



**Environmental
Planning
Commission**

**Agenda Number: 11
Project Number: 1007316
Case #'s: 08EPC 40060
July 17, 2008**

Staff Report

Agent	Denish & Kline Associates
Applicant	Hunt Uptown II LLC
Request(s)	Site Development Plan for Building Permit
Legal Description	Tract A, Hunt Spectrum Development Site
Location	Uptown Loop Rd., between Indian School Rd. and Louisiana Blvd.
Size	Approximately 7.5 acres
Existing Zoning	SU-3 zone for the Uptown Urban Center: Intense Core
Proposed Zoning	no change

Staff Recommendation

APPROVAL of 08EPC 40060, based on the findings on page 23, and subject to the conditions of approval on page 27.

Staff Planner

Carol Toffaleti, Planner

Summary of Analysis

The site development plan for building permit is for Tract A, Hunt Spectrum Development Site, a site of approximately 7.5 acres located on Uptown Loop Road between Indian School Rd. and Louisiana Blvd., zoned SU-3 zone for the Uptown Urban Center: Intense Core. A mixed use development is proposed, consisting of 55 residential condominiums, two stand-alone restaurants, a 210-room hotel, offices for lease and sale, retail space and above- and under-ground parking structures. Total gross floor space is 376,500 sf (excluding parking structures) and the buildings range from one to nine stories high. The proposal represents Phase III of the applicant's developments in Uptown. The site is in the Established Urban Area and a Major Activity Center of the Comprehensive Plan, and in the Uptown sector development plan area. The proposal is consistent with a preponderance of applicable City goals, policies and regulations. There is neighborhood support for the proposal but one association has concerns about impacts on traffic and crime in the area from additional development.

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 34.

AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-3 Intense Core	Established Urban Area; Uptown sector development plan (III)	vacant
North	same	same	shopping center (retail/restaurants)
South	SU-3 Outside of Intense Core	same	restaurant
East	same	same	vacant, restaurant, shopping center parking
West	SU-3 Intense Core	same	retail, restaurant, office

Background

The request is for a site development plan for building permit for Tract A, Hunt Spectrum Development Site, a site of approximately 7.5 acres located on Uptown Loop Road between Indian School Rd. and Louisiana Blvd., zoned SU-3 zone for the Uptown Urban Center: Intense Core. A mixed use development is proposed, consisting of 55 residential condominiums, two stand-alone restaurants, a 210-room hotel, offices for lease and sale, retail space and above- and under-ground parking structures for public and residential use. The total gross floor space is 376,500 sf (excluding the parking structures) and the buildings range from one to nine stories high. The proposal represents Phase III of the applicant’s development projects in the area: Phase I is the ABQ Uptown retail center to the north and Phase II is the apartments to the northeast.

The site is in the Established Urban Area and a Major Activity Center of the Comprehensive Plan, on a designated Major Transit Corridor, and in the Uptown sector development plan area (see map att.).

The applicant has submitted a Traffic Impact Study and an Air Quality Impact Analysis for the project, which have been verified by the City’s Transportation Development and Air Quality Divisions. A Certificate of No Effect on archeological sites within the city was also submitted, pursuant to the Albuquerque Archaeological Ordinance (F/S O-07-72). The relevant documents are attached to this staff report.

In parallel to the request to the EPC, the applicant has submitted an application to the City for a Tax Increment Development District (TIDD). A decision from City Council is expected in October 2008. If the TIDD is approved, the revenue would be used to finance various public infrastructure elements of the proposal, including the parking garage, plaza, wayfinding elements

and utilities. If it is denied, the applicant will not pursue the current proposal and would bring forward a retail/restaurant project with surface parking.

History

The subject site was formerly occupied by Monroe Junior High School and is sometimes referred to as the Monroe site. In 2002 it was part of a larger 12-acre site that extended eastward. Site development plans for subdivision and building permit for the 12-acre site were signed off by the DRB in 2002 (#1002337, 02DRB-01708 & 02DRB-01710, 11/21/2002). These actions were appealed by the owners of the Winrock shopping center and eventually dismissed by District Court on May 25, 2004. The site was split into two lots, Tract A (the subject site) and Tract B to the east in 2004 (04DRB-01089, 7/21/2004). The Uptown Loop Rd. between the two lots was also developed. However, the EPC and DRB approvals of the site development plan for building permit lapsed at the end of 2006 because a building permit was not obtained within two years of the court decision (see att. letter). The approvals were voided in accordance with the Uptown sector development plan (Section 3.H.11) and City Council's determination that validity periods begin after all appeal actions are completed. Hence, the current proposal is an entirely new application to the EPC.

Phase I, the ABQ Uptown center north of the site, was approved by the EPC in 2003 (#1002247, 03-EPC 00914, 7/17/03) and eventually developed after an unsuccessful appeal by the same appellant. Phase I is also zoned SU-3 Intense Core. The approved project was mixed use, including office above retail and residential, but only the retail/restaurant uses were implemented. Phase II, the apartments to the northeast, are currently under construction on a site zoned SU-2/R-2 and O-1.

Context

The subject site is a vacant lot bounded by Indian School Rd. to the north, Winrock to the south, Uptown Loop Rd. to the east and Louisiana Blvd. to the west. (Uptown Loop Rd. and Winrock actually form a continuous roadway that curves around the east and south of the site.) The City Surveyor has confirmed that Winrock is the correct name for the roadway south of the site, not America's Parkway.

Surrounding the site are retail and office uses and vacant land, with the dense ABQ Uptown shopping center to the north, a restaurant to the south and east, and a mix of well-established retail, restaurants and office uses across Louisiana Blvd. to the west. The Winrock shopping center lies to the east and southeast of the site across Uptown Loop Rd. It has been mostly vacant for a number of years and is slated for redevelopment. The current owner has recently presented draft plans to the community for a mixed use development on the site.

Long Range Roadway System

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

The Long Range Roadway System designates Louisiana Blvd. as a Principal Arterial, with a right-of-way of 124' (Established & Developing Urban).

The Long Range Roadway System designates Indian School Dr. as a Minor Arterial, with a right-of-way of 86'.

The Long Range Roadway System designates Uptown Loop Rd. as a Limited Access Roadway with access as defined in the Uptown Sector Development Plan. The Current Functional Classification designates it as a Collector street, with a right-of-way of 68'.

Bikeways: The Long Range Bicycle Plan designates an existing bike lane on Indian School Dr. and on Uptown Loop Rd.

Transit:

The LRRS designates Louisiana Blvd., between Montgomery and Gibson, as a potential High Capacity Transit Corridor. The Comprehensive Plan designates Louisiana Blvd. south of Indian School Rd. as a Major Transit Corridor.

ABQ Ride operates 7 bus routes in the vicinity of the site. The Uptown Transit Center, at approximately 1/3 mile walking distance northwest of the site, is a hub for all 7 routes. Route #3 Louisiana runs 7 days a week and Route #157 Montano/Uptown/Cottonwood runs 6 days a week; these routes are coordinated services. Route #8 Menaul operates 7 days a week. Commuter Routes #6 Indian School, #12 Constitution and #34 San Pedro run weekdays. Route #766 Rapid Ride is a frequent service that operates Monday through Sunday. In addition to the Uptown Transit Center, there are bus stops for five of the services within approximately 600 ft. of the site.

Public Facilities/Community Services

The Coronado police community substation, Inez elementary school and three city parks, including Zuni Park tennis, are within approximately 0.5 mile of the site. Other public facilities within one mile of the site include Zuni and Mark Twain elementary schools, Freedom & Futures alternative high schools and the Wyoming public library.

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Albuquerque Comprehensive Zoning Code

The SU-3 Special Center Zone “allows a variety of uses controlled by a plan which tailors development to an Urban Center; these include centers of employment, institutional uses, commerce and high density dwelling” per Section 14-16-2-24 of the Zoning Code.

On this site, development is controlled by the Uptown sector development plan (see analysis below). If a matter controlled in the R-3 or C-2 zones is not mentioned in the sector development plan, then the provisions of the R-3 zone apply to residential uses, and those of the C-2 zone apply to non-residential uses per (A) of the SU-3 regulations. A site development plan for a particular site must be consistent with the sector development plan, per (C)(1) of the regulations.

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 are:

Policy II.B.5.a: The Established and Developing 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.

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, or recreational concern.

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.

Policy II.B.5.h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers
- In areas with excellent access to the major street network.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.

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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.

Policy II.B.5.j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.

The request furthers the goal for the Established Urban area and all the above policies by developing a mix of commercial, office, hospitality and residential uses on a vacant site in an activity center. The proposal has generally been well received by residents of the surrounding neighborhoods.

Policy II.B.5.k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operations.

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.

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 site is at the intersection of two arterials with commercial and employment uses in all quadrants, and residential areas to the northeast. The mixed use development has been designed to complement the surrounding urban fabric, including the adjacent road network, and achieve quality architecture and landscaping. The residential component includes an innovative roof garden. The majority of the off-street parking is in above-ground or underground structures, which improves the visual environment. This parking is intended for general public use, which encourages people to park once and walk to other destinations in the Uptown area, and therefore reduce travel by car.

