



**Environmental
Planning
Commission**

**Agenda Number: 8
Project Number: 1007017
Case #'s: 08EPC 40005/40006
February 21, 2008**

Staff Report

Agent	NMHCR LLC
Applicant	Kassam Hospitality
Request(s)	Master Development Plan Site Development Plan for Building Permit
Legal Description	Lot 2-A, Block 2, Sunport Park
Location	Woodward Road between University Blvd and Transport Blvd.
Size	Approximately 4.5 acres
Existing Zoning	IP (Industrial Park)
Proposed Zoning	no change

Staff Recommendation

DEFERRAL of 08EPC 40005, for 30 days based on the findings on page 16.

DEFERRAL of 08EPC 40006, for 30 days based on the findings on page 18.

Staff Planner
Carol Toffaleti, Planner

Summary of Analysis

This is a request for a master development plan for Lot 2-A, Block 2, Sunport Park, a site of approximately 4.45 acres located between Woodward Road and Flightway west of University Blvd. zoned IP. The applicant proposes to split the site into three parcels, Lot 2-A-1 with 0.59 acres, Lot 2-A-2 with 2.03 acres and Lot 2-A-3 with 1.82 acres, to be developed in three phases. The master development plan (MDP) includes design standards. A site development plan for building permit for Lot 2-A-3 is also proposed, for a hotel with 119 rooms, 4 stories, and a square footage of 66,500 sf.

The site is in the Developing Urban area of the Comprehensive Plan and within the Sunport Blvd. Design Overlay Zone.

The requests further some applicable City goals, policies and regulations, but conflict with others. The site plans and design standards are incomplete and contain errors and inconsistencies.

No comments were received.

Location Map (3" x 3")

City Departments and other interested agencies reviewed this application from 01/07/2008 to 01/23/2008. Agency comments were used in the preparation of this report and begin on page 22.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	<i>Zoning</i>	<i>Comprehensive Plan Area; Applicable Rank II & III Plans</i>	<i>Land Use</i>
<i>Site</i>	IP (Industrial Park)	Developing Urban Area; (no Rank II or III plans)	vacant
<i>North</i>	same	same	light industrial
<i>South</i>	same	same	hotel
<i>East</i>	same	same	food processing/distribution
<i>West</i>	same	same	vacant

Background

This is a request for a master development plan for Lot 2-A, Block 2, Sunport Park, a site of approximately 4.45 acres located between Woodward Road and Flightway west of University Blvd.. The applicant proposes to split the subject site into three parcels, Lot 2-A-1 (0.59 acres), Lot 2-A-2 (2.03 acres) and Lot 2-A-3 (1.82 acres), to be developed in three phases. The master development plan (MDP) includes design standards for development of the three lots. The applicant also requests that the EPC delegate approval authority for Phases II and III to building permit plan check.

The master development plan is accompanied by a site development plan for building permit for Lot 2-A-3, which represents Phase I. The lot would be developed as an extended-stay hotel catering to business travelers. The structure has 119 rooms, 4 stories, is 56' by 314' and has a total square footage of 66,500 sf.

No specific uses are proposed for the other lots, other than those allowed in the IP zone.

A Traffic Impact Study was not included with this request, but will be required when an application for development of one of the other lots is submitted.

The subject site is in the Developing Urban area of the Comprehensive Plan and within the Sunport Blvd. Design Overlay Zone, which regulates signage.

History

The subject site was annexed into the City in 1985 as part of a larger annexation of 107.5 acres and a rezoning of of 17.5 acres from M-2 to IP. As required by the IP zone (14-16-2-19 (H)(2)) a master development plan (MDP) for the area of 125 acres was approved by the EPC and signed off at DRB (Z-85-98-1, 4/1/1986). This Sunport Park MDP delineated a circulation system, subdivided the land, and included basic site development plan standards and a conceptual grading and utility plan. Since then, vehicular circulation has changed substantially. Sunport Blvd. has replaced Woodward Rd. as the east-west connector from I-25 to the airport and now separates the industrial park into a northern and a southern section, which are only linked by University Blvd. Lot lines have also changed, resulting in more numerous, smaller parcels to the north of Sunport Blvd. and the consolidation of

those south of the boulevard into a single large parcel. In 1999, the Sunport Park MDP development standards were amended with respect to building setbacks and landscape concept but remained fairly basic (Att: DRB97-257, Z-85-98-1, 7/8/199). The proposed MDP applies to the subject site only and is more comprehensive in scope.

In 1990, the EPC approved a site development plan for building permit for a manufacturing facility on the subject site, which was signed off at DRB but never implemented (Z-85-98-2, 5/17/1990).

Context

The subject site is one of several vacant lots remaining in the northern section of Sunport Park, which has a total of 18 parcels. Three parcels north of Flightway have been developed with low structures that house light industrial uses. South of Woodward are three existing multi-story hotels and a fourth that is under construction. On higher ground east of the site are food processing and distribution companies in a structure, that fronts onto University Blvd. The parcels sloping west of the site, down to I-25, remain vacant.

University Blvd. provides access to the northern section of Sunport Park and links Sunport Blvd. and Yale via Randolph. The northern and southern sections of University are blocked off at Randolph to prevent cut-through traffic in the Kirtland residential neighborhood.

Long Range Roadway System

The Long Range Roadway System (LRRS) map, produced by the Mid-Region Council of Governments (MRCOG, 1/30/07), identifies the functional classifications of roadways.

The *Long Range Roadway System* designates University Blvd. and Randolph Rd., as Existing Urban Minor Arterials, with a right-of-way of 86'.

Woodward Road and Flightway Avenue are local streets.

There are no roadway capacity projects in the vicinity of the site.

The *Long Range Bicycle Plan* indicates a proposed bike trail on Flightway Avenue and a publicly funded bicycle project on University Blvd. and Randolph Rd.

MRCOG designates a potential *High Capacity Transit Corridor* along a route that follows Sunport Blvd. from I-25 to University Blvd. and then south on University Blvd..

