow for larger outdoor activity and storage areas behind buildings placed near the street frontage, and these outdoor areas should be well screened to maintain a quality business setting.

Opportunities for landscaping and other amenities (benches, pedestrian-level lighting, attractive trash receptacles, etc.) would be extensive in and around the central green/recreation area. The quality of the site's public corridors could be further enhanced through the installation of continuous street tree plantings (as done elsewhere in Hobbs), attractive traffic signal and street light fixtures, special paver designs for intersections and crosswalks, and a unified design for street signs and wayfinding signage.

The resulting final development concept, as depicted in **Figure 8, Preferred Development Concept**, indicates 13 lots amid the more extensive green space set-asides, plus an out parcel for the oil well training site. Only one lot—Lot 13—would have to take access directly from Millen Drive. It is recommended that an easement be placed along the western edge of Lot 13 and on the adjacent parcel leased for motor sports activities so that a common access point from Millen Drive could be established at this location. Additionally, this could be laid out so as to be a possible future public street alignment.

The central greenway area is 450 to 500 feet in width and can be designed for large-scale playing fields such as soccer fields. The grading of the development areas needs to be coordinated with that for the proposed recreation area. Overall, the grading should make it possible to insure that no lot contains any floodplain. Given the infrequency of rain in Hobbs, the entire open space area should be below the grade of the streets and lots. As indicated above with regard to Figure 7, a small channel should run the entire

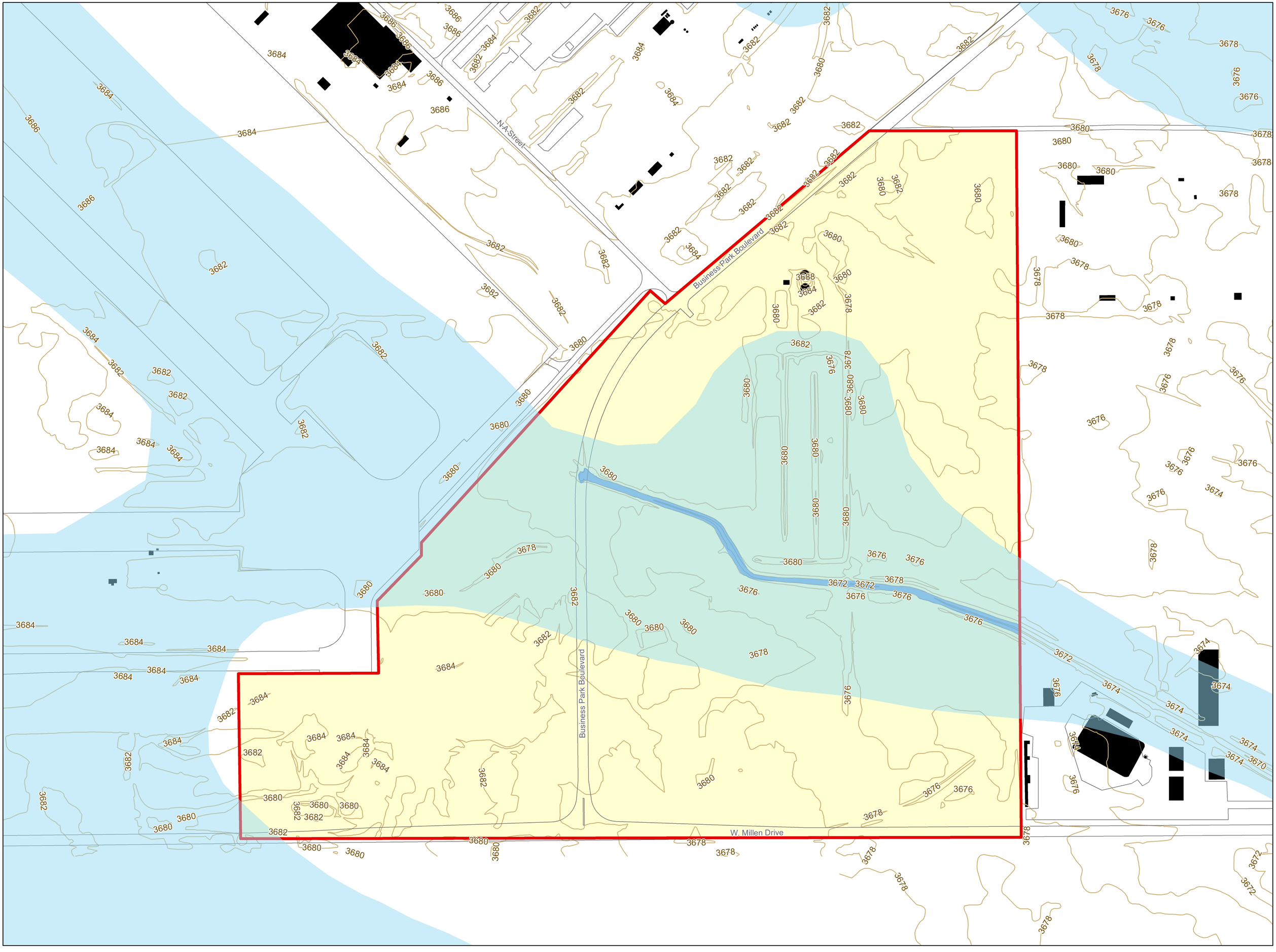
length of the site. It is recommended that the total over excavation be such that the floodplain is completely contained within the open space. Drainage easements should also be established for the green areas along the western border of the site. This will allow for interception of runoff from the extensive paved areas associated with the former airfield and conveyance of this storm water to the drainage system on the site and to the east off site. Finally, a large open space area is also provided on the eastern edge of the site to encompass the entire old excavation area that abuts the existing drainage channel on the site.

