



# SECTOR DEVELOPMENT PLAN

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**Special Gratitude to:**

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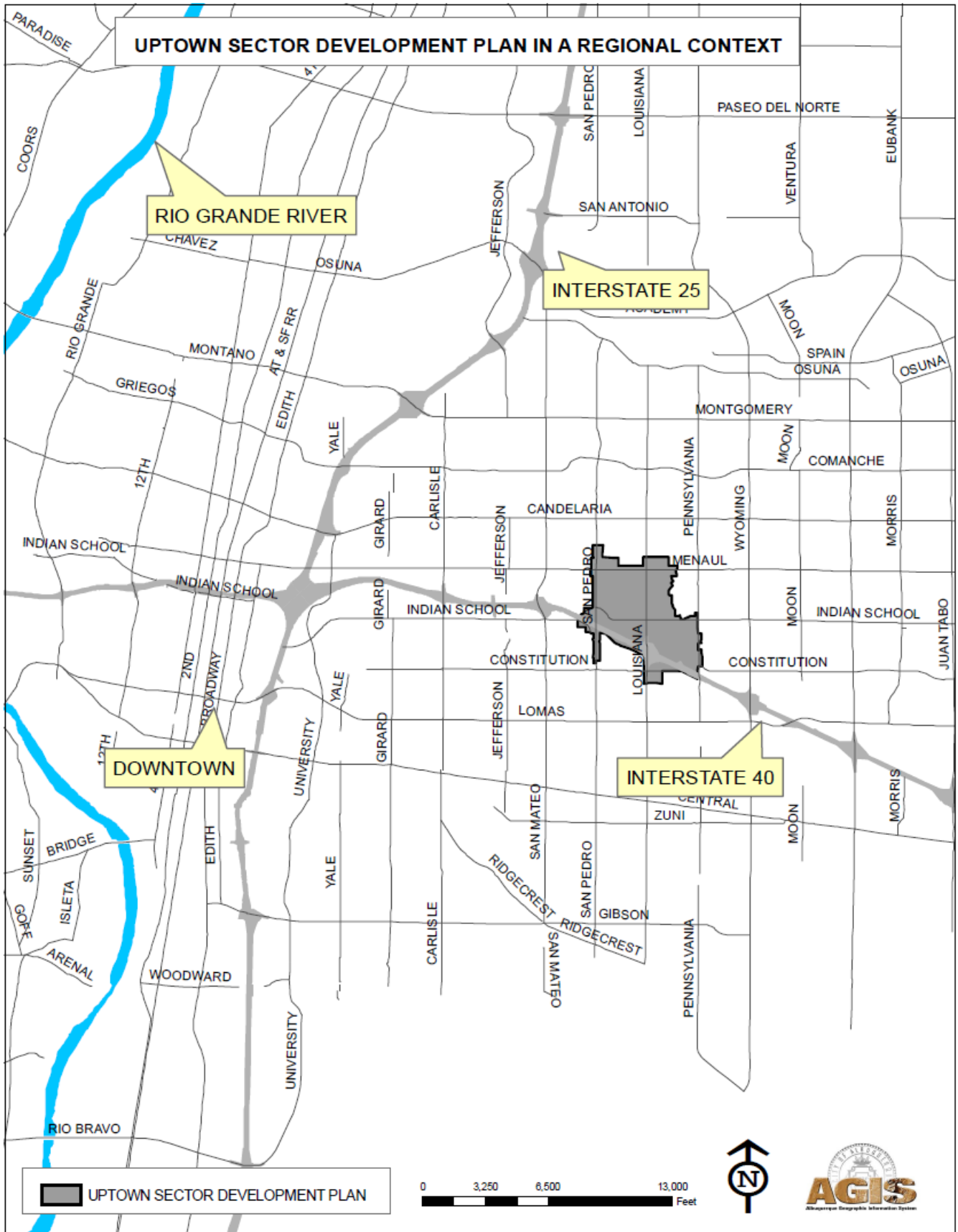
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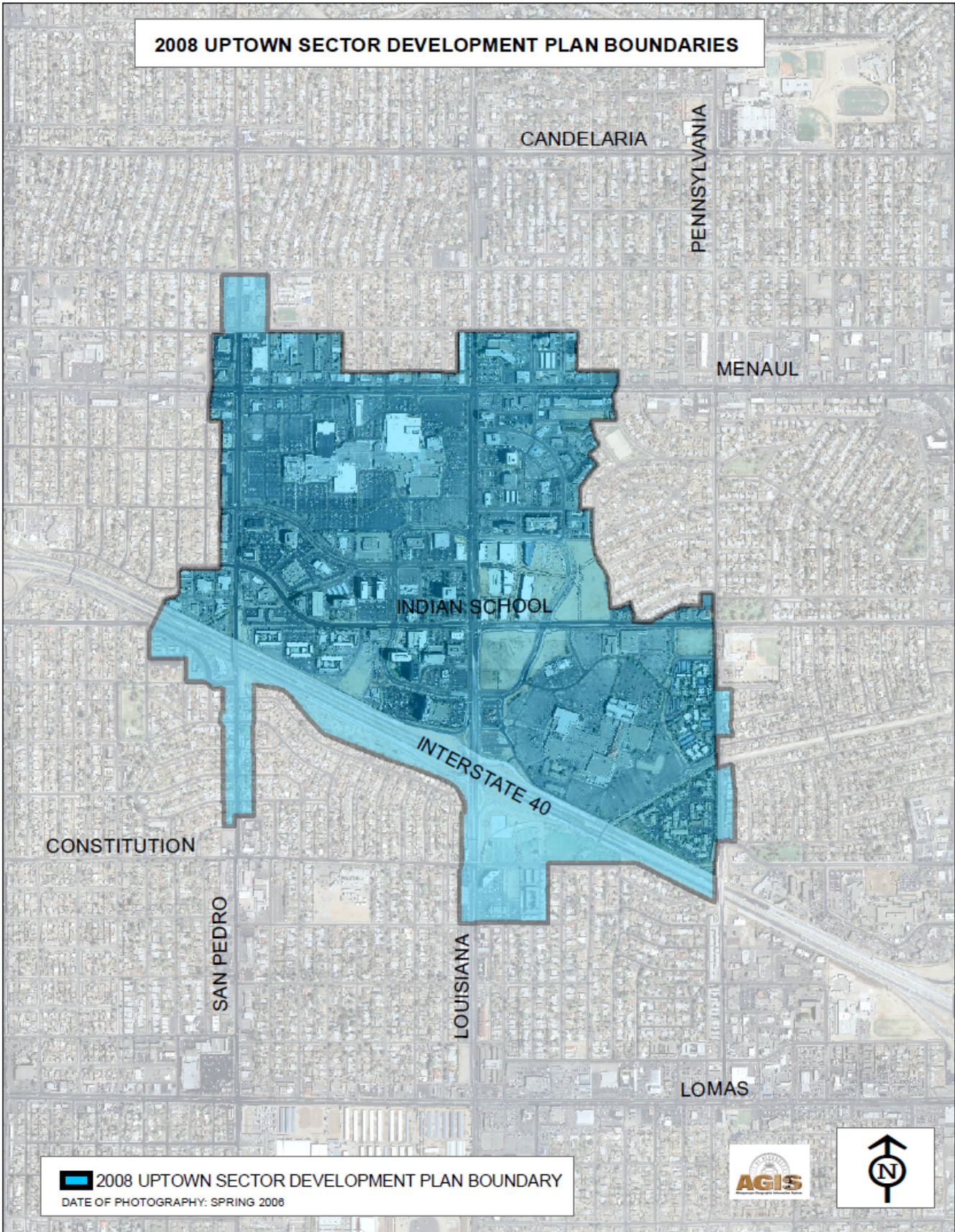
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2008 UPTOWN SECTOR DEVELOPMENT PLAN BOUNDARIES