The *Comprehensive Plan* designates University Blvd. as a proposed Enhanced Transit Corridor

Public Facilities/Community Services

The subject site is within two landfill buffer zones.

The Tom Bell Community Center is located within the Kirtland City Park less than a quarter mile north of the site.

The Albuquerque International Sunport (airport) is located southeast of the site.

ABQ Ride #222 – Rio Bravo/Sunport operates weekdays on University Blvd. in the vicinity of the site. The nearest bus stop is on Randolph Rd. approximately 0.5 mile from the site. The bus route includes a stop at the Rail Runner Station on Rio Bravo.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The subject site is zoned IP Industrial Park (14-16-2-19). This zone provides suitable sites for a wide range of industrial and commercial uses, provided such uses are conducted in a compatible and harmonious manner within industrial environments achieved through a Development Plan. The applicant's proposed master development replaces the previously approved master development plan for Sunport Park relative to the subject site only.

A hotel is proposed for Lot 2-A-3. The other lots are proposed for permissive uses in the IP zone. Regarding these:

- the site is within 500' of the residential zone to the north (the Kirtland City Park is part of this zone and abuts the northern boundary of Sunport Park); therefore adult amusement establishment or adult store are not allowed (see (A)(1)(b));
- no free-standing or projecting on-premise signs are allowed because the subject site is in the Developing Urban Area of the Comprehensive Plan and is less than 5 acres (see (A)(25)(b)2); and
- any Wireless Telecommunications Facilities (WTFs) would need to comply with (A)(30) as amended by Council Bill F/S(2)O-06-40 on 1/7/08.

WTFs would also need to comply with 14-16-3-17(A)(10) WTFs as also amended by City Council on 1/7/08.

The site lies within the Sunport Blvd. Design Overlay Zone adopted in 1992 (C/S R-453, Enactment 110-1992, 8/12/1992). Its intent is to provide specialized sign controls for the area surrounding Sunport Blvd. between I-25 and Yale Blvd. The resolution states that the boulevard is a major entrance to the City and its appearance, and the appearance of the City from it, are very important to Albuquerque. The DOZ prohibits off-premise signs (billboards) and controls on-premise signs (see attached regulations and map). However, concerning this site, the IP regulations are more restrictive.

General zoning regulations apply where relevant, including regulations concerning off-street parking, supplementary height, area and use, signs, area lighting, landscaping, building and site design, and walls, fences and retaining walls.

Albuquerque / Bernalillo County Comprehensive Plan

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

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

The proposal includes the development of a hotel, which integrates well with the Sunport and its associated activities. The hotel would not offer variety of uses, because there are already three existing hotels and one under construction across the street. It does add to the types of lodgings available to visitors.

Applicable policies include:

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

The proposed design standards respect the Sunport Blvd. view corridor by complying with the Sunport Blvd. Design Overlay Zone (DOZ), but the proposed hotel includes a free-standing sign that is prohibited in the DOZ. The site is in two landfill buffer zones and development would require mitigation of adverse conditions, if any are found, which would improve environmental conditions on the site.

Policy II.B.5.e: 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 subdivision and hotel development are proposed for a vacant site in the center of an existing industrial park. The site is contiguous to existing roads and utility lines but has no vehicular access to the nearest residential neighborhood, which would ensure the neighborhood's integrity.

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

The site is sloping and has rough ground. Topographical information is limited to existing spot elevations on the lot to be developed as a hotel, which makes it impossible to determine whether the proposed subdivision as a whole furthers the first half of this policy. The City's Transportation Planning section has informed staff verbally that it is not appropriate to require a bike trail on Flightway as part of the development, because the trail alignment in this area has not been determined.

Policy II.B.5.i: 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 site does not have vehicular access to the residential zone north of Sunport Park. The closest land in the residential zone is a City park, which acts as an additional buffer for homes in that neighborhood. Adverse effects on the residential environment are therefore minimized.

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

The proposed subdivision of the site creates three lots, whose dimensions and configuration severely limit the options for site design. The proposed design standards allow flexibility of architectural design, which may encourage creativity. However, this flexibility and the vagueness of some of the standards will undermine the City's quest for quality in this new subdivision.

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

The proposed subdivision of the site creates three lots, whose dimensions and configuration severely limit the options for site design. The proposed 4-story hotel may improve the appearance of the industrial park from I-25 by screening the rear of the adjoining food processing facility, which is a large, plain façade.

Activity Centers

Goal: To expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

The proposed subdivision and 4-story hotel would increase the concentration of economic activities near the Sunport Special Activity Center, which reduces urban sprawl and minimizes the distance traveled to and from the airport and car rental services. The site is in the vicinity of a bus route that serves the airport and the Rio Bravo Rail Runner station on weekdays. The nearest bus stops are approximately 0.5 miles away. They could be useful for employees but are unlikely to meet the needs of hotel guests. The hotel development would not diversify the land uses in the industrial park. The other lots in the proposed subdivision may accommodate future development that would diversify the range of uses in the industrial park.

Policy II.B.7.a: Existing and proposed Activity Centers are designated by the Comprehensive Plan map (Figure 20)* where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services. Table 10 specifies policy objectives for each type of Activity Center. Policy objectives specific to this request are:

*Boundaries of Activity Centers shown on the Plan map are not official, but merely indicate where non-residential use and/or Zoning meet the edge of residential use and/or Zoning, and where interrelated activities exist within walking distance of one another.

Table 10: Policy a: Types of Activity Centers

Specialty Activity Center description:

Purpose: Provides locations for unique attractions serving local, regional and statewide needs.