Activity Centers

The Goal is 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.”

Applicable Policies are:

Policy II.B.7.a: Activity centers are designated by the Centers and Corridors map 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.

Policy II.B.7.b: Net densities above 30 dwelling units per acre should generally be within Major Activity Centers; lower net densities in areas surrounding all types of Activity Centers will serve as a transition to residential neighborhoods.

Policy II.B.7.c: Structures whose height, mass, or volume would be significantly larger than any others in their surroundings shall be located only in Major Activity Centers to provide for visual variety and functional diversity in the metropolitan area while preserving pleasing vistas and solar access.

Policy II.B.7.i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The proposed development, which includes 55 multi-family units and a large hotel structure, furthers the goal for Activity Centers and all the above policies by creating a sustainable pattern of inter-related uses with good pedestrian, bicycle and transit connectivity.

Air Quality

The Goal is “to improve air quality to safeguard public health and enhance the quality of life”.

Policy II.C.1.b: Automobile travel’s adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Policy II.C.1.i: Air quality considerations shall be integrated into zoning and land use decisions to prevent new air quality/land use conflicts.

The project combines housing, employment, commercial uses and public parking on a site that has convenient access to the freeway and arterial streets as well as to transit and bicycle facilities. It encourages intermodal travel and sustainable travel choices, which can help improve air quality over time.

Noise

The Goal is “to protect the public health and welfare and enhance the quality of life by reducing noise and by preventing new land use/noise conflicts”.

Policy II.C.4.a: Noise considerations shall be integrated into the planning process so that future noise/land use conflicts are prevented. Possible techniques includes 6) include noise mitigation measures for all noise-sensitive and residential uses adjacent to current or proposed arterial streets.

The northern wing of the residential building is adjacent to Indian School Rd., a minor arterial. No specific noise mitigation measures are indicated in the submittal. However, the residential units are situated on levels 3 to 5, at a considerable distance above the street, and the street is lined with shade trees, which may help reduce noise during much of the year.

Developed Landscape

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

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

The proposed development furthers this goal and policy by using quality architecture and by siting the buildings and plazas in a way that respects the existing urban context and takes advantage of views to the Sandia Mountains.

Economic Development

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

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

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

The project furthers this goal and the associated policies, because it would create a hotel and other employment-generating uses on a site in an activity center and near residential neighborhoods. It would promote tourism and balance jobs with housing in this part of the City.

Water Management

The Goal is “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 project partially furthers this goal and associated policies by proposing a majority of low and medium water use plantings and using underground irrigation and sensors, but no rainwater harvesting measures are specified in the site development plan.

Energy Management

The Goal “is to maintain an adequate, economical supply of energy through energy management techniques and use of alternate and renewable energy sources.”

Policy II.D3a: Use of energy management techniques shall be encouraged.

The proposal partially furthers this goal and policy by making efficient use of land and infrastructure, and mitigating the heat island effect produced by the development through landscaping and various types of shade structures.

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

The Centers and Corridors Map of the Comprehensive Plan identifies Louisiana Blvd. as a *Major Transit Corridor*. The policy objectives in a Major Transit Corridor are:

Street Design

- Pedestrian circulation: Maximize pedestrian connections to transit stops, between adjacent developments and across the street

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- Sidewalk: 12' wide sidewalk; as little as 6' where there are unalterable constraints.
 - Sidewalk setback: 4' minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way

Transit

- Varies; amenity based on adjacent uses.

Development Form

- Building Access from Street: Provide major entrance from street.
- Building Setback: Minimum setback; setback to provide landscaping or pedestrian activity areas only.
- Parking Location: Separated from the street by the building.
- Parking Reductions: 10% mandatory and up to 25% encouraged; shared parking encouraged.
- Employment Density Targets for New Development: Floor area ratio of 1.0 – 2.0.
- Housing Density Targets for New Development: 10-35 du/acre (net)
- Modal Hierarchy: Transit, pedestrians, autos, bikes.

Policy II.D.4.c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

The proposal furthers the transportation goal and the Major Transit Corridor policies by: creating good pedestrian connectivity; providing additional bus stops; bringing the buildings to the street; achieving the employment density target; adding new residential units that promote transit use; while also meeting the demand for public parking in the area.

Policy II.D.4.d: The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.

The number and spacing of site drives are consistent with this policy.

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

Policy II.D.4.h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

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

Policy II.D.4.p: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

The site development plan furthers these policies by facilitating pedestrian access to surrounding sites and between transit stops and parking structures on the site. The parking needs of cyclists are also met.

Uptown Sector Development Plan (Rank III)

The Comprehensive Plan designated three areas as Urban Centers, Downtown, Uptown and the University of Albuquerque, and all three areas have adopted sector plans and SU-3 zoning.

The *Uptown Sector Development Plan* generally encompasses properties surrounding and between Interstate-40, Menaul Boulevard, San Pedro Drive, and Pennsylvania Avenue. Specific boundaries are shown in Appendix C of the Plan, except for the addition made in 2000 at the northwest corner of the plan area. The Uptown area provides a major source of employment and comprises one of the highest concentrations of retail and office uses within the city.

The *Uptown Sector Development Plan* was first adopted in 1981, revised during the early 1990s and re-issued in 1995. More recent amendments date from 1999 and 2000. The 1999 amendment is relevant to this case, because it limits the proportion of retail/commercial uses and the square footage of individual establishments, and requires a certain number of housing units based on the percentage of retail/commercial of the total floor space proposed.

The plan contains goals and tactics that “provide a framework and basis for the Sector Plan and its specific recommendations to guide Uptown’s evolution into an urban center and special place as directed by the Comprehensive Plan”. The following goals are applicable to the proposal:

Land Use

Goal 1 - To contain the Uptown Urban Center within rigid boundaries and avoid negative consequences to surrounding residential neighborhoods

Goal 2 - To coordinate land development, infrastructure development and other service options.

Goal 3 - To create Uptown as an urban center

Transportation

Goal 4 - To balance the modes of travel used in the Uptown Sector Plan area in order to minimize congestion and exceedances of the National Ambient Air Quality Standards

Goal 5 - To limit excess availability of free parking spaces.

Goal 6 - To create highly visible, convenient, safe, attractive transit, bicycle, and pedestrian facilities

Goal 7 - To provide balance between roadway improvements and effective alternatives to the single occupancy automobile

Goal 8 - To maintain reasonable peak period traffic operations on all Uptown streets and intersections and prevent significant deterioration with new development

Environment

Goal 9 - Meet and maintain Federal standards for air quality in Uptown.

Urban Design

Goal 11 - To promote Uptown as being a special place consistent with the *Comprehensive Plan*.

Goal 12 - To protect views from the residential areas surrounding Uptown.

The proposal furthers the majority of these goals, particularly the goal to create an urban center and to promote Uptown as a special place. A possible exception is that additional public parking is provided on the site, but it is intended to serve the wider area and to encourage people to park once, then walk or use transit to access other destinations..

The subject site is zoned SU-3 zone for the Uptown Urban Center: Intense Core. It is subject to *Land Use* regulations listed in Section 1 of the plan (pp. 12-14 and att.), as amended by R-154, 2/18/99, and in Section 3, which apply to any site in the SU-3 zone (pp. 17-25 and att.).

The SU-3 Intense Core zone provides for a high intensity mixture of office, hotel, and supporting service retail/commercial, and multi-family residential uses. Except as specified in the zone, the uses are regulated as in the C-2 Community Commercial zone (14-16-17-2) of the Zoning Code. Permissive uses are subject to site development plan approval.

Section 1.A Permissive Uses

The proposed uses are analyzed below:

- *Hotel use is identified in the introductory paragraph of the zoning description and is presumably also a permissive use.*
 1. *The proposed office use is permissive.*
 2. *The proposed residential condominiums are allowed and the density of 55 d.u.'s on the 7.5 acre site is acceptable (concerning residential uses, see also 5. below);*
 5. *(as amended in 1999)*
 - *The retail uses are less than 26,000 sf per establishment and are contained within the larger buildings. The restaurant uses are also less than 26,000 sf per establishment.*
 - *The retail uses are at ground level.*
 - *The free-standing restaurants (Bldg 1 in Area 1, Bldg 4 in Area 3) are allowed because the development as a whole meets the minimum FAR.*
 - *The floor space of retail and restaurant uses is 15.5% of the total approved floorspace of the development and therefore meets the 20% maximum allowed in the sector plan.*
 - *The number of housing units (55) meets and, in fact, exceeds the requirement of one housing unit per 2000 s.f. of retail/commercial above 10% of the total approved floor space of non-residential areas.*

The proposed development complies with Section 1.B. Uses Not Permitted, including criterion 2. related to surface parking: 148 surface parking spaces are proposed and the remaining spaces required for retail and restaurant uses are provided in above- and under-ground parking structures.