2008 UPTOWN SECTOR DEVELOPMENT PLAN BOUNDARY  
DATE OF PHOTOGRAPHY: SPRING 2006





## **Chapter I. INTRODUCTION and PURPOSE**

The Uptown Area is located in the northeast quadrant of Albuquerque, approximately 6.5 miles from Downtown Albuquerque. The Uptown Sector Development Plan (USDP) area covers approximately 460 acres and includes three regional retail centers: Winrock Center, Coronado Mall and ABQ Uptown. These three centers provide the primary retail focus for the area. In addition, Uptown is home to Albuquerque Public Schools' Administrative Offices and the majority of New Mexico's financial, investment and brokerage firms. Uptown contains 1.82 million square feet of office space, which in 2007 was 14.62% of Albuquerque's total office space. This Area provides a major source of employment for Albuquerque and surrounding areas with over 11,000 jobs, as of 2004 and the highest concentration of office uses outside of Downtown. The primary transportation routes for Uptown are Interstate 40, Louisiana Boulevard and Menaul Boulevard.

Many of the goals and strategies in the 1981 and 1995 Uptown Sector Development Plans were achieved. National air quality standards were met and traffic congestion was improved by the construction of the I-40 Louisiana Boulevard interchange. However, prior Uptown Sector Development Plans limited the opportunities needed for continued economic growth, infill and redevelopment in the Uptown Area. New guidelines were needed if Uptown was to continue as a strong economic engine for the whole State.

In 2007/2008, the Uptown property owners, City Planning, City Council and the Uptown Progress Team Neighborhood Association worked together to write the new Uptown Sector Development Plan. Input from public meetings also helped to shape the new USDP. The majority of the property owners in the Uptown Area felt that the 1995 USDP was too prescriptive to encourage economically viable redevelopment. Problems were identified and solutions were provided. The 1995 USDP mandated certain percentages for land uses in the Uptown area. A negative result of that requirement was to deny Coronado Mall the entitlement to build an exciting new redevelopment because there were no residential units included in their proposed plan. Another unpopular result of the percentage requirements was that ABQ Uptown/Hunt was mandated to build apartments. The surrounding neighborhoods did not want any more apartments but ABQ Uptown/Hunt had to comply with the 1995 USDP.

Conditions have changed in Uptown and all across the country. People desire more than just shopping centers. Cities and property owners have seized an opportunity to redevelop properties into community oriented gathering places with outdoor amenities such as enhanced pedestrian walkways, bicycle paths and plazas not found inside traditional malls.

The housing stock surrounding the Uptown Area is aging. Most of the houses were built in the 1960s. Fortunately, most of the homes were quality products and will continue to provide desirable, affordable housing for years to come but only if Uptown blight is reversed. It is not enough to just stop the deterioration, the new USDP sets forth new regulations in order to create a truly "special place" as directed for a Major Activity Center by the Comprehensive Plan.

Goals have changed as was anticipated in Section 14-16-4-3 ROA 1994 of the Zoning Code which requires the review of Sector Plans at least every 10 years. New parking regulations are an example of goals that have changed. While trying to provide opportunities for alternative modes of transportation, the 1995 USDP purposes to limit the availability of free parking spaces in order to limit the use of automobiles. While a “park once” philosophy is a widely embraced concept, limiting free parking or automobile use is not overwhelmingly popular in this part of the City.