- Service/Market Area:
 - Serves the entire population of the metro area; draws some users from around New Mexico and nationally
- Access:
 - Accessible by all modes of travel, depending on nature of uses
 - Located on or easily accessible to major roadways

- Served mainly by off-street parking
- Land Uses:
 - Area: Up to several hundred acres, depending on nature of uses
 - Examples of typical uses: unique, large-scale recreational attractions, major air transportation hub, supporting retail and service uses (e.g. restaurants gift shops, administrative offices)
- Scale:
 - Typically one large parcel, but may be broken up by multiple buildings
 - Buildings and related facilities may be of any height, appropriate to use and size
 - Predominantly off-street surface parking; site circulation plan should avert conflict between pedestrian movement and vehicles
 - Interior of center should be very accommodating to the pedestrian, even within off-street parking areas

The area north of the Albuquerque airport is a designated Special Activity Center. Although the subject site is not within the boundaries of the center, it is close to its western edge (approximately 650 ft away). The proposed subdivision has convenient vehicular access to I-25, Sunport Blvd. and University Blvd. The proposed hotel would support the same regional, national and international market area as the preferred uses within the activity center. Concerning the scale of the hotel development, the site development plan is short 6 off-street parking spaces from the total 119 required and the applicant has not offered a solution for the shortage. There are deficiencies in the master development plan and site development plan for building permit in relation to pedestrian access and internal connectivity.

Transportation and Transit

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

The proposed master development plan does not indicate pedestrian access for Lots 2-A-1 and 2-A-2 and does not provide vehicular and pedestrian connectivity between all lots of the subdivision.

Economic Development

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

The proposed subdivision of the site into three lots offers the potential for diversified economic activities on the premise.

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.

The hotel development would create employment opportunities at different salary levels and located convenient to areas of need.

Policy II.D.6.d: Tourism shall be promoted.

The proposed hotel development would contribute to the City's tourism sector.

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

One of the three lots would be occupied by an outside firm, a hotel brand owned by an international corporation. It is not currently known whether the firms occupying the other two lots will be local or outside businesses.

Water Management

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 design standards and the landscape plan for the hotel site call for low and medium water use plants and efficient irrigation practices. The design standards encourage rainwater harvesting, but it is not indicated on the site development plan for the hotel.

In conclusion, the dual request furthers policies in the Comprehensive Plan that pertain to the siting of commercial uses, to promoting economic development and to supporting the designated special activity center. However, staff considers that the internal lot lines and the design standards do not provide an adequate framework for quality development on the site. The site development plan for the hotel does not further several applicable policies.

ANALYSIS OF MASTER DEVELOPMENT PLAN

The applicant submitted a supplementary letter and revised plans on Feb. 5, 2008 in response to staff, City department and other agency comments on their original application. A master development plan for a site zoned IP includes the information normally provided on a site development plan for subdivision and design standards, as defined in 14-16-1-5: general building and parking locations; and design requirements for buildings, landscaping, lighting and signage. The proposed site layout, access, and circulation are analyzed relative to the site development plan and to the design standards. Other elements are analyzed relative to the design standards only.

Master Development Plan

Sheet 1 of 3 contains the site layout and basic information on the proposed subdivision.

Site Plan Layout / Configuration

The current pattern of uses in this area of Sunport Park is for light industrial development on the north side of Flightway and hotels on the south side of Woodward. The existing food-processing facility and the subject site are located between the two.

The applicant proposes to subdivide the subject site into three lots: two are approximately 2 acre each and the third is approximately 0.5 acre. The two larger lots have access on Woodward and are significantly longer relative to their width (over 3 to 1 ratio). The proposed hotel is on one of these, Lot 2-A-3. It is oblong and is oriented along a north-south axis below the adjoining food processing and distribution facility, at approximately 90 degrees to the hotel south of Woodward. The third lot is triangular and has its longer frontage and its access on Flightway. The proposed configuration of the lots constrains the layout and design of future development on the site, affecting the dimensions and orientation of buildings and the layout of circulation systems and off-street parking.

No building footprints are indicated on the lots other than the hotel. The uses simply refer to the Design Standards on the next sheet, which is unhelpful. It is likely that future building(s) on Lot 2-A-2 will need the same orientation and be roughly parallel to the proposed hotel.

The proposed building heights and setbacks comply with regulations of the IP zone. The IP zone sets a maximum lot coverage of 50% rather than a maximum floor area ratio (FAR). The proposed FAR is therefore unnecessary.

Vehicular Access, Circulation and Parking

Vehicular access for the larger lots is from Woodward and, for the smaller lot, from Flightway. Cross-access is indicated on the master development plan between Lots 2-A-2 and 2-A-3 only. The opening is labeled two-way but scales at only 20' wide. No explanation has been provided for the absence of cross-access between these lots and Lot 2-A-1. Cross-access between lots is encouraged to promote mobility and to avoid solitary pad-type development. It was listed as a condition for the MDP approved in 1986 and is conventional in subdivisions per the City Engineer.

Additional detail is shown for the hotel development. This lot would have two points of ingress and egress from Woodward, providing convenient two-way access to a drive at the main entrance of the hotel. The remaining internal drive is one way, in a counterclockwise direction. Cross-access with Lot 2-A-2 is indicated at the northwest corner of the lot. Staff recommends that it be labeled "illustrative" as the site layout for the adjoining lot is unknown and the location and design of the drive may need adjusting for future development.

The location of the refuse enclosures and the positioning of parking stalls have been adjusted to address comments from the City Engineer and Solid Waste Department.

Pedestrian and Bicycle Access and Circulation, Transit Access

The information on pedestrian access and cross-access is incomplete, in both graphic and written forms. The City promotes pedestrian opportunities as part of the subdivision review process

(Comprehensive Plan policy II.D.4.g 4)). Cross-access between lots is a basic means of integrating safe and convenient pedestrian movement into the development of subdivisions. On the plan, primary access to Lots 2-A-1 and 2-A-2 is missing; and cross-access is missing between Lot 2-A-1 and Lots 2-A-2 and 2-A-3, respectively. These should be indicated “illustratively” or the applicant should provide an explanation for their absence. In the written section, pedestrian access and cross-access are not addressed.

Although the Long Range Bicycle Plan shows a future trail on Flightway, the City’s Transportation Planning section is not requiring development of the facility along the site frontage, because the alignment has not been determined yet. The applicant proposes bicycle parking on the hotel site although none is required for this use by the Zoning Code (14-16-3-1 (B)(3)(a)).

The MDP indicates the location of the nearest transit route.