Other applicable regulations for development in the Intense Core zone are:

- C. Building Intensity and Setbacks
- D. Off-Street Parking Regulations

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Applicable regulations in Section 3 SU-3 Zone for the Uptown Urban Center: Inside and Outside the Intense Core are:

- A. Orientation of Uses
- B. Open Space Quantity Requirements
- C. Open Space and Pedestrian Design Requirements
- D. Sign Controls
- E. Architectural Character
- F. Requirements for Storm Drainage, Sewer, Water Facilities

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- H. Site Development Plan Approval

The analysis of the site development plan addresses the above regulations.

The sector plan also addresses other aspects of development through the following policies, which are applicable to the request:

Mobility (p. 31)

- A. Complete Uptown street system per 1981 Sector Plan. -

The streets around the site have already been completed. The applicant does not propose to use the designated site access on Winrock east of Louisiana Blvd. (see Figure 3, p. 33 of the USDP) but is proposing a service access to the hotel further east. The location and design of this service access are under discussion with the applicant, but have not yet been resolved to the satisfaction of City Transportation Development and Transportation Planning.

- B. Requirements for Traffic Mitigation -

The applicant submitted a Traffic Impact Study that complies with guidelines in the sector plan. It was based on all the proposed uses on the subject site, including residential which is not specifically required in the sector plan. Background traffic included trips generated by development in the area that has recently been completed or is underway, including the apartments and specialty grocery store northeast of the subject site. The TIS also evaluated traffic impact by factoring in the redevelopment of the Winrock shopping center site. The TIS concludes that all the intersections would operate at acceptable levels of service and comply with the USDP except for the Americas Parkway[Winrock] /Louisiana Blvd. intersection when the traffic from a redeveloped Winrock site is included. No recommendations additional to what is proposed on the site development plan are required by the TIS, although a traffic signal or median pedestrian refuge at the intersection of Q Street and Indian School Rd. is

considered desirable to accommodate the anticipated pedestrian movements across Indian School between ABQ Uptown and the proposed development (see p. 52-53). The TIS has been verified by Transportation Development. Transportation aspects of the development are discussed in the analysis of the site development plan.

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D. Utilize the loop road as an organizing element in Uptown's urban design –

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Pedestrian Environment (p. 43)

The sector plan calls for pedestrian-oriented open space to counterbalance the intense development in this urban center. The sections applicable to this request are:

- A. Designate certain Uptown streets as pedestrian carriers and develop those streets with wider sidewalks with handicap access, more intensive landscaping, and other pedestrian-oriented amenities.
1. Type One streets (all of the loop road system) are designated as pedestrian carriers. As such they will have 10' wide sidewalks and 5' parkway lined with trees planted about every 30' along each curb...

Prime building orientation and entrance shall be toward the street rather than toward a parking area. Soft, irrigated landscaping treatments will be the standard in setback areas...

Finally, these streets shall be designed to offer comfort and convenience to the pedestrian...
 2. Type Two streets (Louisiana Blvd., Indian School...) will have the same 10' sidewalk as Type One streets; however the 5' parkway and street furniture are not provided...
- B. Require open space for new non-residential development
- C. Encourage the creation of pedestrian paths through developments, linking ...commercial/office developments to the pedestrian carrier streets
- D. ...ensure that all pedestrian facilities meet the needs of handicapped persons...
- E. Emphasize trees as an integral element of the public right-of-way landscape theme

The landscape theme for Type One streets will consist of three rows of trees providing shade and comfort for the pedestrian path system...

These sections are addressed in the analysis of the site development plan.

The USDP is currently being updated and a draft will be distributed to City departments and other agencies in late July for comment prior to EPC review (see att. memo). Associated with the new plan is the Uptown District Pedestrian and Bicycle Study and Wayfinding Program, completed in May 2008. Neither the draft plan nor the study has regulatory status at this time.

ANALYSIS OF SITE DEVELOPMENT PLAN FOR BUILDING PERMIT

The request was analyzed according to applicable policies and regulations in the current Uptown sector development plan and other applicable City policies and zoning regulations. The applicant submitted three supplementary letters and an email responding to staff and agency comments (see att.) and a revised site development plan packet.

Site Plan Layout / Configuration

The current proposal represents Phase III of development by the same applicant in the Uptown area and has been designed as a southern extension of ABQ Uptown across Indian School Rd. However, unlike that retail/shopping center, the current proposal consists of mixed uses. The vertical and lateral mix of uses is distributed among five buildings on the site. The structures exhibit different massing and orientations (see att. massing plan). A road easement extends the existing Q Street at ABQ Uptown southward across the site, which heads west to join Louisiana Blvd. as Q Court. An eastern spur, named Quorum Lane, meets Uptown Loop across from the Winrock shopping center. These public road easements divide the site into three areas:

- Area 1, in the northwest part of the site, consists of a stand-alone restaurant at the corner of Louisiana Blvd. and Indian School Rd., and a 2 to 4 story building with retail uses at ground level and offices above. All the buildings have active frontages along the public and private streets. The only open air surface parking lot on the site is in the interior of this area, which forms a parking court.

<i>Building</i>	<i>Use</i>	<i>Gross square footage</i>	<i>Level</i>
Building 1	Restaurant	15,000 sf	Ground
Building 2	Retail	22,000 sf	Ground
	Office	11,000 sf	Ground
		55,5000 sf	2 – 3

- Area 2, in the northeast part of the site, has a single, five story building with retail and enclosed surface parking at ground level, a second level of private parking and the remaining 3 stories of residential condos. The U-shaped housing element of the building surrounds a green space or roof garden, that overlays the parking structure and is open to the east, with views of the Sandia Mountains.

<i>Building</i>	<i>Use</i>	<i>Gross square footage</i>	<i>Level</i>
Building 3	Retail	17,000 sf	Ground
	Service	2,500 sf	Ground
	(Parking structure)	(33,400 sf)	(Ground)
	Multi-family	2,500 sf	Ground
	(Parking structure)	(50,300 sf)	(2)

	Multi-family (+ Roof garden)	33,500 sf (unknown)	3
		63,500 sf	4 - 5

- Area 3, at the south end of the site, includes a second stand-alone restaurant on Louisiana Blvd. (Building 4) and a hotel that extends to Uptown Loop Rd. (Building 5). Restaurant uses are located at the east and west ends of the building of the hotel at ground level. The hotel is stepped back at the second story, and again at the 8th story. It is the tallest and most massive building on the site, comparable to hotels and office buildings in other parts of Uptown.

<i>Building</i>	<i>Use</i>	<i>Gross square footage</i>	<i>Level</i>
Building 4	Restaurant	4,500 sf	Ground
Building 5	Restaurant	4,000 sf	Ground
	Hotel	33,500 sf	Ground
		116,500 sf	2 - 9

Gross square footages for each use, excluding parking, are:

- Retail/restaurant 58,000 gsf
- Office 66,500 gsf
- Residential 99,500 gsf
- Hotel 150,000 gsf
- Service 2,500 gsf

Total 376,500 gsf

The building data is in a table on Sheet 1. The purpose of the service area in Building 3 (Area 2) should be clarified—is it to support the retail component of the development? For Area 3, staff notes that 4,000 sf of the restaurant space should be moved to Building 5 and that, according to the elevations, the hotel has 9 not 7 floors.

A large plaza at the junction of the three internal streets provides public open space that serves a variety of functions, from visual amenity to informal sitting area and as a venue for special events. It is sited not only as a focal point for the development, but as a visual and pedestrian link between Louisiana Blvd., Uptown Loop and the Winrock shopping center site.

Below Areas 1 and 3 is an underground parking garage, which consists of two levels below Area 1 and Q Court, and one level below Area 3. All the parking on the site is public, with the exception of the second floor structure in Area 2, which is reserved for residents.

<i>Area</i>	<i>Use</i>	<i>Gross square footage</i>	<i>Level</i>
Area 1 & 3	Public parking	153,600 sf	Underground 1
Area 1		83,550 sf	Underground 2
Area 2	Public parking	33,400 sf	Ground
	Residential parking	50,300 sf	2

A refuse and recycling enclosure is provided in Area 1 and 2, shared by the retailers, offices and/or residents in each area. The restaurant and hotel in Area 3 have their own enclosure. Transportation Development takes issue with the revised location of the service area for the restaurant in Area 3 because of potential conflicts with traffic movements on Q Court.

The proposed development results in a FAR of 1.16, which is within the required range of 0.7 to 1.5 in the sector plan and complies with the maximum setback requirements (see Land Use Section 1.C., paras. 2. & 4) The proposed development also complies with the Building Intensity and Setback requirements of Section 1.C.