Flexibility should remain an important goal of the plan. The smaller-lot alternatives involved more streets and costs. However, they would open the site to more potential customers, including businesses that would be new to the area's economy. One option is to have a secondary plat approved that allows for the sale of an entire lot or portions as illustrated in **Figure 9, Flexible Platting Approach**. In this way smaller or larger users can easily be accommodated. Take Lots 4 through 6 for example. In this case a business desiring a 2.5-acre parcel could purchase the last parcel on 4 or 6 (4.4 or 6.1). This would leave a similar size parcel remaining in each case (4.1-4.3 and 6.2 plus 6.3). Or it would allow the purchaser of Lot 5 to have a 7.5-acre parcel (by incorporating 6.2 and 6.3 with 5), plus other variations using the lot subcomponents. This allows more flexibility and may be a means of attracting some truly new types of business to Hobbs and HIAP. This approach also requires careful management so that one of the narrow lot portions is not left over as an under-sized piece.

A second approach is to provide for future development in a different pattern by re-dividing the southern portion of the site. The first sales should be for lots north of the open space on the site as these are the easiest to serve with sewer and water. An alternative plan could be maintained for the area south of the open space as shown in **Figure 10, Alternative Concept with Later Phase in Smaller Lots**. The benefit of having a City industrial park is the ability to offer an incentive to prospective new businesses. A business that would not otherwise locate in the area can, in some cases, be encouraged to move to Hobbs by the offer of free land with all services present in the street. There is no magic to drawing new oilfield service companies—they come when there is business. Therefore, an alternative plan for the southern portion of the site could be used as a marketing tool to attract other business types. The layout in Figure 10 creates some better lot shapes and options but requires the City to be willing to put in the new street should some serious prospects materialize. Close cooperation between the City/HIAP, the Hobbs Chamber of Commerce, and the Economic Development Corporation of Lea County would be essential to make this work because deals will be difficult if the improvement timing is uncertain.