In February 2008, the City hired OTAK Inc. a professional planning/ architecture/ engineering firm and Professor Mark Childs to help develop possible strategies for creating a more dynamic, cohesive Uptown Area. OTAK designed an exciting plan of Public Connectivity Infrastructure (PCI) to enhance Uptown aesthetics, improve mobility for pedestrians and bicyclists and provide opportunities for Community Activities. The OTAK Plan identified several actions necessary to help Uptown evolve into an exciting, interconnected, economically viable area. The Public Connectivity Infrastructure plan generated enthusiasm from both the business owners and the surrounding neighborhoods.

Unfortunately, the level of infrastructure presented in the OTAK plan is prohibitively expensive without Public/Private Partnership funding. This Uptown Sector Development Plan sets forth two different standards of regulations for the Uptown Area. Chapter IV and Chapter V describe the regulations for all New Construction and Redevelopment for properties that are not participating in Public/Private Partnership funding. Chapter VI presents a framework for the Public Connectivity Infrastructure which would undoubtedly create the “ideal” Uptown if Public/Private funding is available. The enhanced regulations in Chapter VI are justified and reflect the obligation created by the use of funds from a Public/Private Partnership. These funds must support the public purpose of generating new community activity space, employment opportunities and increasing revenues. Additionally the use of these funds will strengthen and stabilize the surrounding neighborhoods by making the Uptown Area an even more desirable place to live and do business.

The purpose of this USDP is to encourage and facilitate the infill redevelopment of the Uptown Area as an economically and environmentally sustainable, business and pedestrian-friendly area where people can **live, work and play**. This USDP is the guiding document that unites the Uptown Area as a cohesive, definable, dynamic area. New Construction, Redevelopment and the use of Public/Private Partnerships will build new infrastructure and amenities that define the Uptown Area as **the place to be**.

The overarching goal of this Uptown Sector Development Plan is to ensure the Uptown Area thrives economically, provides exciting opportunities for the public and creates an attractive built environment for everyone to enjoy. With the adoption of this USDP, the future of Uptown has never been brighter.

There is another broad public purpose served by investing and revitalizing Uptown. New Walkways, Bikeways, Open Space, a Wayfinding System, transit facilities and Parking Structures create a

reinvigorated Mixed-Use area that can help stave off the blight that is so often found in the aging parts of all cities.

The 2008 Uptown Sector Development Plan was developed to reflect predictable, workable regulations that will be relevant for decades to come. The revisions to this USDP are consistent with the Albuquerque Bernalillo County Comprehensive Plan's policies for Major Activity Centers.

The 1995 Uptown Sector Development Plan was repealed with the adoption of this USDP.

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## Chapter II DEFINITIONS

The following definitions are not merely advisory but are intended as integral to the understanding and interpretation of the Uptown Sector Development Plan. The definitions are regulatory. These definitions shall apply in all cases unless the context clearly indicates or requires a different meaning and in such cases every effort shall be made to maintain the intent of this definition. When a word is defined in this USDP and also used elsewhere in the Zoning Code, the definition written here shall be the overriding definition for the purposes of this USDP. When a word is not defined in this USDP but is defined elsewhere in the Zoning Code, the Zoning Code definition shall be used. Words used in present tense include the future tense, words in the plural number include the singular number, words in the singular number include the plural number, and the masculine gender includes the feminine gender. The words “shall”, “will” and “must” are mandatory; “may” and “should” are suggestions.

Words that are defined in this section will be capitalized throughout this document to remind the reader that there is a specific meaning that could be unique to this document.

**Adequate Parking:** Parking in a sufficient amount to meet the needs of a particular business or Establishment and in an amount to ensure that no situation shall arise that would create over- flow parking into the surrounding residential neighborhoods that are not within the USDP Area.

**Administrative Amendment:** A change to an approved Site Development Plan granted by the Planning Director. For the purpose of this USDP, the Planning Director shall grant an Administrative Amendment if the change requested is consistent with the zoning and design regulations and requirements of this Plan and if the Planning Director determines that neither the City nor any person will be substantially aggrieved by the altered plan.

**Adult Amusement Establishment:** An establishment such as an auditorium, bar, cabaret, concert hall, nightclub, restaurant, theater, or other commercial Establishment that provides amusement or entertainment featuring one or more of the following:

1. A live performance, act or escort service distinguished or characterized by an emphasis on the depiction, description, exposure, or representation of “Specified Anatomical Areas” or the conduct or simulation of “Specified Sexual Activities” as those terms are defined in Section 14-16-1-5 ROA 1994.
2. Audio or video displays, computer displays, films, motion pictures, slides or other visual representations or recordings characterized or distinguished by an emphasis on the depiction, description, exposure or representation of “Specified Anatomical Areas” or the conduct or simulation of “Specified Sexual Activities” as defined in Section 14-16-1-5 ROA 1994.

**Alley:** A thoroughfare designated by the City as public Right-of-Way, which affords a secondary means of access to an abutting property.



**Amphitheater:** An outdoor open-air area or structure having tiers of seats, benches or berms with less than 1,000 seats in number, suitable for small performances - - For the purposes of this USDP, an Amphitheater is a Permissive Use in SU-3 for MU-UPT and a Prohibited Use in SU-3 for MU-UPT Buffer Zone.

**Applicant:** For the purpose of this USDP, the Applicant is the person applying for Site Development Plan approval. This person may be the owner or the owner's representative

**Arena or Stadium:** A large space for athletic games or performance events, surrounded by tiers of seats for more than 1,000 spectators - - For the purpose of this USDP, a Stadium and/or an Arena is a Prohibited Use.

**Articulation:** A means of breaking up large expanses of blank wall both horizontally and vertically by adding changes in relief, alternating building materials and the placement of windows, portals and other external features.