The written information on the MDP sheet contains several typographical errors and, in places, is vague or redundant.

Design Standards

The purpose of design standards is to provide guidance for a development in order to ensure that it will be of high quality, exceeding minimum Zoning Code requirements and furthering the intent of applicable City Plans, goals and policies. Sheet 2 of the MDP contains design standards for the subdivision. They include more elements that are required in a Master Development Plan and Site Development Plan for Subdivision as defined in Section 14-16-1-5.

Introduction

This section sets out the objectives of the design standards. In summary, they are: to make the built environment on the site contribute positively to the appearance of the Sunport area; to strike a balance between creating a cohesive design across the subdivision and allowing individuality on each lot; and to create functional and unique architecture.

The objectives are generally sound, but the “Sunport area” is not defined nor its specific relevance to development on the subject site. Staff will comment below as appropriate on how the standards are likely to achieve the proposed objectives.

Proposed Uses

For clarity, this section should state that the proposed use on Lot 2-A-3 is a hotel and that the rest of the section applies to Lots 2-A-1 and 2-A-2. The reference to adult establishments should use the same terms as in the IP zone under (A)(1)(b). There is no mention that off-premise signs are prohibited on the site per the Sunport Blvd. Design Overlay Zone. It would be useful to include Wireless Telecommunication Facilities here rather than as a separate section (n), since they are considered a land use.

A broader question is whether the MDP should set further limitations on the types of uses on Lots 2-A-1 and 2-A-2. Staff considers that future uses should be compatible with the pattern of hospitality uses that is now established in the area between Sunport Blvd. and Woodward Rd. and will be reinforced further by the proposed hotel on Lot 2-A-3.

Design Theme/Land Use Concept

The Background paragraph talks about the Sunport area in general terms, without referring to the zoning and planning areas that affect the site, i.e. the Sunport Blvd. Design Overlay Zone and Sunport Special Activity Center designated in the Comprehensive Plan.

The Land Use Concepts and accompanying photographs provide the applicant's reason for the flexible approach to design, i.e. that the IP zone allows a diversity of land uses, which already exist in the surrounding area, and that a correspondingly diverse architecture should be allowed on the site. The "Sunport area" is not defined in the text and Figures 1 and 3 do not identify the location of the buildings used as examples. Some are not actually in the industrial park but may be in the special activity center. Staff finds that the proposed approach goes too far, as it boils down to not establishing an overall design theme for the subdivision.

Parking

The stated intent of this section and proposed standards are consistent with what is normally required by the Zoning Code and Development Process Manual.

Street Design

This section calls for equal attention to the convenience of motorists and the safety and movement of pedestrians.

Pedestrian Amenities

This section mainly addresses pedestrian circulation and lists a number of elements that will provide good connectivity within the site and to the adjoining network. For clarity, site amenities should be in a separate section from pedestrian circulation. The standard should require pedestrian features and public and employee gathering spaces and describe the types of amenities envisioned on the site.

Engineering

This section rightly mentions the site's location within two landfill buffer zones and the requirement to comply with the relevant City guidelines for development in these zones.

Landscaping

This section is quite comprehensive, but some of the text is problematic. Under i), it would be helpful to specify that a certain proportion of plants shall be evergreen as a way of achieving "year round color and interest". In the same paragraph, landscape design is meant to "reinforce the Sunport area and City-wide identity". However, this identity is left undefined and there is no explanation for how the proposed standards will help reinforce it. Low water use plants are encouraged in each category, yet the example palettes include few xeric species. There is an error in paragraph iv): the net lot area is the site area minus the building footprint, not its square footage.

Site Planning

This title does not represent what the section actually contains and staff recommends it be re-titled Walls and Fences, which are typically found under their own heading, and that the other items be moved to the section on pedestrian circulation. Staff recommends that chain link fencing be prohibited, in addition to the materials already specified, to support the higher quality of development desired in an industrial park, particularly in the Sunport Blvd. view corridor. Also, the

design of walls and fences should be compatible with the architectural style of the building(s) on the lot and within the subdivision generally.

Setbacks

These are acceptable.

Architecture

Paragraphs v), vi) and ix) include references to the variety of architectural styles in the surrounding built environment and to the identity of the Sunport area. Staff has the same criticism here as with the Overall Design Theme: the standards provide no real guidance, as the diversity argument allows just about any style and the identity of the Sunport area is not defined.

Concerning roof-top equipment, it should also be stated that it is screened from view. The list of acceptable materials is broad but gives some indication of what future buildings might look like. In staff's estimation, Figure 4 should be eliminated as the quality of the image is poor and does not provide additional guidance for future development. Staff recommends that retail and restaurant franchise architecture be prohibited on the site to uphold the visual quality desired in the Sunport Blvd. view corridor.

Lighting and Security

This section is comprehensive and acceptable, with the exception of paragraph i). Staff recommends that it refer specifically to lightpoles and that the same style of lightpoles and fixtures be installed across the subdivision to create a cohesive effect.

Screening/Buffering

Staff recommends that gates be identified as part of the screening for refuse enclosures and storage areas.

Signage

The standards are acceptable, with the exception of the phrase about signage being unobtrusive to surrounding property. The phrase is vague without clarifying its intent and which surrounding properties it pertains to--hotels, industrial, residential, the Sunport Blvd. corridor?

Wireless Telecommunications Facilities

As stated above, this section could be incorporated into Proposed Uses.

Utility Plan

No grading and drainage plan is provided. The utility plan is acceptable.

In conclusion, staff thinks the approach to design is too loose and will not achieve the cohesive development that is desirable in an industrial park, particularly in the Sunport Blvd. corridor which is an important gateway for the City. The applicant has generally done a good job of stating the intent of the various standards, but has not always followed through with sufficiently complete and objective standards to achieve their intent.

In their original letter, the applicant requested that the EPC delegate approval authority for Phases II and III to building permit plan check. This is not indicated on the master development plan. Staff

would not recommend delegation unless the master development plan and design standards are corrected and strengthened.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

A revised site development plan for building permit for the hotel development on Lot 2-A-3 was also submitted on Feb. 5, 2008 in response to staff, City department and other agency comments.