Next Steps

Following final review by the HIAP Board, the preferred development concept depicted in Figure 8 will serve as the starting point for preparation of a preliminary plat and associated engineering plans for review by the City of Hobbs Planning Board. It is anticipated that separate final plats will be processed as the individual lots are sold or leased, which is when lot sizes and widths can be adjusted to suit the needs of purchasers.

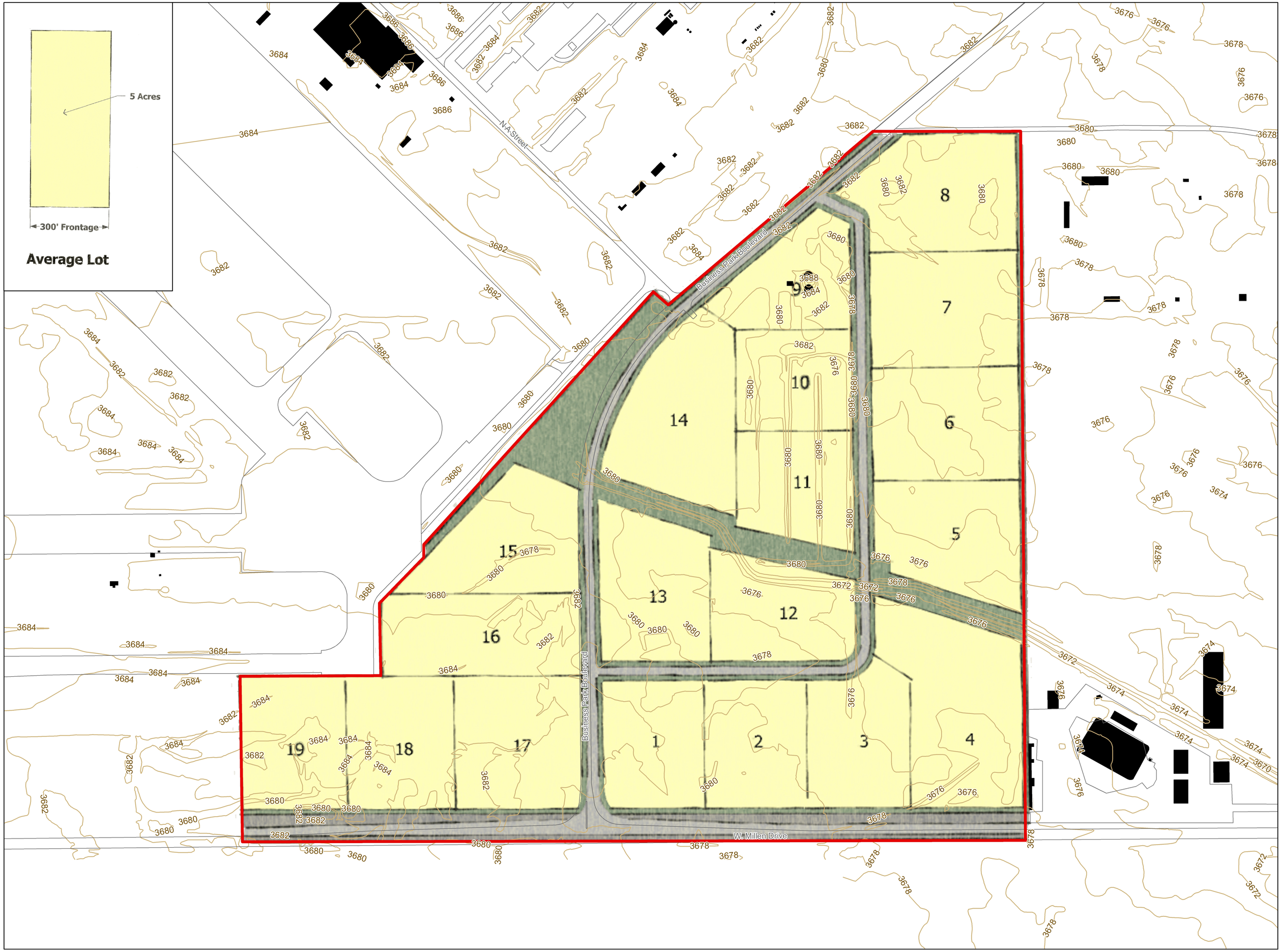


South Planning & Development Area
Buildings
Drainage Channel
100-year floodplain
Contours (2 ft.)