**Awning:** A secondary covering attached to the exterior of a Building as a shelter from the sun, rain or wind.

**Bicycle Circulation System (BCS):** Uptown infrastructure consisting of bicycle lanes, routes and trails connected and enhanced in order to safeguard and encourage bicycle travel throughout the Uptown Area. The Bicycle Circulation System (BCS) is an element of the Uptown Public Connectivity Infrastructure.

**BID:** see "Business Improvement District"

**Bikeway:** Any bicycle lane, bicycle route and/or bicycle trail

**Blade Sign:** A type of Projecting Sign mounted such that the face of the sign is perpendicular to the normal flow of traffic. A sign usually located under a Canopy but not a Canopy Sign.

**Building:** Any Structure having a roof supported by columns or walls and intended for interior uses including subordinate and customarily incidental uses such as garages and sheds. In the case of a Mall, a Building is that space utilized by one business or Establishment and does not include all of the businesses within the Mall. Buildings may be attached or detached from one another.

**Building Mounted Sign:** A sign entirely supported by or through a Building; it includes Canopy Sign, Marquee Sign, Projecting Sign, Roof Sign and Wall Sign.

**Business Improvement District (BID):** A type of assessment district in which property owners and/or business owners choose to be assessed a fee, collected on their behalf by the City, for use in promoting,

maintaining and improving a specific business area. For the purpose of this USDP, the recognized Neighbor Association, the Uptown Progress Team, will administer BID funds through a separate agreement with the City of Albuquerque.

**Busker:** A person engaging in the act of reciting, singing, acting, dancing, miming, pantomiming, playing a musical instrument or performing a theatrical or literary work outside of a Building or within the open space of a Mall or on a plaza or public space.

**Caliper:** The diameter of a tree trunk, six inches above grade on trees up to four inches caliper.

**Canopy:** An roof like projection attached to the exterior of a Building as a shelter from the sun, rain or wind. see "Tree Canopy" for landscaping use

**Canopy Sign:** A type of Building-mounted sign mounted under and supported by a permanent Canopy, arcade, or portal, the ceiling of which is no more than 14 feet above grade.

**Circulator:** A localized transportation system designed to serve the Uptown Area.

**Code Compliance Official:** also known as Zoning Enforcement Officer, Zoning Enforcement Manager, Code Enforcement Officer or his designee

**Community Activities:** Indoor or outdoor public festivals, marketplace activities, shows or gatherings for community arts, cultural, agricultural or recreational activities

**Developed Open Space:** An outdoor area that consists of more than just a Landscaped Area. It is Open Space that has been developed into a place people can enjoy such as a Pedestrian Plaza or recreational area.

**Drive-In Restaurant:** A Building and adjoining parking area used for the purpose of furnishing food, soft drinks, ice cream, and similar confections to the public normally for consumption outside the confines of the principal permitted Building or in vehicles parked upon the Premises, regardless of whether or not in addition thereto seats or other accommodations are provided inside for the patrons. Services are affected principally while patrons remain in their vehicles. Drive-in Restaurants are a Prohibited Use in this USDP.

**Drive-Up Service Window:** A Building opening, including windows, doors, or mechanical devices, through which occupants of a motor vehicle receive or obtain a product or service. A Drive-Up Service Window is a Prohibited Use except as part of a bank or pharmacy. Bank and/or pharmacy Drive-Up Service Windows shall not exceed three lanes.

**Engineered Soil:** Soil created as rooting volume for vegetation that also serves alternative purposes such as structural strength for pedestrian or automobile traffic, storm water control, water holding capacity, lightweight materials for rooftop applications, or other soil conditions necessary for vegetative growth.

**Entitlement:** An approved City action that gives legally enforceable rights to a property owner

**Establishment:** A place of business for a single user where business is conducted or services are performed. In the case of a Mall or Strip Center, an Establishment is that space that is used by one business and does not include all of the businesses within the Mall or Strip Center.

**Façade:** Any separate external face of a Building, including parapet walls and omitted wall lines. Where separate faces are oriented in the same direction, or in directions within 45 degrees of one another, they are considered as part of a single Façade.

**Floor Area Ratio (FAR):** The total floor area of all Buildings on a Lot divided by the total area of the Lot.

$$\text{FAR} = \frac{\text{Total Building Floor Area}}{\text{Total Lot Area}}$$

Example: Far of 0.3 =  $\frac{13,068 \text{ sq. ft. (Building Size)}}{43,560 \text{ sq. ft. (One Acre Lot)}}$

**Freestanding Sign:** A sign attached to or supported from the ground and not attached to a Building; signs on walls or fences that are not an integral part of a Building are Free-Standing Signs.

**Goal:** A statement describing a desired outcome or condition. For the Purpose of this USDP, a Goal does not require specific actions unless the mandatory words “shall”, “will” or “must” are specifically used in the statement of the Goal.

**Graywater or Water Reuse System:** Commonly known as “purple pipe” systems whereby recycled or treated wastewater is used for non-potable water uses such as landscape irrigation.

**Helipad:** Facility intended for the takeoff and/or landing of helicopters at a location other than an airport or other general aviation facility - - For the purposes of this USDP, a Helipad must be located at least 60 feet above ground level to be a Permissive Use otherwise it is a Prohibited Use. Helipads, as defined, are a Permissive Use in SU-3 for MU-UPT. They are a Prohibited Use in SU-3 for MU-UPT Buffer Zone.

**Illuminated Sign:** Any sign which is directly lighted by any on-premise electrical light source, internal or external, except light sources specifically and clearly operated for the purpose of lighting the general area in which the sign is located rather than upon the sign itself.