Overall, staff considers that the site design is well-balanced to complement the surrounding urban fabric and future development on the Winrock site, and to take advantage of prominent locations and views. The one weakness of the site design is the lack of activity at ground level along the Loop Road frontage, which is emphasized in the USDP (see regulations in Section 3.A. and Mobility policies in D, p. 39). Commercial spaces only wrap around the corner of Building 2 at Indian School and Uptown Loop, and around the northeast and southwest corners of the hotel in Area 3. The design should be more sensitive to the appearance of the streetscape as viewed from the subject site and from sites across the loop road. The lack of activity and/or visual interest along the building facades is only partially compensated by landscaping in the streetscape and the large plaza at Quorum Lane. The plaza is designed for pedestrian circulation, as a gathering place, and as a venue for special events. It will be a pedestrian gateway for the site and a counterpoint to a future access on the Winrock site. A double row of trees along the sidewalk and the “roof garden” overlooking the roadway in Area 2 makes the streetscape visually attractive and a pleasant environment for walking. However, staff recommends changes to the landscaping and architecture to improve the streetscape and south elevation of the hotel (see relevant sections below).

Staff recommends a legend on the site development plan to identify the different surface treatments on the site.

Walls/Fences

A detail of a retaining wall is shown on Sheet 15 and on the Grading & Drainage Plan (Sheet 16), but retaining walls are not labelled or called out on the site development, landscape plan or grading & drainage plan. Staff recommends a condition to address the omission.

Vehicular Access, Circulation and Parking

Vehicular access to the site is from Louisiana Blvd., Indian School Rd. and the Uptown Loop. It is consistent with the street system improvements in the USDP, with the exception of an

additional right in/right out drive on Louisiana Blvd. The additional drive was required by the Fire Marshall to provide emergency access to the north side of the multi-story office building. In any case, the site frontage on Louisiana, a principal arterial, is approximately 650', which makes the two drives and the 150' spacing between them consistent with Transportation policy d. in the Comprehensive Plan.

The drives accessing Indian School Rd and Uptown Loop Rd. are full access and a future traffic light at each intersection is shown on the site plan. The traffic light opposite the Winrock shopping center site is not needed until the redevelopment of Winrock, but the one on Indian School Rd. may be desirable in the shorter term. The TIS anticipates considerable pedestrian traffic across Indian School Rd. between the Phase I and III developments and significant delays and queuing for motorists exiting Q Street. Although the specific recommendation is for a possible pedestrian refuge, a traffic light may be more appropriate as part of the development, to improve pedestrian safety and reduce queuing on the site. Most of the internal traffic will occur on the public road easements (Q Court, Q Street and Quorum Lane). There's a short detour off Q Court for the hotel and a connection from Q Street to the parking court in Area 1. The latter should be indicated as two-way.

City Transportation Development has concerns about the proposed service access for the hotel, which are still under discussion. Moving the access slightly north or west of the curve on Uptown Loop Rd. and reconfiguring the driveway could resolve the safety and sight line issues.

689 parking spaces are required for the various uses on the site, per the USDP. The applicant is providing 803 spaces, an excess of 114 spaces or 16.5% above the required total. The applicant is justifying the excess because the majority of the parking is for general public use; it is not limited to tenants or customers of the Quorum development. This approach encourages motorists to park once and circulate on foot around the Uptown area--or by bicycle and eventually by shuttle, which is a recommendation in the Pedestrian and Bicycle Study and Wayfinding Program as a way of linking the shopping and employment centers. For clarity, staff recommends that a note be added to the site development plan, stating that all the surface and underground parking on the site is for public use. The public parking is intended to meet the requirements of retail, restaurant, office and hotel uses on the site and, in addition, other non-residential land uses in the Uptown sector development plan area.

The public parking consists of surface parking (75 open air, 66 enclosed) and underground parking (573). The drive for the enclosed surface parking in Building 3 should be indicated as two-way. The two pedestrian walkways into the lot need to be better defined, and the material of the dividers between the rows of parking should be identified. The first level of underground parking underlies most of Area 1 and 3 and is accessed in two locations off of Q Court. The second level underlies Area 1 only. Overall, staff considers that the parking provision meets the intent of the USDP to limit the amount of surface parking for non-commercial uses and to intersperse any expanses of asphalt with trees and landscaping. The parking court in Area 1 and the parking on Q Street and at the hotel entrance are the only open air parking on the site, and it is fairly unobtrusive.

The second-story parking (89) in Building 3 is for residents only and is accessed from a ramp off the north side of Quorum Lane. It amounts to 8.5% over the total required, based on 1.5 spaces per unit in the USDP. Staff recommends that it be reduced to comply with the regulation. Unlike the public parking on the site, there is no opportunity for the residential parking to be shared with other uses. Sheet 2 should include the plan of the residential parking in Building 3, including pedestrian exits.

The number of handicapped parking spaces on the plan does not correspond with the note in the parking calculations. Staff counted a total of 18 rather than 20 spaces, including 8 in surface parking and 10 in the underground parking, and none are specified as van spaces. Their dimensions and location are acceptable, with the exception of the southernmost space on Q Street in front of Building 2, which is too short. (There are other spaces along Q Street that are not long enough for standard cars and should be signed as compact spaces.) One of the surface parking spaces in front of the hotel could be designated a handicapped space. Staff recommends appropriate adjustments to the proposed parking.

The number and location of motorcycle spaces is acceptable.

The signage for handicapped and motorcycle spaces is detailed in Diagram 1 on Sheet 14.

Pedestrian and Bicycle Access and Circulation, Transit Access

Pedestrian access and circulation for the site are shown in a diagram on Sheet 2 and on the site development plan. Pedestrian connectivity, both internal and with the surrounding area, is generally good.

The site development plan indicates new crosswalks at mid-block on Indian School to connect with the ABQ Uptown retail center, and one across Uptown Loop to connect with a redeveloped Winrock site.

The sidewalks and internal walkways vary in width. The 10' sidewalk on Uptown Loop meets the USDP requirement for "Type One streets". The 8' sidewalk on Louisiana is 2' less than the required 10' for "Type Two streets". However, it is separated from the busy arterial by a 6' landscaped strip with street trees, which is not required but makes walking more pleasant and the streetscape more attractive.

City Planning staff is concerned about the lack of continuity in the sidewalk on Uptown Loop Rd. at the hotel service entrance. A crosswalk should be delineated between the sidewalks on either side of the service drive, which should be kept clear at all times. A minimum 6' clear width must also be maintained between bollards and any other street furniture or signage.

Internal walkways provide a pleasant and convenient circulation network for pedestrians across the site. Q street is lined with arcades, while breezeways through Building 2 and between Building 4 and 5 provide convenient shortcuts for pedestrians.

Sheet 2 shows the "vertical circulation" system, i.e. elevators, between the underground parking and the surface streets (and the interior of the office building), which contribute to the good pedestrian connectivity of the site. The site development plan indicates the pedestrian exits, but two on Q Street are missing. The following changes are recommended to further improve the

safety and convenience of pedestrian circulation on the site: crosswalks at all garage entrances; an ADA accessible ramp to access the southern end of the breezeway between Buildings 4 and 5; widening the walkway between the main plaza and Building 5 to a minimum of 6'; and, in Area 1, making appropriate adjustments so that the interior crosswalks do not conflict with the pedestrian exit from the garage and with the landscaped bed near the site drive to Q Street.

The applicant has stated in a supplementary letter that there are no bike lanes on Indian School and on the southeast quadrant of the Loop Road. This is contrary to Transportation Planning Division records showing that the lanes were implemented by the City. The site development plan should therefore clearly indicate a bike lane on Uptown Loop along the site boundary, as it does for Indian School Rd.. Parking for bicycles on the site is ample. In Building 3, the bicycle storage area at ground level in the parking structure accommodates 30 bicycles for residents. The applicant is proposing 50% more bicycle racks than would normally be required for the commercial and office uses. They are distributed around the site, mainly at perimeter locations.

Parking spaces in the underground garage have been set aside for office carpools. However, according to Section 1.D.b. of the USDP, the number should be increased from 30 to 43 to meet the 20% required of total office parking.

The site development plan already includes two new bus stops, one on Louisiana Blvd. and Uptown Loop Rd., whose location and design will need to be coordinated with the Transit Department.

The Transit Department staff has informed Development Review staff that no Transportation Management Organization was established for the Uptown area as envisaged in the USDP. Staff considers that the intent of the Mobility policies in the plan can only be furthered by ensuring that the site development plan implements recommendations in the TIS and incorporate any other appropriate measures to encourage a reduction in car travel and the use of alternative modes. The proposal provides a range of elements that encourage more sustainable travel habits and, where it appeared deficient, staff has recommended improvements in this section of the analysis.

Lighting and Security

20' high streetlights and 15' high pedestrian light fixtures are detailed on Sheet 15. The site development plan shows the location of lightpoles, but does not distinguish between the two types of fixtures. This could be clarified in a general note or with a different symbol. The detail should indicate that the fixtures are full cut-off, fully-shielded and comply with the Night Sky Protection Act. Staff noted on the site visit that there are existing streetlights around the site, with shoe-box type fixtures.

To address Police Department concerns (see att. letter dated 6/20/08), staff recommends the addition of bollard or pedestrian scale lightpoles along the southern edge of the plaza to make it safer and more inviting for pedestrians to circulate in after dark.