Site Plan Layout / Configuration

As already mentioned above, staff considers that the oblong shape of the lot constrains the possibilities for site layout. The proposed hotel is a very long, narrow building surrounded by a site drive and a row of parking spaces. A generous open space for hotel guests is provided at the north end of the building (1,800 sf). The required double refuse enclosures and recycling area are at the northeast corner of the site.

The 48'4 ¾" building height deviates slightly from IP zoning, as it exceeds the 48' distance measured from the east property line within a 45 degree angle plane (see definition of height in 14-16-1-5). The height is in compliance relative to the other property lines. The siting of the building complies with setbacks of the IP zone. The lot coverage, at approximately 21%, is well within the 50% maximum allowed in the IP zone.

The existing power and communications easement on Woodward Rd. is not labeled.

The notes on Sheet 1 contain typographical errors and incorrect references to the design overlay zone. The graphic quality of the plan is poor, making it difficult to scale elements and read some of the text.

Walls/Fences

An 8' high split-face retaining wall is indicated at the southeast entrance to the site. It wraps around the row of parking spaces along the east property line and extends to Flightway Avenue. A short retaining wall is located on the other side of the same entrance but is not labeled. The length, color and typical elevation of the walls are missing. No other wall or fence is indicated.

Vehicular Access, Circulation and Parking

There is two-way access from two site drives on Woodward that both lead to the main entrance of the hotel. A one-way internal drive wraps around the hotel in a counterclockwise direction. It is lined with parking spaces on one or two sides. The City Engineer considers the revised layout acceptable, with some exceptions.

There is a break in the buffer strip along the drive at the northwest corner of the site, that corresponds to the cross-access with Lot 2-A-2 on the master development plan, but it is not labeled or keyed. The number of off-street parking spaces is 6 short of the total 119 required. The EPC does not have authority to approve less parking provision than what is required on a site zoned IP (see 14-16-2-19 and 14-16-3-1(D) and (E)). Staff has discussed different options with the applicant for resolving the deficiency including: a common drive for Lots 2-A-2 and 2-A-3; adjustments to lot

lines; reducing the number of rooms; shared parking with an adjoining use; and securing P-R zoning on another site. The applicant has informed staff verbally that shared parking may be possible with the hotel south of Woodward, as they claim it has excess parking, but has not provided any hard evidence to date.

A detail of signage for car/vanpool preferred parking suggests that these will be provided, but the site development plan does not show the location of the spaces.

The width of some of the disabled parking spaces (8') and the length of the conventional spaces along the east property line (15.5') do not meet zoning standards. The dimensions of the disabled parking signage are not indicated. The number of proposed compact spaces (staff counted 26) is below the 1/3 allowed.

Four motorcycle spaces are provided, along with the required signage detail.

Pedestrian and Bicycle Access and Circulation, Transit Access

Pedestrian access to the site and circulation within it are generally good, with the following two exceptions. First, a minimum of one connection should be added between the east parking area and the building--for safety and convenience. Secondly, it may be more reasonable to locate the pedestrian cross-access to Lot 2-A-2 next to the proposed vehicular access, given that the use and site layout for the lot are unknown. No cross-access is indicated with Lot 2-A-1. Staff finds this acceptable because the common boundary is short and the proposed link to the sidewalk on Flightway would provide fairly convenient access to it. The legend does not indicate the material of crosswalks on the site.

Two bicycle racks are also provided, although they are not required for a hotel use.

Lighting and Security

The site development plan includes the location and a detail of the proposed lightpoles and fixtures. The detail is incomplete, as it omits the material and color of the poles and fixtures and does not clearly indicate the grade relative to the height of the lightpoles. Also, there is no note that they will comply with the Night Sky statute and City regulations.

The location of lightpoles is inconsistent with the utility plan: two lightpoles in the east buffer strip are missing. These are necessary to provide adequate lighting for the site drive and parking area. Staff recommends that the two fixtures on the lightpole at the north end of the open space be replaced with a single fixture to reduce the light intensity on this amenity, if it does not compromise visibility and safety.

Staff is not convinced that the proposed area lighting is sufficient to ensure safety throughout the project, per the Police Department's comment. There are no existing streetlights on Woodward and Flightway and no building-mounted lighting is mentioned in the notes on Sheet 1 or shown on the building elevations.

Landscaping

Although revisions have improved the landscape plan, it still has several deficiencies.

- It must show the proposed retaining walls.
- The utility easements (overhead/underground) must be labeled to ensure there is no conflict with the placement of trees and shrubs.
- The note on Sustainability, which appears to address the use of stormwater for irrigation, is garbled. The table of landscape calculations is incomplete. It must show total required and provided: landscape area, parking area trees and living vegetative groundcover (see 14-16-3-10(E)(1), (G)(1) and (G)(3) in the Zoning Code).
- All proposed plants, including grasses, flowers, vines and groundcovers, must be included in the main plant list. Fraxinus Pennsylvanica (ash) should be replaced with another species as it has high allergen potential. Pistachia Chinensis (Chinese Pistache) can reach 60' in height at maturity, which may interfere with the overhead power lines along the north boundary of the site.
- A detail of the irrigation system should be provided and the note must state the number and type of emitters, the flow and runtime for trees and shrubs, which shall meet minimum City requirements.
- It would be helpful if all the notes were consolidated in one area of the plan.
- The note about the landscaping contractor's right to substitute plants must be eliminated, as landscaping must be implemented as approved by the EPC. Likewise, the note below ground cover in the legend must be eliminated for the same reason.

The plan also has several typographical errors.

Public Outdoor Space

A generously sized open space of approximately 1,800 sf (excluding the surrounding walkways) is provided at the north end of the hotel. It is formal in design and has a gazebo at its center, which is a standard feature for this hotel brand. Seating should be included per 14-16-3-18(C)(4). A detail of the gazebo is provided on Sheet 1, but it does not indicate all the materials used nor the common color names.