**Institutional Use:** Public, private and governmental use of a nonprofit nature, typically engaged in providing services to the public. For the purpose of this USDP, Institutional Uses are limited to the following:

- a. charitable organizations
- b. churches, chapels, houses of worship including incidental recreational and educational facilities
- c. community centers
- d. cultural centers
- e. libraries
- f. museums
- g. police substations
- h. schools, public and/or private

**Intent:** A clarifying statement preceding a planning Goal that sets forth a broad desired outcome - - For the purpose of this USDP, a statement of Intent does not require specific actions unless the mandatory words “shall”, “will” or “must” are specifically used in the statement describing an Intention.

**Internal Street:** Streets within a specific Site Development Plan that may be public or private

**Kiosk:** A freestanding sign-like structure designed to provide information on various Uptown locations, pedestrian and bicycle directions, listings of Community Activities, Uptown Circulator and Albuquerque Transit Schedules and other information helpful to Uptown visitors. Kiosks may be included as part of the Uptown Wayfinding System.

**Landscape Area:** The area, optional or required, that is landscaped with living vegetative materials, such as trees, grasses, vines, spreading shrubs or flowers. The requirement of a Landscape Area is that the ground level vegetative materials shall cover 75% of the area. Planter boxes and large planting pots may also be considered as Landscape Area. Trees are strongly encouraged in Landscape Areas. Trees allowed to retain limbs near ground level may be counted towards the “75% coverage” requirement.

**Landscape Buffer:** A required piece of land in a specific location used to physically separate or screen one land use or piece of property from another - - For the purpose of this USDP, a Landscape Buffer shall be used to satisfy the “10% of Premise” Open Space requirement.

**Landscape Plan:** A plan that must be submitted to the Planning Department along with a Site Development Plan for approval - - The Landscape Plan will show the proposed and required landscape including the landscape details listed in Chapter V. of this USDP.

**Legally Nonconforming:** A Building use, Building design or activity that was lawful prior to the adoption, revision or amendment of the zoning ordinance or Sector Plan, but that fails by any reason of such adoption, revision or amendment to conform to the present requirement of the zone.

**Local Street:** A Street such as Española or Cutler that is primarily for access to abutting properties and carries relatively low traffic volumes.

**Lot:** A separate tract or parcel of land platted and placed in the County Clerk's record in accordance with laws and ordinances

**Mall:** A collection of retail, office or restaurant Establishments typically located along a pedestrian corridor or Walkway that can include multiple Buildings, attached on one or more sides.

**Marquee Sign:** A type of projecting sign, the ceiling of which is no more than 14 feet above grade with the sign being mounted on a continuous structural band that forms the more or less vertical edge of the marquee structure.

**Mixed-Use:** Development of a Site allowing one or more uses such as, but not limited to, office, Institutional, retail, residential, public or entertainment uses.

**Mixed-Use Zone (MU-UPT):** The Mixed-Use Uptown Zone is a zone where a mixture of commercial, housing and civic uses including, but not limited to, retail, wholesale, Institutional, restaurants, offices, hospitality and entertainment are allowable. These uses may be located on the same Site and may be contained in the same Building. For the purpose of this USDP, there are no specific Mixed-Use requirements for each Site and single land use Sites are allowed.

**Mixed-Use Buffer Zone or MU-UPT Buffer Zone:** The Mixed-Use Uptown Buffer Zone is a zone in the Uptown Area that abuts single-family residential zoning not within the Uptown Area. The Buffer Zone is intended to provide a transition between the surrounding neighborhoods and the more intense Uptown Area.

**Monument Sign:** A Freestanding Sign of low overall height, approximately at eye level, that sits directly on the ground or is mounted on a low base - - The Monument Sign identifies a facility, Building or entrance.

**Mulch:** A protective organic covering spread or left on the ground to reduce evaporation, moderate soil temperature, retain moisture, and add nutrients to soil. Many materials are available for use but should not have undesirable odors, particle size over 6 inches, be applied at a thickness over 4 inches, should not touch plant material, no metal or trash in the mix, or placed in areas of directed rainwater flow. For purposes of this USDP, Mulch shall be organic and not include: rubber, pavement, rocks, crusher fine or



gravel. Areas landscaped with a spreading groundcover are not required to apply or re-apply mulch under existing groundcover.

**Multi-Unit Premise:** A group of separate Buildings operating under a common name or management; a single Building containing multiple uses where there are specific exterior entrance ways for individual uses; or a group of uses on separate but adjoining properties that request treatment as a multi-use complex (used in reference to garage sales).

**Neighborhood Association:** An association recognized by the City of Albuquerque Office of Neighborhood Coordination. Membership in a Neighborhood Association is defined by each individual Neighborhood Association's by-laws.

**New Construction:** A project in which an entirely new facility is built from the ground up

**Nonconforming:** see "Legally Nonconforming"

**Notification:** For the purpose of this USDP, Notification is the requirement of an Applicant for Site Development Plan approval to notify, by certified/return receipt mail, two duly authorized representatives of any recognized Neighborhood Association and/or non-recognized neighborhood or homeowner association which is located within, contiguous to, or across public right of way from the area covered by the Site Development Plan. Notification is also the requirement, for projects located within the SU-3 for MU-UPT Buffer Zone, that the Planning Director shall mail written notice to property owners within 100 feet of the exterior boundaries of the project Site.

**Off-Premise Sign:** A sign, commonly known as a billboard, where the content of the sign does not refer to a business or merchant doing business on the Premise where the sign is displayed

**Off-Street Parking:** For the purpose of this USDP, Off-Street Parking is not required parking and shall be referred to as Parking Spaces.