Figure 2
Site Conditions Map

0 150 300 600 900 Feet

1 inch = 200 feet



South Planning & Development Area
Buildings
Contours (2 ft.)

Figure 3
Alternative #1 - Industrial Park

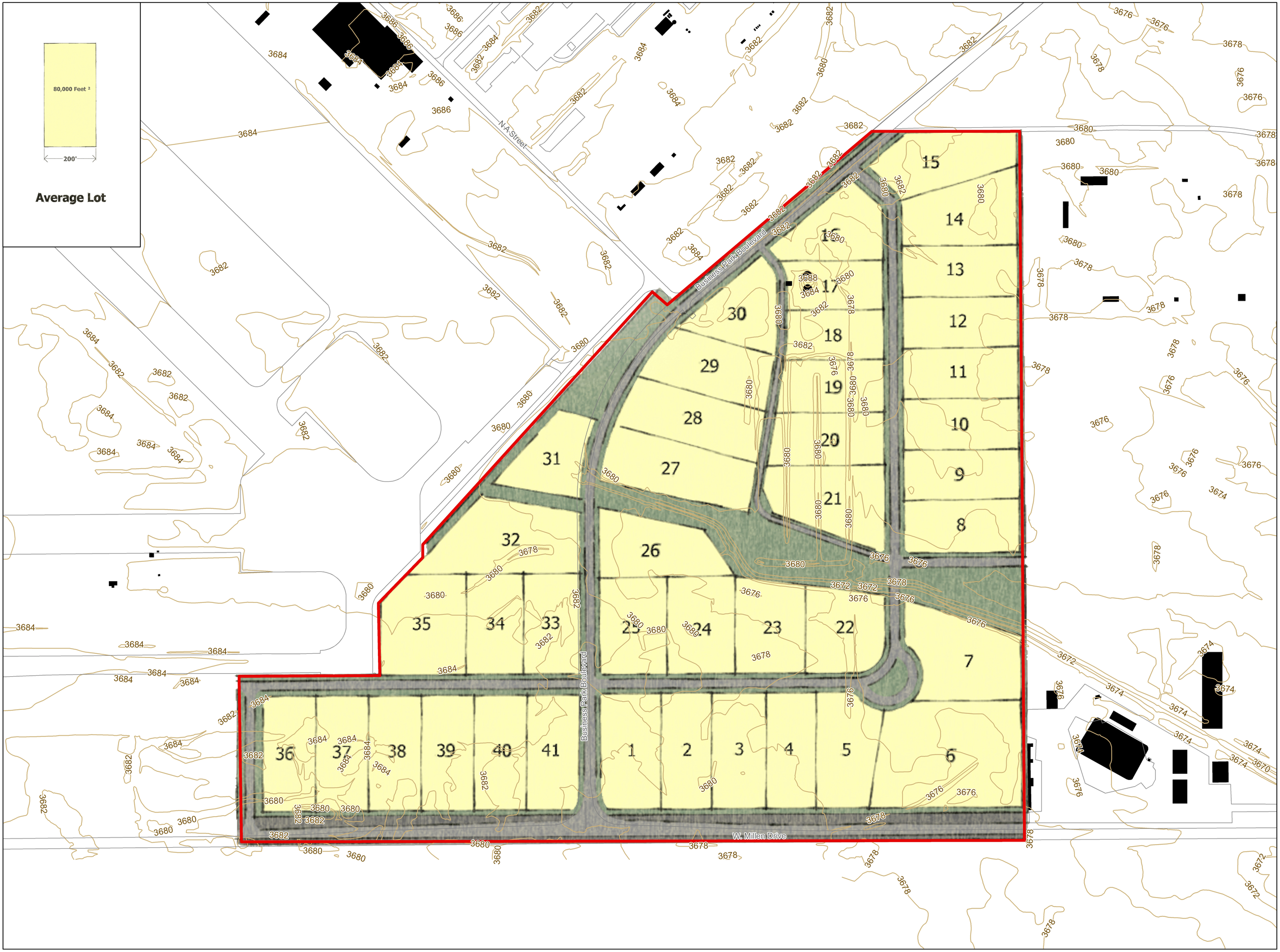
Feet
0 75 150 300 450 600

1 inch = 200 feet

80,000 Feet ²

200'

Average Lot



South Planning & Development Area

Buildings

Contours (2 ft.)

Figure 4
Alternative #2 - Business Park, large sites

Feet
0 75 150 300 450 600

1 inch = 200 feet

40,000 Feet²

150'

Average Lot

N/A Street

Business Park Boulevard

Business Park Boulevard

W. Millen Drive

South Planning & Development Area

Buildings

Contours (2 ft.)

Figure 5

Alternative #3A - Business Park, small sites

0 75 150 300 450 600 Feet

1 inch = 200 feet

40,000 Feet²

150'