Decorative light fixtures are called out on the elevations sheet, but the note should also state that they are full cut-off, fully-shielded and comply with the Night Sky Protection Act.

Landscaping

The applicant submitted a written response to agency comments on landscaping on July 9, 2008 (see att.), and addressed many of them in the revised submittal.

The landscape plan is set out in Sheets 3-7. It provides an overview of the site and a master plant schedule, followed by close-ups of each area with individual plant palettes for each landscaped bed. The overview indicates a plaza at the hotel service access, which must be eliminated as it does not function as a plaza nor meet the requirements set out in Section 3.C.1 of the sector development plan. The master plant palette is extremely varied and consists of a majority of low and medium water use species. Exceptions are the use of turf in the plaza area and four high water use tree species. However, the turf is acceptable to provide sitting areas and the tree species are on the suggested tree list in the draft Uptown SDP, per Advance Planning staff. The design integrates soft and hard landscaping in plaza areas, four small water features to mark street corners and planters along internal streets. The calculations indicate "seat walls", which staff recommends be labeled or keyed on the plan sheets. These are presumably in the plazas. In general, the close-ups should label or key all hardscape elements of the design.

The streets forming the site boundary are generally lined with shade trees, except at the hotel service area and corner of Louisiana and Winrock. Staff recommends additional trees in those locations. The trees are particularly important in order to screen the service area. They should be pruned to maintain any required sight lines for ingress and egress. The USDP calls for three rows of trees on Uptown Loop Rd., a Type One street, which the plan provides along a portion of Building 3. The parking areas have an ample number of trees.

An unusual feature is the roof garden on Level 3 of Building 3. Although the garden is for the residents' use, it will also provide the effect of a hanging garden when viewed from the surrounding neighborhood. Staff recommends minor adjustments to the landscape calculations, as follows: move the 75% live vegetative cover calculations from Sheet 7 to the main sheet (#3) and correct the total site area to correspond to the data on the site development plan.

The utility easements and PNM lines need to be shown on the plan to ensure coordination with the placement of trees and shrubs.

The applicant has explained that pervious paving over the underground parking garages would be problematic, but will consider rainwater harvesting. At a minimum, rainwater harvesting should be considered to supplement irrigation for the green roof and landscaped beds in appropriate areas, e.g. along the perimeter of the site where rainwater can infiltrate depressed beds.

Public Outdoor Space

The applicant has submitted supplementary calculations for different surfaces on the site and for plaza areas. Staff has determined that the proposal exceeds the quantity requirements for non-residential and residential usable open space in Section 3.B of the USDP by a considerable amount. The green roof alone provides at least 50% more than required for the residents on site. However, staff disagrees that the hotel service area should be designated as a plaza (#10),

because it is unlikely to function as such since there is no pedestrian-level activity occurring in the building at that location.

All the plazas include seating areas in the form of benches, planter ledges, seat columns and/or steps. A portion of those adjoining restaurants can be used for outdoor eating areas. The main plaza has extensive hard and soft (turf) seating.

The calculations for plazas indicate a lesser proportion of soft landscaping than the USDP recommends, approximately 20% instead of 40%. However, the main plaza achieves close to 30% and there is off-site landscaping in the form of trees and landscaped strips around the perimeter of the site, which are not taken into account.

Grading, Drainage, Utility Plans

The grading and drainage plan indicates that the site slopes from northeast to southwest, with an elevation change of approximately 10 feet. The location of any retaining walls should be indicated on the plan.

The utility plan shows water and sewer lines, but does not identify the location of PNM lines. The Water Utility Authority requires a revised utility plan prior to DRB sign off.

Architecture

The contemporary architecture is similar in style to the ABQ Uptown development north of Indian School. The building elevations display a range of potential structural and decorative elements, materials and colors that provide variety and interest. The south elevation of the hotel is plain by comparison. Given its prominence from I-40 and the importance of the Loop Road frontage in the sector plan, staff recommends additional windows and a minimum of one public entrance on the south elevation of the hotel and decorative/structural elements at higher levels on this facade. Although Building 3 also lacks active frontage, it does have openings and decorative railings in the ground level parking structure. In general, there should be no blank walls on the loop road frontage to comply with sector plan regulations and policies.

The applicant would like flexibility for the design of storefronts and restaurants, like the “kit of parts” approach used at ABQ Uptown, in order to accommodate the different needs of future tenants. Staff is concerned that General Notes A and B provide too much latitude in this regard. Language is recommended to ensure that a minimum of the elements shown on the elevations are implemented on retail frontages on the public rights-of-way, particularly Uptown Loop, so that they are active and visually attractive. Staff also recommends that white should not be used as a field color and that only non-reflective materials and colors be used for roofs.

With regard to sustainable site design, the applicant has explained that the mix of uses, including parking structures, frees up land for pedestrian amenities and encourages a “park once and walk” approach, which reduces the need for car travel. The shopping arcades, soft landscaping and green roof help help offset the heat island effect of the new development (see applicant’s supplementary letter).

With regard to solar access, staff notes that the highest part of the hotel (316' [correction: 216']) is stepped back considerably along its northeast elevation—55' back from a one story

retail/restaurant element and a further 25' at Level 8 of the hotel proper. This reduces the shadow cast on the main plaza and the residential building to the north of it. The next tallest building is Building 3. The southern wing of this residential building rises 38' above the roof garden. Since the garden is approximately 135' wide, it does not appear that the condos in the northern wing of the building will be affected, based on the standard 45 degree angle plane measurements for evaluating solar access in the Zoning Code (14-16-3-3 (A)(7)).

Signage

Signage details and map diagrams are found on Sheets 13 -15. The location of site identification signs is also indicated on the site development plan and of wall-mounted tenant signage on the elevations. The primary entry signage is proposed at the entrance to Q Street, opposite the gateway to ABQ Uptown (see staff photos, Fig. 1). Simpler columns and entry signage identify the entrances to Quorum Lane and Q Court. A "marquis" type sign is shown at several locations. The purpose of this proposed sign should be indicated on the detail. The term marquee normally refers to a type of wall-mounted sign. A type of monument sign, referred to as a "sign wall" (16a & b), is proposed for the hotel. The lettering should include the street address and the placement of the sign should be indicated on the site development plan. Clear and complete details of each type of tenant signage are provided on Sheet 13.

The signage element of the submittal needs some reworking in order to: correct inconsistencies and omissions relative to the location of signage; establish the number and type of signs each tenant is allowed; and provide information on the signage for the residential and office uses on the site. All the signage must comply with Section 3.D in the USDP. The Police Department has also recommended that public and resident parking be clearly signed.

CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

Comments begin on p. 34 and, with the exception of Advance Planning, refer to the original submittal. There are significant comments from Transportation, Solid Waste and Advance Planning which have not been addressed in the revised plan.

NEIGHBORHOOD/PUBLIC CONCERNS

The nine neighborhood associations in the Uptown area were notified by the applicant. The City Planning Department also notified the associations, as required by the USDP, and informed property owners within 100' of the site. The applicant held an open house in late April 2008, prior to submitting their proposal to the EPC. No facilitated meeting was held. Written comments have been received from the affected neighborhood associations. The Zuni NA officers have concerns about the potential impacts of additional development on crime and on traffic, particularly on Indian School Rd. and the residential streets that connect to it. The Classic Uptown representative is generally positive about the mixed use proposal, but requests improved facilities for cyclists and a progressive design for the parking structures. The Snow Heights NA representative supports the pedestrian oriented proposal and considers it a positive addition to their neighborhood. Supporting comments for the mixed use and pedestrian-friendly development were also received from the president of the San Gabriel Area NA speaking as a resident and realtor.

CONCLUSIONS

The proposal furthers a preponderance of the applicable goals and policies in the Comprehensive Plan and the goals and intent of the regulations in the Uptown sector development plan. The development would implement the plans' vision of a mixed use urban center in this part of the City. The site layout respects the existing context of the site. The architecture and landscaping are attractive and the design balances the objectives of promoting walking, transit use and cycling while accommodating use of the car. On balance, written comments from affected neighborhood associations are positive about the proposal.

Staff recommends approval with conditions, to address outstanding transportation issues, strengthen compliance with applicable policies and regulations, and to correct omissions and inconsistencies in the submittal.