**On-Premise Sign:** A sign, the content of which relates to the premises on which it is located, referring exclusively to the name, location, products, persons, accommodations, services or activities of or on those Premises, or the sale, lease, or construction of those Premises.

**On-Street Parking:** For the purpose of this USDP, On-Street Parking shall be referred to as Parking Spaces.

**Open Space:** Outdoor space that is open and accessible to the public which does not contain Buildings and serves as a counterbalance to the built environment. For the purpose of this USDP, Open Space may be any combination of Pedestrian Plazas, Landscaped Areas, parks or other recreation features that are open and accessible to the public either physically or, as in the case of a landscaped traffic circle, visually.

**Parcel:** A part or portion of land, a Lot

**Park and Ride - Joint Use:** Provision of parking for transit customers in an area containing Parking Spaces, which dual use is agreed to by the transit department and the person in control of the property; the joint use is utilized for more than 30 consecutive days.

**Park and Ride - Temporary:** The temporary provision of parking for transit customers using service provided by the municipal transit agency in conjunction with a temporary civic use, including but not limited to the New Mexico State Fair and the International Balloon Fiesta. Other temporary civic uses shall have a demonstrable public purpose and shall require the approval of the Mayor. Use of the facility shall not exceed 45 days in a calendar year. The use may include a ticket booth, portable restrooms, lighting, concession stand, and barriers contributing to traffic management. Approval of a traffic management plan shall be required.

**Park Once:** For the purpose of this USDP “Park Once” is a behavior typified by parking one’s car at a single location, possibly a Parking Structure, and accessing several other locations by other means such as a Walkway or an Uptown Circulator. “Park Once” is a behavior that is encouraged in the Uptown Area in order to lessen traffic and conserve fuel.

**Parking Basin:** Areas within the USDP that have been designated for a minimum of one Parking Structure predicated upon a funding source being available. Parking Basins are included in Public Connectivity Infrastructure.

**Parking Lot:** An area of ground level Parking Spaces including drive isles for circulation not in a Parking Structure used for temporary parking of personal vehicles, providing four or more Parking Spaces, not within the public Right-of-Way

**Parking Space:** A suitable space for temporary vehicular storage - - This USDP does not distinguish between Off- Street or On-Street parking. Parking Spaces shall not be located in the public Right of Way.

**Parking Space Trees:** All Parking Spaces not contained in a Parking Structure require Parking Space Trees which shall be planted in either a 4 foot wide Planting Strip adjoining a 10 foot wide Walkway or in Tree Wells as required. 75% of the Planting Strip or Tree Well shall be covered with living vegetative material.

**Parking Structure:** Uptown infrastructure that includes Parking Spaces and adjacent access drives, aisles and ramps that are located in a structure with two or more levels above or below ground - - There are specific Design Regulations in Chapter V. that apply to Parking Structures. Parking Structures are included in Public Connectivity Infrastructure (PCI).

**Pedestrian Circulation System (PCS):** Uptown infrastructure consisting of enhanced Walkways, and Pedestrian Plazas, designed to connect the entire Uptown Area with pedestrian features intended to make walking in Uptown a safer more enjoyable experience. The Pedestrian Circulation System (PCS) allows pedestrians to access all major Uptown uses; offices, businesses, restaurants and entertainment venues. The Pedestrian Circulation System is included in Public Connectivity Infrastructure.

**Pedestrian Plaza:** An outdoor space open to and easily accessible by the public that contains seating, landscaping, shade or other amenities such as water features and/or art. Pedestrian Plazas are typically privately owned and maintained but for the purpose of this USDP, Pedestrian Plazas may also be publicly owned and publicly or privately maintained. Design Regulations for Pedestrian Plazas are included in Chapter V. of this USDP. Pedestrian Plazas are an enhancing element of the Pedestrian Circulation System.

**Pedestrian-Scale Lighting:** Lighting typically positioned over a Walkway rather than a Street. Lighting scaled to the pedestrian is usually limited in height to 16-foot poles and incorporates decorative features or design detail.

**Permeable Pavement:** Hardscape material used as a means of allowing water and air to penetrate to underlying soil or gravel reservoir for storm water control, reduction in heat island, and the health of planted materials e.g. pave stones, gravel pave matrix materials, permeable asphalt or permeable concrete. May be used in parking stalls and walkways with lower vehicle weight traffic. See Appendix B for examples.

**Permeable Surface:** Any surface which allows water and air to penetrate through the surface. Examples are bare soil, grass, natural stone, Permeable Paving, organic Mulch, interlocking pavers, cobbles etc. See Appendix B for examples.

**Permissive Use:** Any use that is established as lawful in a particular zone, provided the use conforms with the regulations applicable to that zone. For the purpose of this USDP, Permissive Uses allowed in the SU-3 for MU-UPT Zone and/or the SU-3 for MU-UPT Buffer Zone are listed in Chapter IV. of this USDP.

**PID:** see “Public Improvement District”

**Planning Director:** The Director of the Planning Department or his designee

**Planting Strip:** For the purpose of this USDP, a Planting Strip is a continuous Landscaped Area of a minimum of 4 feet wide that adjoins a 10 wide Walkway. All new Street Trees shall be planted in either a 4 foot wide or a 6 foot wide Planting Strip depending on the Street. 75% of the Planting Strip shall be covered with living vegetative material. Design should include water harvesting and soil protection methods.

**Pre-Application Meeting:** The first step in the Site Plan approval process - - The Pre-Application meeting is a discussion between the Applicant, the Planning Director and the Project Review Team (PRT) before a formal application for Site Development Plan approval has been submitted to the Planning Department.

**Premise:** Any Lot or combination of contiguous Lots held in single ownership or managed as one Site, together with the development thereon; there may be multiple occupancy.