Grading, Drainage, Utility Plans

A minimal grading and drainage plan has been provided, that shows existing spot elevations and the direction of stormflows. A stormwater inlet onto Flightway Ave. is shown but not labeled. There is no narrative of existing and proposed conditions and no cross-section of the retaining wall, as normally required where there is a grade difference of over 4'. The spot elevations indicate that the existing grade difference between the property to the east and the proposed parking is up to 14' (see southeast area). The elevations confirm staff's observation on the site visit that the terrain is quite rough as well as sloping. Based on this conceptual plan, it appears that the only opportunity for directing stormwater from parking areas to landscaping is on the north boundary of the lot. In their supplementary letter, the applicant states that this would be addressed in conjunction with a final grading and drainage plan, i.e. at DRB.

The City Hydrologist has provided staff with information on drainage in the Sunport Park area and on his discussions with the applicant (see attached email). One point of uncertainty is whether on-site ponding would be required, although the Hydrologist has subsequently told staff it is unlikely.

The Utility Plan should label the existing power and communication lines as overhead lines. The plan does not indicate any existing underground gas lines.

Architecture

The elevations show a four-story stucco structure with a flat roof. The building is long and narrow. It is approximately 310' from north to south, over five times its dimension from east to west, which is 56'. The east and west facades look like an urban street frontage, but they are at right angles to Woodward. Their large expanse is somewhat tempered by different parapet heights and treatments, wall offsets and variations in stucco color. The proposed colors are not clear, as no common names are provided. Note 4 concerning the use of brick is also unclear.

The main entrance to the hotel on the south facade has a portico spanning the vehicular drive. There are three entrances at the north end of the building, one of which, labeled MDP, is probably a service entrance. The dimensions, detail, color and materials for these 3 doors are missing. The west facade has emergency exits only and the east facade has no doors. The color and material of the emergency doors are also missing.

The architecture is not innovative or "unique", as encouraged by the proposed design standards. The style is somewhat distinct from other hotels in the area because it has a flat roof and more façade articulation and color variation. The proposed stucco in what is probably several earth tones (there are no common colors) is compatible with the other hotels and the adjoining food processing facility.

Signage

A monument sign on Woodward and two building-mounted signs are proposed. The free-standing monument sign is not allowed in the IP zone. The size of the building-mounted signs is well within the 15% of total façade area allowed. One building-mounted sign would also be allowed on the east and west facades if desired. The site development plan does not include information on materials and illumination.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Comments from other City Departments and from Agencies begin on page 21. Most of the comments pertain to the original submittal. Revised plans were submitted on 2/5/2008, which were reviewed by City Engineering staff because many of the revisions pertained to circulation and parking layout on the hotel site. A Traffic Impact Study is not required for Phase I but will be required when future development is proposed on either of the remaining lots on the subject site. Due to the site's location within two landfill buffer zones, the City's Environmental Health Department requires that the developer(s) abide by the relevant City guidelines. Advance Planning provided several comments on the original landscape plan, some of which were not addressed in the revised plan. The Police Department submitted several comments, most of which apply to later stages in the development process.

NEIGHBORHOOD/PUBLIC CONCERNS

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

CONCLUSIONS

This dual request for a master development plan with design standards and a site development plan for building permit for a 4.5 acre site in Sunport Park furthers several applicable City goals and policies. Likewise, it complies with some applicable zoning regulations and ordinances. However, overall, staff considers that the proposal is in sufficient conflict with City policy and regulations to warrant a deferral, but that it can be brought into compliance through further revisions. Suggested improvements are to: remedy the parking deficiency, provide more complete grading and drainage information, strengthen the design standards, and correct errors and inconsistencies throughout the submittal. Staff recommends a 30 day deferral.

FINDINGS – 08EPC 40005, February 21, 2008, Master Development Plan

1. A master development plan (MDP) is proposed for Lot 2-A, Block 2, Sunport Park, a vacant site of approximately 4.45 acres located between Woodward Road and Flightway Avenue west of University Blvd., zoned IP (Industrial Park). The applicant proposes to split the subject site into three parcels, to be developed in three phases: Lot 2-A-1 of 0.59 acres, Lot 2-A-2 of 2.03 acres and Lot 2-A-3 of 1.82 acres. The MDP includes design standards.
2. The applicant also requests that the EPC delegate approval authority for Phases II and III to building permit plan check.
3. The subject site is in the Developing Urban area of the Comprehensive Plan and within the Sunport Blvd. Design Overlay Zone, which regulates signage.
4. There is a previously approved master development plan for Sunport Park, an area of 125 acres, signed off at DRB in 1986 and amended in 1999 (Z-85-98-1, 4/1/1985, amended DRB-97-257, 7/8/1999). The proposed MDP would supplant the previously approved MDP relative to the subject site only.
5. A Traffic Impact Study was not included with this request but will be required when a development application for Lots 2-A-1 and/or 2-A-2 is submitted.
6. The request is accompanied by a site development plan for building permit for a hotel on Lot 2-A-3 representing Phase I of development on the site.
7. The following uses are not allowed on the site:
 - a. Off-premise signs, per the Sunport Blvd. Design Overlay Zone.
 - b. Free-standing signs, per the IP zoning, because the subject site is in the Developing Urban Area of the Comprehensive Plan and is less than 5 acres (14-16-2-19(A)(25)(b)2)).
 - c. Adult amusement establishment or adult store, per the IP zoning, because the site is within 500' of the residential zone to the north (14-16-2-19 (A)(1)(b)).

Wireless Telecommunications Facilities would need to comply with (A)(30) and 14-16-3-17(A)(10) WTFs, as amended by Council Bill F/S(2) O-06-40 on 1/7/08.