FINDINGS - 08EPC 40060 July 17, 2008, Site Development Plan for Building Permit

1. The request is for a site development plan for building permit for Tract A, Hunt Spectrum Development Site, a site of approximately 7.5 acres located on Uptown Loop Road between Indian School Rd. and Louisiana Blvd., zoned SU-3 Zone for the Uptown Urban Center: Inside Intense Core. A mixed use development is proposed, consisting of 55 residential condominiums, two stand-alone restaurants, a 210-room hotel, offices for lease and sale, retail space and above- and under-ground parking structures. The total gross floor space is 376,500 sf (excluding the parking structures) and the buildings range from one to nine stories high. The proposal represents Phase III of the applicant's development projects in the area: Phase I is the ABQ Uptown retail center to the north and Phase II is the apartment complex to the northeast (Tracts A-1 and B-2A, St. Pius X Subdivision).
2. The site is in the Established Urban Area and in a Major Activity Center of the Comprehensive Plan and in the Uptown sector development plan area. It is located on Louisiana Blvd., a Major Transit Corridor.
3. In parallel to the request to the EPC, the applicant has submitted an application to the City for a Tax Increment Development District (TIDD). A decision from City Council is currently expected in October 2008. If the TIDD is approved, the revenue would be used to finance various public infrastructure elements of the proposal, including the parking garage, plaza, wayfinding elements and utilities.
4. The City's Air Quality Division reviewed the Air Quality Impact Analysis (AQIA) submitted by the applicant and stated in a letter dated June 3, 2008 that, although it appears potential impacts of the project to CO concentrations will not exceed ambient air quality standards, mitigation measures are strongly suggested to ameliorate impacts to air quality due to projected levels of service of 'D' or worse at intersections evaluated in the Traffic Impact Study. The Acting Director concluded that the AQIA was complete and sufficient and no further information was required, as long as the design year remains 2010.
5. A Certificate of No Effect on archeological sites within the city was also submitted, pursuant to the Albuquerque Archaeological Ordinance (F/S O-07-72).
6. The site development plan furthers the following goals and policies in the Comprehensive Plan:

- a. The Goal for the Established Urban Area and Policies II.B.5.a, d, e, h, i and j: A mix of commercial, office, hospitality and residential uses will occupy a vacant site at a density that is appropriate for an activity center and generally respects neighborhood values.
- b. Established Urban Area policies II.B.5.k, l and m: The Traffic Impact Study concludes that the development will not have significant adverse impact on the road network in the Uptown area, including on adjoining arterial streets; the project has been designed to complement the surrounding urban fabric and to achieve quality architecture and innovative landscaping; the quality of the visual environment will be improved by accommodating the majority of off-street parking in an underground garage and a parking structure.
- c. The Goal for Activity Centers and policies II.B.7.a, b, c and i: The development will help reduce urban sprawl and enhance the Uptown area by creating a concentration of inter-related uses, including retail, multi-family residential, office, hospitality and public open space, along with good pedestrian, bicycle and transit connectivity.
- d. The Goal for Air Quality and policies II.C.1.b and I: By combining land uses and providing good access to all travel modes, the development encourages intermodal transfer and sustainable travel choices, which can help improve air quality over time.
- e. The Goal for the Developed Landscape and policy II.C.8.a: The architecture is of high quality and the buildings and plazas are sited to respect the existing urban fabric and to take advantage of views to the Sandia Mountains.
- f. The Economic Development Goal and policies II.D.6.d and g: the proposed hotel and restaurants promote tourism, and the employment-generating uses on the site help balance jobs with housing in this part of the City.
- g. The Transportation and Transit Goal and policies for Major Transit Corridors II.D.4.a, and c: The project has good pedestrian connectivity, provides additional bus stops, places the buildings close to the street, achieves the employment density target, adds new residential units that promote transit use, while also meeting the demand for public parking in the wider area.
- h. Transportation and Transit policy d: The number and spacing of site drives on the adjacent principal and minor arterials are consistent with this policy.

- i. Transportation and Transit policies g, h, o, and p: The proposal is designed to promote walking and access to transit modes and provides convenient parking for cyclists.
7. The proposal furthers the following goals of the Uptown sector development plan:
- a. Land Use Goal 3: The project helps create Uptown as an urban center because the proposed density, mix of uses, site design and architecture are urban in character.
 - b. Transportation Goals 4, 6, 7 and 8: The project is designed to provide a balance between different modes of travel, by accommodating motorists and also promoting an attractive and convenient network for pedestrians and transit users and parking facilities for cyclists.
 - c. Environment Goal 9: The applicant has submitted an Air Quality Impact Analysis that has been verified by the City's Air Quality Division and demonstrates that the development will comply with Federal air quality standards.
 - d. Urban Design Goals 11: The proposed mixed uses, site layout, architecture and landscaping are compatible with the design of recent development to the north of the site and help promote Uptown as a special place.
8. The site development plan for building permit complies with the regulations of the SU-3 Zone for the Uptown Urban Center: Inside Intense Core in the Uptown sector development plan in Section 1.A Permissive Uses and B. Uses Not Permitted and Section 1.C Building intensity and setbacks.
9. The off-street parking complies with the majority of the regulations in Section 1.D in the Uptown sector development plan:
- a. Paragraph 1. - A significant majority of the parking is contained in above-ground and underground structures. The surface parking is for retail/commercial uses only.
 - b. Paragraph 2. - The proposal includes an excess of approximately 16.5% over required parking for all uses combined. However, the proposed *public* parking, which excludes residential parking, is intended to serve the wider Uptown area by promoting a "park once and walk" approach that furthers Transportation Goals 4, 6 and 8 of the plan.

- c. Paragraph 2.e. - The surface parking has the requisite number of trees with appropriate planting space.
 - d. Paragraph 2.g, h, and i – Pedestrian connections are provided between parking areas and building entrances, between non-residential uses and from parking structures to sidewalks and walkways.
 - e. Paragraph k – The number of required handicapped spaces is provided.
10. The proposal is consistent with the majority of regulations in Section 3 SU-3 Zone for the Uptown Urban Center: Inside and Outside Intense Core:
- A. Orientation of Uses – The structures generally include active uses at ground level and are sited to create public plazas and a network of pedestrian walkways and arcades. A roof garden is proposed in the retail/residential building.
 - B. Open Space Quantity Requirements – The development includes the requisite quantity of usable open space for non-residential and residential uses.
 - C. Open Space and Pedestrian Design Requirements – The proposal includes several outdoor plazas, including a main plaza space adjacent to the Uptown Loop Rd., with seating and soft and hard landscaping. Pedestrian links are provided between plazas and sidewalks and throughout the site, including parking areas.
 - D. Sign Controls – The type, size and height of proposed signage are in compliance.
 - E. Architectural Character – The proposed architecture provides variety, interest and vitality and is similar to the existing retail development north of the site.
 - F. Requirements for Storm Drainage, Sewer, Water Facilities – An acceptable grading & drainage plan has been submitted.
 - G. Site Development Plan Approval – The Planning Department notified the affected neighborhood associations and solicited their comments, per paragraphs 6.a. and b.
11. The site development plan is deficient in some respects, including street trees, service areas in Area 3, architecture and tenant signage, which can be addressed through conditions.
12. The nine neighborhood associations in the Uptown area and property owners within 100' of the site were notified of the proposal. The applicant held an open house in late April 2008, prior to submitting their proposal to the EPC. No facilitated meeting was held. Written comments have been received from members of four of the affected neighborhood associations. The Zuni NA

representatives have concerns about the potential adverse impacts of additional development on traffic and crime in the area. The Classic Uptown representative is generally positive about the mixed use proposal, but requests improved facilities for cyclists and a progressive design for the underground garages. The representative of the Snow Heights NA and member of the San Gabriel Area NA support the mix of uses and pedestrian orientation of the proposal and consider it a positive addition to their area.

RECOMMENDATION - 08EPC 40060 July 17, 2008

APPROVAL of 08EPC 40060, a Site Development Plan for Building Permit, for Tract A, Hunt Spectrum Development Site, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 08EPC 40060 July 17, 2008, 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. RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

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

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

- b. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- c. Service drive, at the location shown on the site plan, will only be considered if the drive is aligned perpendicular to the Loop Road and stopping site distance, per AASHTO criteria, is met (provide analysis). Provide “service entrance only” signing at this drive.
- d. Show truck circulation routes for fire/emergency, refuse, delivery and service type vehicles.
- e. Site drives to meet DPM requirements (i.e. width and curb return radii) for the type of facility being accessed. Also, verify against Traffic Impact Study (TIS).
- f. Check throat requirements at Q Street with Indian School Road per TIS and DPM.
- g. Round-a-bout to meet, at a minimum, the same design criteria used for the ABQ Uptown Development round-a-bout. Delete eastbound right turn lane, as shown on site plan, and replace with a turning radius that allows for a smooth transition entering the round-a-bout (separate thru and right lanes may need to be combined as a thru/right lane). Delete first three parking spaces entering round-a-bout. Drive aisle through round-a-bout should be 20’ for one-way access and to allow proper access to fire/emergency, refuse, delivery and service type vehicles. At southwest corner of intersection replace 5’ radius with a 15’ radius minimum. Sign and provide pavement markings accordingly.
- h. Parking structure should meet the same design criteria used for the ABQ Uptown parking structure.
- i. For self enforcing parking areas, the drive aisle width should be as specified in the DPM for the angle of parking spaces requested.
- j. Delete curb return radii information at major street intersections (curb returns and major streets are existing).
- k. Site plan shall comply and be designed per DPM Standards.
- l. The proposed right-in/right-out driveway access at the southeast corner of the site plan (just east of the building 5 site) will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments (MRCOG) consistent with procedures described in MRCOG resolution R-05-09.