**Prohibited Use:** Any use not allowed in a zoning district - - Prohibited Uses are listed in Chapter IV. of this USDP.

**Project Review Team (PRT):** A group of representatives from various City departments assembled by and including the Planning Director for the purpose of reviewing projects for eventual Site Development Plan approval.

**Projecting Sign:** A type of Building-mounted sign, other than a wall sign or canopy sign, which projects from and is supported by a wall of a Building.

**PRT:** see “Project Review Team”

**Public Connectivity Infrastructure (PCI):** New Uptown infrastructure designed to foster the redevelopment of the Uptown Area into a cohesive, environmentally conscious, economically vibrant area. Public Connectivity Infrastructure includes, but is not limited to, Parking Structures, Streets, Walkways, Pedestrian Plazas, Uptown Circulators, civic spaces, a Wayfinding System, and Bikeways.

**Public Improvement District (PID):** A district formed pursuant to the New Mexico Public Improvement District Act, Sections 5-11-1 through 27 NMSA 1978.

**Public/Private Partnerships:** Partnerships between the public sector and the private sector for the purpose of financing and constructing infrastructure for the public purpose

**Public Utility Structure:** A structure, owned by a unit of government or by a public utility company, that is an electric switching station, electric substation operating at voltages greater than 50 kilovolts (kV), gas transfer station or border station, city-owned lift station, odor control (or chlorine) station, water well, pump station, water reservoir or any other public utility structure controlled by a rank two facility plan. Any structure associated with a natural gas, electric, water, wastewater or drainage function such as a water well or pump facility.

**Purple Pipe System:** A water reuse system whereby recycled or treated wastewater may be used for non-potable water uses such as landscape irrigation.

**Raze:** To tear down or demolish

**Recreational Vehicle:** A vehicle not exceeding 40 feet in body length, eight feet in width or 11 feet in overall height, primarily designed as a temporary living quarters for recreational, camping or travel use; it either has its own motive power or is designed to be mounted on or drawn by an automotive vehicle. Recreational Vehicle includes motor home, truck camper, travel trailer, and camping trailer.

**Redevelopment:** Exterior, outdoor construction including changes to a Façade other than New Construction that could be described as conversion, enlargement, structural alteration, relocation, expansion, reduction, rebuild or reconfiguration and that increases, decreases or changes by 10% or more of the existing Building or individual Establishment's total square footage. If the Building or Establishment is part of a Mall, Redevelopment is an increase, decrease or change of 10% or more of the total square footage of the existing Establishment or Building, not the entire Mall.

**Rideshare or Carpool:** The cooperative effort between two or more people to travel together by motor vehicle, usually to and from work.

**Right-of-Way:** The area of land acquired by the city, county, or state primarily for the use of the public for the movement of people, goods and vehicles.

**Roof Sign:** A Building-mounted sign or sign segment which is higher than the roof of the Building or Canopy to which it is attached.

**Rooting Volume:** The amount of soil necessary for sustainable tree and plant growth. Desirable conditions include sufficient pervious surface for air exchange and water infiltration, presence of organic matter and nutrients necessary for tree and plant growth, lack of construction debris, bulk density below 1.8 g/cc, pH and soil salts in acceptable range for species, and a volume of soil capable of sustaining mature tree size. Soil Volume is determined as length times width to a depth of 3 or 4 feet and should exceed 1 cubic foot of soil per 1 cubic foot of tree canopy.

**Salvage Yard:** Any location whose primary use is where wasted or scrap materials are stored, bought, sold, accumulated, exchanged, packaged, disassembled or handled, including but not limited to materials such as scrap metals, paper, rags, tires and bottles. For the purpose of this USDP a Salvage Yard is a Prohibited Use.

**Setback:** The distance between a Structure and a Lot line - - Setbacks are regulated in Chapter IV. of this USDP.

**Shade Tree:** Deciduous trees capable of reaching a mature canopy diameter of at least 25 feet or a mature height of at least 30 feet Allowable Shade Trees are listed in Appendix A.



**Shared Parking:** A public or private parking area used jointly by two or more uses or owners

**Shared Parking Agreement:** A legally binding agreement duly executed by all owners of record acknowledging the intent to share parking between properties with uses conducive to sharing parking - - Such agreement shall address the issue of how parking will be shared and what will happen if the parties change their operating hours and peak business periods. The Shared Parking Agreement shall be recorded by the Applicant with the Bernalillo County Recorder's Office prior to the issuance of a Building Permit or certificate of occupancy. A copy of the Shared Parking Agreement shall be filed in the project review file.

**Sidewalk:** For the purpose of this USDP, Sidewalks are referred to as Walkways and must meet the Design Regulations in Chapter V. of this USDP. see "Walkways" for definition.

**Sign Area:**

1. For Free-Standing and Projecting Signs means the area of one rectangle or of two contiguous rectangles in the same plane, drawn with horizontal and vertical lines so as to include the entire sign except sign supports. The viewpoint for calculation shall be that which gives the largest dimension to that rectangular area.

2. Sign Area for Building-Mounted Signs, except Projecting Signs, means the area enclosed with a sign border, or the sum of the areas of the minimum imaginary rectangles enclosing each word or non-verbal symbol if there is no sign border.

3. Ornamental sign bases without advertising elements are not counted in Sign Area.

4. Sign Area for additional add-on signs to Off-Premise Signs shall be calculated as the area of up to two rectangles in addition to the rectangle which defines the area of the basic sign.

**Sign Height:** The vertical distance from grade to the highest point of the sign.

**Signature Tree:** Trees intended as a unifying feature for the Uptown Area. Signature Trees are trees with a very noticeable flowering presence in spring or summer. Allowable Signature Trees are listed in Appendix A.