Average Lot

South Planning & Development Area

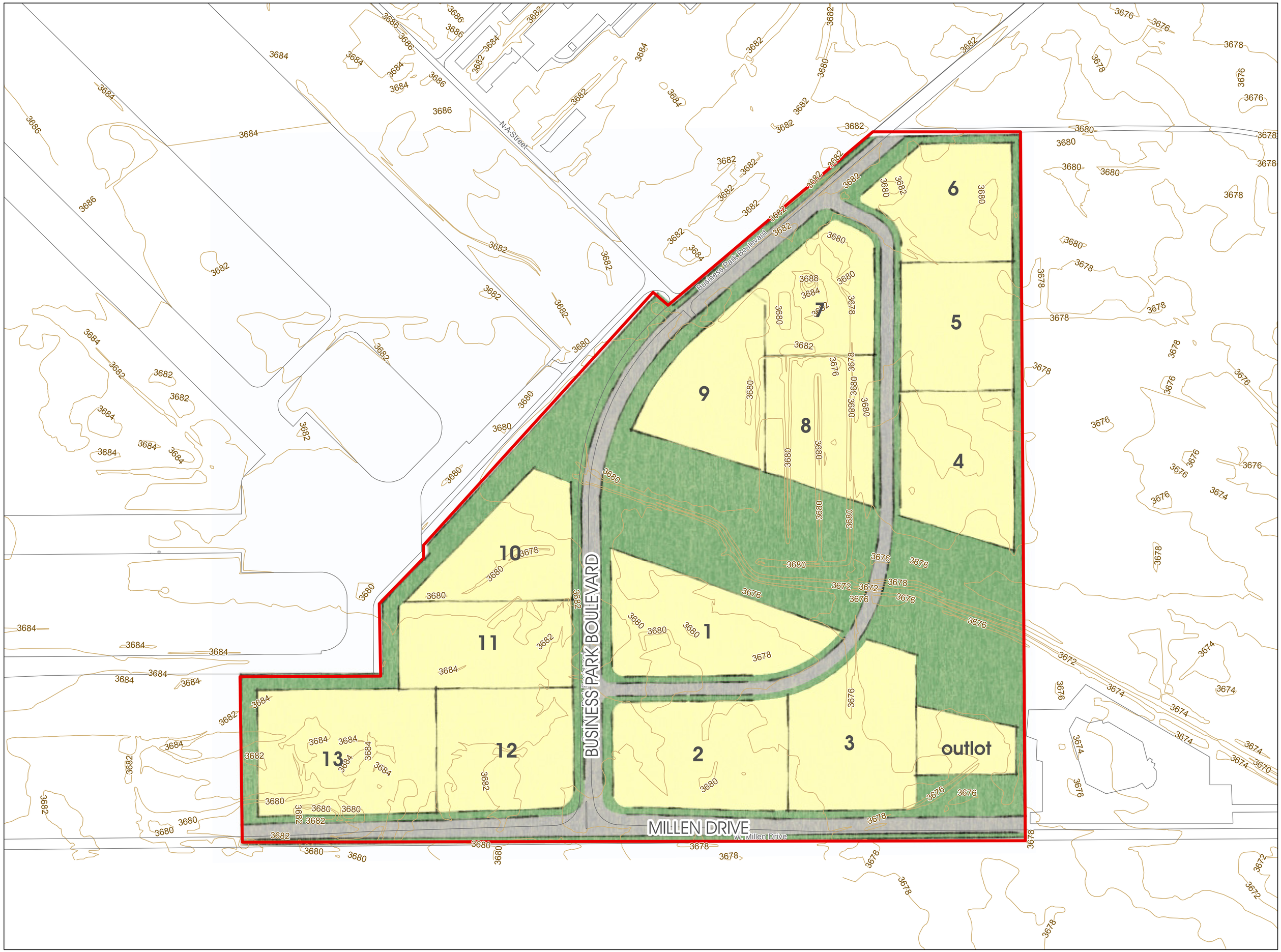
Buildings

Contours (2 ft.)