4. Site Plan Layout / Configuration

- a. The zoning designation shall be corrected to read “SU-3 zone for the Uptown Urban Center: Intense Core”.
- b. Building data on Sheet 1: In Area 2, the purpose of the service area shall be clarified, i.e. what other uses it serves. In Area 3, 4,000 sf of the restaurant space shall be moved to Building 5 and the square footage of Building 5 above ground floor shall refer to floors 2 through 9, as the building is shown on the elevations.

- c. The refuse enclosure for Building 4 (Area 3) shall be relocated to the satisfaction of the City's Transportation Development Division and Solid Waste Department.
 - d. A legend shall be added to the site development plan to identify the different surface treatments on the site.
5. Walls/Fences: Any retaining walls shall be shown and keyed or labeled on the site development plan, landscape plan and grading & drainage plan.
6. Vehicular parking:
- a. Add a note to the site development plan stating: "All surface and underground parking on the site shall be for public use. This public parking shall meet the off-street parking requirements of non-residential uses on the site. Any additional spaces shall serve other non-residential land uses in the Uptown sector development plan area."
 - b. The two drives on Q Street that access ground level parking areas and the access ramp to residential parking off Quorum Lane shall be shown as two-way.
 - c. In the ground level parking of Building 3, indicate the material of the two pedestrian walkways and of the dividers between rows of parking spaces.
 - d. Sheet 2 shall include the plan of the residential parking in Building 3.
 - e. Handicapped spaces: the number and type of spaces, as shown in the calculations and on the plan, shall be corrected for consistency. The southernmost space on Q Street in front of Building 2 shall be lengthened to 20', or moved to another appropriate location if necessary.
 - f. Spaces that are not 18' in length but comply with compact space dimensions, including spaces on Q Street, shall be shown as compact spaces on the site development plan.
 - g. The number of carpool spaces in the underground garage shall be increased to a minimum of 43 and sited near entrances to the office building (Building 2, Area 1), per Section 1.D.b. of the Uptown sector development plan.

7. Pedestrian and Bicycle Access and Circulation

- a. A minimum 6' clear path shall be maintained on all sidewalks and walkways, including between the bollards delineating the hotel service access.
- b. Add appropriate signage for pedestrians at hotel service area.
- c. All exterior pedestrian ingress/egress for the underground and aboveground parking structures shall be labeled or keyed on the site development plan, including two on the west side of Q Street.
- d. Show crosswalks at all garage entrances;
- e. Provide an ADA accessible ramp to access the southern end of the breezeway between Buildings 4 and 5;
- f. Widen the walkway between the main plaza and Building 5 to a minimum of 6';
- g. In the surface parking area of Area 1, make appropriate adjustments to the site layout so that the two interior crosswalks do not conflict with the pedestrian exit from the garage and with the landscaped bed near the site drive to Q Street.
- h. The bike lane on Uptown Loop Rd. and Winrock Rd. (labeled America's Parkway in the submittal) shall be clearly shown on the site development plan, as it is on Indian School Rd.

8. Transit Access: The location and design of potential bus stops shall be coordinated with the City Transit Department prior to DRB sign-off of the site development plan.

9. Lighting and Security

- a. Distinguish streetlights (20') from pedestrian-scale lighting (15') on the site development plan. Indicate whether existing streetlights shall remain or be replaced.

- b. The lighting details shall include text that the fixtures are full cut-off, fully-shielded and comply with the Night Sky Protection Act.
- c. Pedestrian scale lighting shall be added to the main plaza off Quorum Lane to make the area safer and more attractive to circulate in after dark.
- d. Text shall be added to the elevations sheet stating that the proposed decorative light fixtures shall comply with the Night Sky Protection Act.

10. Landscaping:

- a. Calculations –
 - i. Move the 75% live vegetative cover calculations from Sheet 7 to Sheet 3.
 - ii. Correct the total site area to be consistent with the data on the site development plan.
 - iii. Show all figures used in calculating the net area (Required Landscape) and landscaped area (Provided Landscape).
- b. The plaza labeled in the hotel service area shall be eliminated from the plan and from the landscape calculations.
- c. Label or key seat walls and all other elements of the hard landscaping, including the row of rectangles at the hotel service area.
- d. Add a minimum of 4 street trees at the hotel service area and 2 street trees on both Louisiana and Winrock at the southwest corner of the site. The trees at the service area shall be pruned to maintain any required sight lines for ingress and egress.
- e. Provide small trees, pots, and benches at the hotel entry and a shade tree at the southside of the pool in the roof garden.

- f. The utility easements and distribution lines shall be shown on the landscape plan.
- g. Appropriate rainwater harvesting measures shall be added to the landscape to conserve water and supplement irrigation.
- h. Correct typographical errors, including the area of the semi-circular landscaped bed in the main plaza which should be 740 sf.

11. Architecture

- a. On the south elevation of the hotel (Building 3), extend the pattern of storefront windows/doors to the service area and include a minimum of one public entrance. Add decorative and/or structural elements to the upper stories of the building, as appropriate to add variety and interest when viewed from afar.
- b. The retail and restaurant frontages on Louisiana Blvd, Indian School Rd, Uptown Loop Rd and Winrock at a minimum shall include windows and other architectural features that provide visual interest at pedestrian level.
- c. White shall be removed from the list of field colors.
- d. Materials and colors of roofs shall be non-reflective.

12. Signage

- a. The purpose of the marquee sign shall be indicated on the detail.
- b. The lettering of the monument sign for the hotel shall include the street address and the placement of the sign shall be indicated on the site development plan.
- c. correct inconsistencies and omissions relative to the location of signage;
- d. establish the number and type of signs each tenant is allowed; and

-
- e. Provide location and details of signage for residential and office uses and for parking structure entrances, which shall comply with Section 3.D of the USDP.
13. Acceptable locations for the refuse and recycling enclosures shall be coordinated with the Solid Waste Department prior to DRB signoff.
14. The Utility Plan is not acceptable and must be revised prior to DRB signoff.
-

***Carol Toffaleti
Planner***

cc: Hunt Uptown LLC, II, 201 3rd St.NW, Albuquerque, NM 87102
Denish + Kline Associates, 500 Marquette NW, STE 350, Albuquerque, NM 87102
Bill Sterchi, Alvarado Park NA, 5607 Princess Jeanne NE, Albuquerque, NM 87110
Natasha Carty, Alvarado Park Na, 5907 Princess Jeanne NE, Albuquerque, NM 87110
Stephen Verchinski, Classic Uptown NA, 2700 Espanola NE, Albuquerque, NM 87110
Patti Flanagan, Classic Uptown NA, 2716 Espanola NE, Albuquerque, NM 87110
Evelyn Feltner, Inez NA, 2014 Utah St. NE, Albuquerque, NM 87110
Bette Weber, Inez NA, 1927 Virginia St. NE, Albuquerque, NM 87110
Julie Jones, Jerry Cline Park NA, 7625 Winter Ave. NE, Albuquerque, NM 87110
Ron Goldsmith, Jerry Cline Park NA, 1216 Alcazar St. NE, Albuquerque, NM 87110
Lisa Whalen, Quigley Park NA, 2713 Cardenas Dr. NE, Albuquerque, NM 87110
Maria Young, Quigley Park NA, 2932 Madeira Dr. NE, Albuquerque, NM 87110
Laura Heitman, Snow Heights NA, 8011 Princess Jeanne NE, Albuquerque, NM 87110
Andrea Henderson, Snow Heights NA, 1317 Rhode Island NE, Albuquerque, NM 87110
Louis Abruzzo, Uptown Progress Team, 10 Tramway Loop NE, Albuquerque, NM 87122
Marcy Cook, Uptown Progress Team, 6565 Americas Parkway NE, #200, Albuquerque, NM 87110
Richard Peterson, Winrock South NA, 7110 Constitution Ave. NE, Albuquerque, NM 87110
Virginia Kinney, Winrock South NA, 7110 Constitution Ave. NE, Albuquerque, NM 87110
Sharon Berlint, Zuni NA, 7516 Euclid NE, Albuquerque, NM 87110
Allan Smith, Zuni NA, 7522 Euclid NE, Albuquerque, NM 87110

Attachments

Letter from Planning Director to agent for Spectrum project (#1002337), dated Dec. 20, 2006
Map of boundaries of Uptown Major Activity Center and sector development plan area
Letter from Advance Planning Staff to Commenting Agencies re. amended USDP, dated July 3, 2008

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

No comments received.