8. The subject site is within two landfill buffer zones (Schwartzman and Yale).
9. The proposed master development plan with design standards furthers the following applicable goals and policies of the Comprehensive Plan:
 - a. Policies II.B.5.e and II.B.5.i, because the proposed subdivision and hotel use are on a vacant site contiguous to existing infrastructure that is sufficiently distant from the residences to the north to minimize adverse impacts.
 - b. The Activity Center Goal and Policy II.B.7.a, because the subject site is in the vicinity of the Sunport Special Activity Center and the proposed subdivision and hotel use increase the concentration of economic activities compatible with the airport.
 - c. The Economic Development Goal and Policies II.D.6.a and II.D.6.d, because the proposed subdivision increases the potential for diversified uses on the site, including a hotel, that will create new employment opportunities and promote tourism.
10. The proposed master development plan with design standards conflicts with the following applicable goals and policies of the Comprehensive Plan:
 - a. The Goal for the Developing Urban Area and Policy II.B.5.l, because the proposed design standards are not sufficiently precise and complete to ensure a cohesive development on the site and the quality urban environment desired in the Sunport Blvd. corridor.
 - b. Policy II.B.5.m, because the proposed subdivision creates lots whose dimensions and configuration limit the options for site design and therefore constrain the quality of future development on the site.
 - c. Policy II.B.7.a, and Transportation Policy II.D.4.g, because the site layout of the subdivision is deficient with regard to pedestrian access and internal pedestrian connectivity.

11. The proposed master development plan is incomplete and contains several errors. The design standards contain internal inconsistencies and errors, and many are too vague to provide an acceptable framework for future development of the subdivision.

RECOMMENDATION - 08EPC 40005, February 21, 2008

DEFERRAL of 08EPC 40005, a Master Development Plat, for Lot 2-A, Block 2, Sunport Park, for 30 days, based on the preceding Findings.

FINDINGS – 08EPC 40006, February 21, 2008, Site Development Plan for Building Permit

1. The request is for a site development plan for building permit on Lot 2-A-3, Block 2, Sunport Park, a vacant site of approximately 1.82 acres located between Woodward Road and Flightway Avenue west of University Blvd., zoned IP (Industrial Park). The applicant proposes to build a 119 room, extended-stay hotel catering to business travelers. The building is 56' by 314', has 4 stories and a total square footage of 66,500 sf.
2. The request is accompanied by a Master Development Plan with design standards for Lots 2-A-1, 2-A-2 and 2-A-3.
3. The site is in the Developing Urban area of the Comprehensive Plan and within the Sunport Blvd. Design Overlay Zone, which regulates signage.
4. The site is within two landfill buffer zones (Schwartzman and Yale).
5. The proposed hotel development furthers the following applicable goals and policies of the Comprehensive Plan:
 - a. Policies II.B.5.e and II.B.5.i, because it is on a vacant site contiguous to existing infrastructure and relatively distant from residences to the north, which minimizes potential traffic impacts on the residential environment.
 - b. Policy II.B.5.l, because the proposed architectural design is appropriate to Sunport industrial park and the height, materials and colors of the building are compatible with existing buildings in the surrounding area, including the hotels to the south of the site.

- c. The Activity Center Goal and Policy II.B.7.a, because it will increase the concentration of economic activities in the vicinity of the Sunport Special Activity Center and is consistent with the market area, access and land use characteristics of this type of center.
- d. Economic Development Policies II.D.6.a and II.D.6.d, because it will create new employment opportunities convenient to areas of need and will promote tourism.

12. The site development plan conflicts with zoning regulations, as follows:

- a. the number of parking spaces and the dimensions of some disabled and conventional spaces do not meet requirements for off-street parking (Section 14-16-3-1).
- b. there is a lack of pedestrian connections between the east parking area and the walkway leading to building entrances as required by Section 14-16-3-1 for reasons of safety and convenience.
- c. the proposed free-standing monument sign is prohibited on this site per IP zoning (Section 14-16-2-19).

13. The site development plan, landscape plan and grading and drainage plan are incomplete and contain errors and inconsistencies.

RECOMMENDATION - 08EPC 40006, February 21, 2008

DEFERRAL of 08EPC 40005, a Site Development Plan for Building Permit, for Lot 2-A, Block 2, Sunport Park, for 30 days, based on the preceding Findings.

***Carol Toffaleti
Planner***

cc: Kassam Hospitality, 200 Trimble Blvd., NE, Albuquerque, NM 87123
NMHCR LLC, 322 Wellesley SE, Albuquerque, NM 87106

Attachments

Z-85-98-1, 4/1/1986

DRB97-257, Z-85-98-1, 7/8/199

Sunport Blvd. Design Overlay Zone regulations and map
email from City Hydrologist dated 2/7/2008

Photos of site

CITY OF ALBUQUERQUE AGENCY COMMENTS

NOTE: The following comments refer to the applicant's original submittal unless stated otherwise.

PLANNING DEPARTMENT

Zoning Code Services

Reviewed: A note should be added specifying that the proposed development shall comply with the Sunport Blvd. Design Overlay Zone regulations.

Office of Neighborhood Coordination

No Neighborhood Association(s)

Advanced Planning

General Comments:

1. Connectivity to adjacent sites as well as future pedestrian access and lighting within the subdivision could not be determined because of lack of information provided at the time of review.

Landscaping Comments:

1. Provide a continuous maintained 10' minimum landscape buffer between the parking and Woodward Road pursuant to 14-16-3-10 (E) (3) (a) Provide shrubs to a height of 30" to screen vehicles. Undefined "Native Grasses" does not satisfy this regulation. Many taller ornamental grasses mixed with other shrubs shown on the landscape plan would qualify as screening.
2. All landscaped areas shall have 75% coverage pursuant to 14-16-3-10 excluding trees. The Landscape Plan shows the majority of "Green Area" as unspecified Native Grasses. Provide a variety of plants within these required areas as most native grasses over the large expanses shown on the plan will promote the growth of invading noxious weeds.
3. Provide tree and shrub planting details.
4. Provide street trees per the Street Tree Ordinance along Woodward Road Southeast parking.
5. Show or state where the storm water drainage is used wherever possible for irrigation as claimed on the plans.
8. Provide a complete description of the irrigation system including type, controller, and standard quantity of bubblers or emitters per tree and shrub.