Figure 6
Alternative #3B - Business Park, small sites

Feet
0 75 150 300 450 600

1 inch = 200 feet



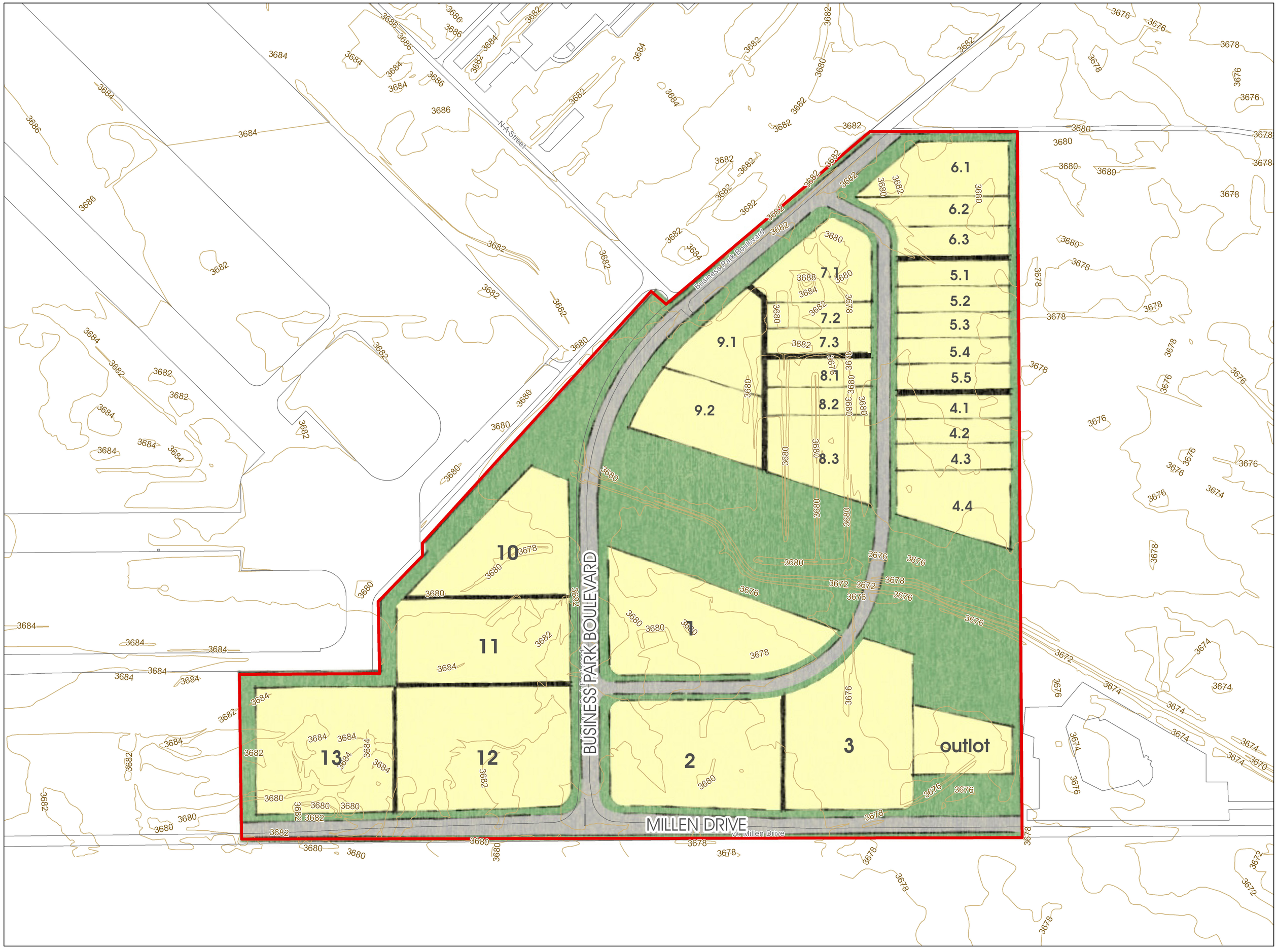
South Planning & Development Area

Contours (2 ft.)

NOTE: Average lot size equals 5.6 acres.

Figure 8
Preferred Development Concept

0 100 200 400 600 Feet



South Planning & Development Area

Contours (2 ft.)

Figure 9
Flexible Platting Approach

0 100 200 400 600 Feet

South Planning & Development Area

Contours (2 ft.)

Figure 10
Alternative Concept with Later Phase in Smaller Lots

Feet
0 100 200 400 600

Final Development Concept

Hobbs Industrial Air Park
South Planning and Development Area

Central Greenway

The 450- to 500-foot wide central greenway accommodates large-scale recreation areas, such as soccer fields. Landscaping and other amenities would be extensive in this part of the site, including benches and pedestrian-level lighting.

Drainage

The drainage channel that runs through the central greenway would be retained and enhanced. It is recommended that the drainage area be re-contoured so it has a wide, flat bottom and meanders through the greenway to reduce flow rates. Several detention ponds would store water during major storm events.

Trails Network

Trails would provide a number of linkages, both on site and connecting to adjacent land uses such as New Mexico Junior College and Ocotillo Golf Course.

Building Placement and Screening

Buildings are located close to the front setback line so that any landscape investment is concentrated in a small area, with parking and loading in the rear. This would also allow for larger outdoor activity and storage areas behind the buildings, which should be screened by landscape buffers to maintain a quality business setting.