Office of Neighborhood Coordination

Uptown NA List which consists of the following: *Alvarado Park NA (R), Classic Uptown NA (R), Inez NA (R), Jerry Cline Park NA (R), Quigley Park NA (R), Snow Heights NA (R), Uptown Progress Team, Inc. (R), Winrock South NA (R), Zuni NA (R)*

Advanced Planning

Revised comments

General Site Design Comments:

2. Sheets 8-12, Building Elevations, general notes, indicate that elements of design may be exchanged or eliminated. This could result in buildings which appear completely different than shown on the elevations. Thus, the pedestrian realm at the sidewalk level, particularly along Louisiana Boulevard, Americas Parkway, and Indian School Road could be bereft of glazing, architectural detail, doors, portals, trellises, etc. and substituted with stucco walls, signage, etc. to accommodate signage and security issues for tenants. Provide a minimum standard of design elements along the pedestrian realm. ***This has been partially addressed***
4. Provide small trees, pots, and benches within the dead space corridor between building 4 and 5. ***This has been partially addressed. Similar elements could be added at hotel entry.***
5. The Hotel Building 5 truck service entry at Americas Parkway is 200 feet wide including the truck turnarounds. Provide elevations of screening treatments and indicate whether trucks will be parked in this area for more than a few hours at a time. ***Not shown on site plan.***

Landscape Plan Comments:

2. Provide separate irrigation zones for trees to accommodate water sensor devices. ***Not indicated on landscape plan.***

Additional: Shade area at southside of pool, e.g. with small, shade tolerant tree(s).

Continue street tree pattern at Louisiana/Winrock, without obstructing visibility for cars or pedestrians.

CITY ENGINEER

Transportation Development Services

Transportation Development (City Engineer/Planning Department):

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- A Traffic Impact Study (TIS) has been submitted and reviewed by Transportation Staff.
- 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.
- Service drive, at the location shown on the site plan, will only be considered if the drive is aligned perpendicular to the Loop Road and stopping site distance, per AASHTO criteria, is met (provide analysis). Provide "service entrance only" signing at this drive.
- Show truck circulation routes for fire/emergency, refuse, delivery and service type vehicles.
- Site drives to meet DPM requirements (i.e. width and curb return radii) for the type of facility being accessed. Also, verify against Traffic Impact Study (TIS).
- Check throat requirements at Q Street with Indian School Road per TIS and DPM.
- Round-a-bout to meet, at a minimum, the same design criteria used for the ABQ Uptown Development round-a-bout. Delete eastbound right turn lane, as shown on site plan, and replace with a turning radius that allows for a smooth transition entering the round-a-bout (separate thru and right lanes may need to be combined as a thru/right lane). Delete first three parking spaces entering round-a-bout. Drive aisle through round-a-bout should be 20' for one-way access and to allow proper access to fire/emergency, refuse, delivery and service type vehicles. At southwest corner of intersection replace 5' radius with a 15' radius minimum. Sign and provide pavement markings accordingly.
- Parking structure should meet the same design criteria used for the ABQ Uptown parking structure.
- For self enforcing parking areas, the drive aisle width should be as specified in the DPM for the angle of parking spaces requested.
- Delete curb return radii information at major street intersections (curb returns and major streets are existing).
- Site plan shall comply and be designed per DPM Standards.

Hydrology

- A conceptual drainage plan is required prior to DRB action.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

Findings

- The Uptown Loop Road is a limited access, arterial as designated on Long Range Roadway System map.
- Permitted driveway accesses to the Uptown Loop Road are identified in Figure 3 of Uptown Sector Development Plan.
- The right-in/ right-out access proposed at the southeast (access to the Loop Road) corners of the site plan is currently not a permitted access as shown in Figure 3 of the Uptown Sector Development Plan.
- Exceptions to the access policy will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments consistent with procedures described in R-05-09.

Conditions

The proposed right-in/right-out driveway access at the southeast corner of the site plan (just east of the building 5 site) will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments (MRCOG) consistent with procedures described in MRCOG resolution R-05-09.

Traffic Engineering Operations

- No comments received.

Street Maintenance

- No comments received.

RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:

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

- a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- b. Per Transportation Development Staff, completion of the required system improvements that are attributable to the development, as identified in the TIS, is required.
- c. Service drive, at the location shown on the site plan, will only be considered if the drive is aligned perpendicular to the Loop Road and stopping site distance, per AASHTO criteria, is met (provide analysis). Provide "service entrance only" signing at this drive.
- d. Show truck circulation routes for fire/emergency, refuse, delivery and service type vehicles.
- e. Site drives to meet DPM requirements (i.e. width and curb return radii) for the type of facility being accessed. Also, verify against Traffic Impact Study (TIS).
- f. Check throat requirements at Q Street with Indian School Road per TIS and DPM.
- g. Round-a-bout to meet, at a minimum, the same design criteria used for the ABQ Uptown Development round-a-bout. Delete eastbound right turn lane, as shown on site plan, and replace with a turning radius that allows for a smooth transition entering the round-a-bout

(separate thru and right lanes may need to be combined as a thru/right lane). Delete first three parking spaces entering round-a-about. Drive aisle through round-a-bout should be 20' for one-way access and to allow proper access to fire/emergency, refuse, delivery and service type vehicles. At southwest corner of intersection replace 5' radius with a 15' radius minimum. Sign and provide pavement markings accordingly.

- h. Parking structure should meet the same design criteria used for the ABQ Uptown parking structure.
- i. For self enforcing parking areas, the drive aisle width should be as specified in the DPM for the angle of parking spaces requested.
- j. Delete curb return radii information at major street intersections (curb returns and major streets are existing).
- k. Site plan shall comply and be designed per DPM Standards.
- l. The proposed right-in/right-out driveway access at the southeast corner of the site plan (just east of the building 5 site) will require the approval of the Transportation Coordinating Committee (TCC) of the Mid-Region Council of Governments (MRCOG) consistent with procedures described in MRCOG resolution R-05-09.

WATER UTILITY AUTHORITY

Utility Services

The Utility Plan is not acceptable, must resolve prior to DRB signoff.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

(See letter in applicant's submittal from J. Soladay, EHD, dated June 3, 2008)

Environmental Services Division

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

City Forester

- 'Red Oak' is too vague
- Not required but recommend use less or alternate to 'Purple Robe' Locust. I am receiving many reports of failure lately on older trees and poor appearance when placed in compacted and hot sites

- Chaste tree and Hawthorn name is spelled wrong on enlarged landscape plans
- Soap tree yucca does not count as a tree
- Lagerstroemia needs to be over 15' tall to be considered a tree and then a note should be included in proper pruning (no topping)
 - Contact me if further details are needed
- Will there really be trees on a 3rd floor? Very cool
- Is lighting and signage plan coordinated with trees and landscape?
- Any water harvesting or pervious hardscape possible?
- How about vines on the shade trellis?
- Planting detail - staking only if necessary and don't use wire. Use 'arbor tie' or similar type fabric attached according to directions

POLICE DEPARTMENT/Planning

Southeast Area command.

Burglaries, Commercial, residential, auto-especially in underground parking.

Lighting-see attached (letter from L. Kuehn, dated June 20, 2008).

Maintenance of landscaping-see attached (letter from L. Kuehn, dated June 20, 2008).

Shoplifting: Ensure employee training and assist protection.

Commercial Burglary increasing in retail areas.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

Disapproved, adequate location of compactors required for driver access and required recycle area, call for details, 761-8142.

FIRE DEPARTMENT/Planning

No comments received.

TRANSIT DEPARTMENT

No comments received.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

No comments received.

ALBUQUERQUE PUBLIC SCHOOLS

Hunt Spectrum Development Site, Tract A, is located on Uptown Look Rd between Indian School and Louisiana. The owner of the above property requests approval of a Site Development Plan for Building Permit for a development that will consist of 55 multi-family units, 58,000 sq feet of retail including restaurants, 67,000 sq feet of office, and a 200 room hotel with a small conference center comprising approximately 150,000 sq feet. The residential portion of this development will impact Inez Elementary School, Grant Middle School, and Sandia High School. Inez Elementary School has excess capacity, Grant Middle School is exceeding capacity, and Sandia High School has excess capacity. In reference to the restaurant portion of this development, alcohol cannot be served or sold within 300 ft of any APS school. Since this site is more than 300 ft from the nearby schools; Inez Elementary School, Grant Middle School, and Sandia High School, the restaurant portion of this development will have no adverse impacts to the APS district.

Loc No	School	2007-08 40th Day	2007-08 Capacity	Space Available
276	Inez	449	522	73
413	Grant	820	797	-23
550	Sandia	2,015	2,200	185

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- Provide new capacity (long term solution)
 - Construct new schools or additions
 - Add portables
 - Use of non-classroom spaces for temporary classrooms
 - Lease facilities
 - Use other public facilities
- Improve facility efficiency (short term solution)
 - Schedule Changes
 - Double sessions
 - Multi-track year-round
 - Other
 - Float teachers (flex schedule)
- Shift students to Schools with Capacity (short term solution)

- Boundary Adjustments / Busing
- Grade reconfiguration
- Combination of above strategies

All planned additions to existing educational facilities are contingent upon taxpayer approval

MID-REGION COUNCIL OF GOVERNMENTS

No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

Gas service lines to Winrock Center are located on this parcel. Coordination with PNM will be expected to protect these facilities.

NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT):

No comments received.