9. Provide planting areas between the proposed parking spaces at intervals to shade cars and pedestrians. The excess proposed parking may be used to provide for this.
9. Specify the plants proposed for the flower beds.
10. Provide plants along the building other than native grasses as primarily specified.
11. Provide parking lot trees pursuant to 14-16-3-10 (G) (1) (a) (b) and (d).
12. Provide access drive screening along the common west drive or indicate how this will be provided in the future.
13. Specify the gravel shown on plans.

PUBLIC WORKS DEPARTMENT

Transportation Development (City Engineer/Planning Department):

Revised Comments

- 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).
- For this proposal (proposed Lot 2-A-3) a Traffic Impact Study (TIS) is not required (under threshold for number of rooms). However, when future development occurs on either proposed Lot 2-A-1 or Lot 2-A-2 a Traffic Impact Study (TIS) will be required.
- Staff would prefer a common access drive between Lots 2-A-2 and 2-A-3 as shown on the previous site plan. However, staff is not entirely opposed to access as shown on the current site plan (two drives).
- The proposed site drive connecting Lots 2-A-2 and 2-A-3 at the north end to be 24' wide (two-way access).
- Provide signing and striping that clearly marks the drive aisles around the facility as one-way.
- Site drives to be located and designed per DPM.
- Provide cross access agreements.
- Site plan shall comply and be designed per DPM Standards.

Hydrology (City Engineer/Planning Department)

- The Hydrology Section has no adverse comments on site plan.

Traffic Engineering Operations (Department of Municipal Development)

- No comments received.

Transportation Planning (Department of Municipal Development)

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

Street Maintenance (Department of Municipal Development)

- No comments received.

Utility Development (Water Authority):

Recommended condition for SDP for Building Permit: Prior to application to the DRB for signoff a revised Utility Plan will be required showing how fire flows can be met. A looped water line will be required.

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:**

Revised conditions

Conditions of approval for the proposed Master Development Plan 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. For this proposal (proposed Lot 2-A-3) a Traffic Impact Study (TIS) is not required (under threshold for number of rooms). However, when future development occurs on either proposed Lot 2-A-1 or Lot 2-A-2 a Traffic Impact Study (TIS) will be required.

- d. The proposed site drive connecting Lots 2-A-2 and 2-A-3 at the north end to be 24' wide (two-way access).
- e. Provide signing and striping that clearly marks the drive aisles around the facility as one-way.
- f. Site drives to be located and designed per DPM.
- g. Provide cross access agreements.
- h. Site plan shall comply and be designed per DPM Standards.
- i. SDP for Building Permit: Prior to application to the DRB for signoff, a revised Utility Plan will be required showing how fire flows can be met. A looped water line will be required.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

- No comments received.

Environmental Services Division

Condition of approval for the Master Development Plan and SDP for Building Permit:

There is the potential for this project to be impacted by the presence of landfill gas generated by two former landfills (Schwartzman and Yale Landfills). The developers of this site are required to follow the most current version of the *City of Albuquerque Interim Guidelines for Development within City Designated Landfill Buffer Zones*. A review and approval of the Site Plan(s), the proposed construction, design drawings, and a certification of construction will be required by the Environmental Health Department (EHD), Environmental Services Division.

City Forester

- No comments received.

PARKS AND RECREATION

Planning and Design

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

Open Space Division

Open Space has no adverse comments

POLICE DEPARTMENT/Planning

Regarding the proposed Project 1007017, Kassam Hospitality – Candlewood Suites, I respectfully submit the following comments based on Crime Prevention through Environmental Design:

- Ensure adequate lighting throughout the project, to include parking areas, pedestrian walkways, and courtyards.
- Ensure natural surveillance and clear lines of sight throughout the facility. Natural surveillance requires a space free from natural and physical barrier. Establish a clear line of sight from the parking areas to the buildings and from the buildings to the parking areas.
- Ensure that landscaping is maintained to provide natural surveillance, trimming trees up to create a canopy of at least six feet; and trimming shrubs and bushes down to three feet.
- Ensure adequate locking devices (i.e. deadbolt locks) as well as supplemental locks (privacy locks) on doors.
- Consider providing anti-lift protection on windows and sliding glass doors.
- Ensure eye-viewers on entrance doors to guest rooms.
- Ensure that all doors are of solid-core or metal construction.
- Ensure that addresses are posted and clearly visible.
- Limit and clearly delineate access to the property; i.e. Commercial Deliveries, Employee Parking, Guest Parking.
- Provide signage that clearly directs visitors to the appropriate parking and/or entrance(s), include a map if necessary.
- Clearly delineate public, semi-public, semi-private, and private space throughout the project.
- Consider installing electronic locks with audit capability on sensitive areas. Assign each employee a code that can be disabled. This will not only provide accountability, but restrict employee access to certain areas.
- Consider installing cameras to monitor the parking lot and approach to the entrance door as well as the front desk and cash handling areas. These cameras should be recorded, at minimum.
- Install *No Trespassing* signs that cite the City Ordinance so that they are visible immediately upon entering the property.

If you have any questions regarding these CPTED recommendations, please call me at 256-2969. I am also available to do an on-site security survey after the project is complete.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, requires double enclosure with required recycle area, also 18ft. high canopy for driver exit access. Call for details, 761-8142, or reangle double enclosure for straight access approach for the alternate proposed set of plans.

[Note: The revised SDP for building permit incorporates the requested changes]

FIRE DEPARTMENT/Planning

- No comments received.

TRANSIT DEPARTMENT

- No comments received.

COMMENTS FROM OTHER AGENCIES

NOTE: The following comments refer to the applicant's original submittal

BERNALILLO COUNTY

- No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

Sunport Park, Lot 2-A, Block 2, is located on Woodward Rd SE between University Blvd SE and Transport St SE. The property owner is requesting approval for a Site Plan and Building Permit for a 120 unit hotel. This will have no adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MPO staff have no comment on this project.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

- No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

No comment based on the information provided to date. It is the applicant's obligation to determine if utility easements cross the property and to abide by any conditions or terms of those easements.