Wide Rights-of-Way

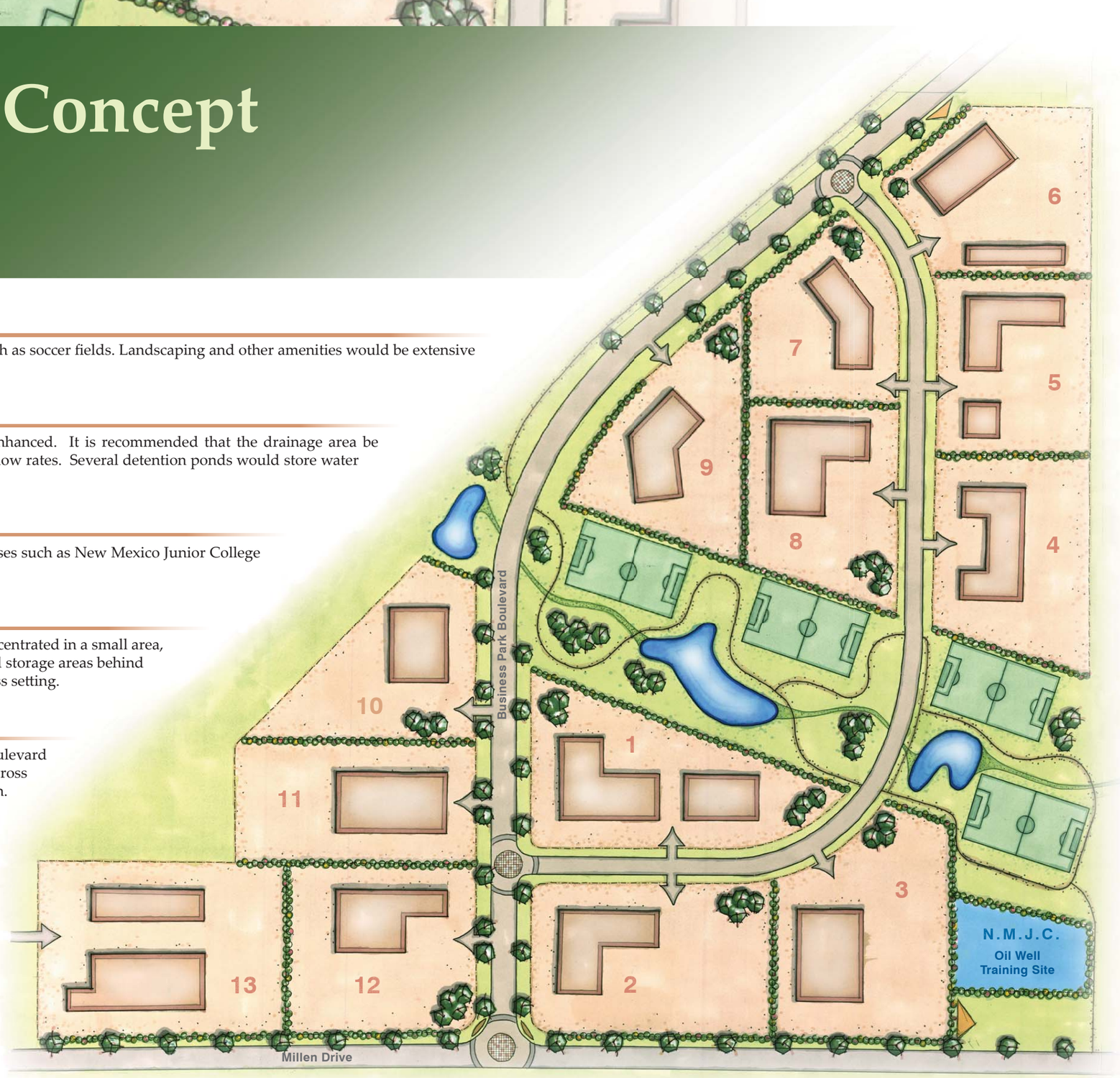
The streets are designed with wide rights-of way, including 150 feet for Business Park Boulevard and 100 feet for Millen Drive. It is anticipated that the streets would be built to a typical cross section standard, with the additional area allowing for an open drainage swale design. On-street parking could potentially be accommodated within the rights-of-way to reduce parking requirements on individual lots.

Corridor Enhancement

The quality of the site's public corridors could be further enhanced through the installation of continuous street tree plantings (as done elsewhere in Hobbs), attractive traffic signal and street light fixtures, and special paver designs for intersections and crosswalks.

Entry and Wayfinding Signage

Landscaping and other design treatments, such as signage, flags, banners, and public art, would improve the functionality and attractiveness of entryways to the site. Recommended locations include the north entry to the site area along Business Park Boulevard; the east entry along Millen Drive; and the three internal intersections within the site.



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