**Site:** An area governed by a Site Development Plan that can include one or more Lots.

**Site Development Plan for Building Permit:** A plan (to scale) showing uses and structures proposed for a parcel of land as required by the design and zoning regulations involved

**Site Development Plan for Subdivision:** A plan (to scale) indicating the division of a lot, tract or parcel of land into two or more lots, plats, sites or other divisions of land for the purpose of sale, rent, lease or building development.

**Site Plan:** see "Site Development Plan for Building Permit" or "Site Development Plan for Subdivision"

**Soil Connections:** Used to increase rooting volume for isolated or small Tree Wells in paved areas. This includes engineered soil, pipe, or other underground methods of connecting a Tree Well to a nearby Landscaped Area. Pervious paving or bridging are methods of Walkway construction that will achieve this effect.

**Special Events Permit:** A permit issued by the City of Albuquerque that allows the permit holder to do something that is outside the scope of the normal use for a property.

**Stadium or Arena:** A large space for athletic games or performance events, surrounded by tiers of seats for more than 1,000 spectators - - For the purpose of this USDP, a Stadium and/or an Arena is a Prohibited Use.

**Staging Yard:** Temporary construction storage for equipment, material or activity incidental to a specific construction project

**Stepback:** An indentation on a Façade, adjacent to the Right-of-Way, eliminating the “canyon effect” of the Building. A Stepback is the upper portion of a Building that is offset in comparison to the lower portion of the Building. For the purposes of this USDP, a Stepback may occur at a minimum height of 26 feet but the Building can go no taller than 52 feet without a Stepback. The minimum depth of a Stepback is 12 feet.

**Storage:** A space or place where goods, materials, or personal property is placed and kept for more than 24 consecutive hours.

**Street:** That portion of a public Right-of-Way or private way or thoroughfare which is primarily devoted to vehicular use. Such Right-of-Way or thoroughfare normally provides access to abutting property

**Street Tree:** Required trees planted along the sides of all Streets including Internal and Local Streets and along Walkways that are not shaded by any other trees. For the purpose of this USDP, approximately 1/3 of all new Street Trees planted shall be Signature Trees, 2/3 of all new Street Trees planted shall be Shade Trees and Evergreen Trees should be planted where appropriate. See Appendix A. tree list

**Structure:** Anything constructed or erected above ground level which requires location on the ground or attached to something having a location on the ground. For the purpose of this USDP, a Building is a Structure but a Structure isn't necessarily a Building.

**Suite Liner:** see “Wrap”:

**Surface Parking:** Ground level Parking Spaces for motor vehicles where there is no gross Building area or roof above it

**Tax Increment:** A piece or portion of future gains of taxes used to finance the current improvements used to create those gains.

**Tax Increment Allotment:** The allocation or amount of Tax Increment designated to specific districts or uses and/or debt service.

**Tax Increment Development District (TIDD):** A Tax Increment Development District (TIDD) is the geographic area where the Tax Increment is generated and allocated.

**Trailer:** A vehicle without motive power, designed to be drawn by a motor vehicle, to be used for the carrying of persons or property or as a human habitation. However, a structure that meets the requirements of the Building Code of the City in all ways, including foundation, is not a trailer, whether or not it was once a vehicle.

**Tree Canopy:** The upper portion of a tree covered in leaves or needles. Average canopy width and height determine canopy coverage. A 40 foot tall tree with 30 feet in height and 20 foot wide of leaf canopy equals 600 square feet of canopy

**Tree Well:** A 6x6 space created in paved areas for tree planting in order to provide desirable rooting volume in a confined area. Organic Mulch shall be applied over the entire Tree Well surface but not touching the tree trunk. Tree wells should be created so finish grade will maximize rainwater usage for vegetation. Soil Connections should be used to increase rooting volume. A Tree Well can be designed for rooftop Parking Structures for small trees and shrubs using Engineered Soil basically as a large container.

**Uptown Area:** The area of Uptown as defined by the Uptown Sector Development Plan and zoned either SU-3 for MU-UPT or SU-3 for MU-UPT Buffer.

**Uptown Progress Team Neighborhood Association (UPTNA):** The recognized Neighborhood Association for the Uptown Area

**Uptown Sector Development Plan (USDP):** The guiding document that governs New Construction, Redevelopment and public participation within the Uptown Area boundaries.

**Walkways:** That portion of the public Right-of-Way or private property which is primarily devoted to pedestrian use - - For the purpose of the USDP, sidewalks, pedestrian links and/or pedestrian connections are referred to as Walkways. Walkways must follow the Design Regulations in Chapter V.

**Wall Sign:** A sign flush to the exterior surface of a Building, applied directly on the Building, in a window, or a signboard attached flush to the Building, projecting no more than 18 inches from the Building surface and not projecting above the roof. However, light sources aimed at the Wall Sign may extend farther.

**Water Harvesting:** A water conservation method used to capture, divert, and/or store rainwater for plant irrigation and other uses. A simple system usually consists of an area to catch water such as a cistern or a “catchment area” and a means to distribute water using gravity. Water is directed to landscape holding areas, concave or planted areas with “edges” to retain water, which can be used immediately by nearby plants. Water Harvesting methods of dispersal can also include solar powered pumps. Tanks can be underground making this a space saving, green building, method of achieving water and cost savings. Water Harvesting is strongly recommended for all Parking Structures and rooftops.

**Wayfinding System:** A system of signage, Kiosks and other tools to guide drivers, pedestrians and bicyclists through Uptown - - The use of creative, consistent Wayfinding tools that give the Uptown Area a unique, enhanced and memorable identity by creating a strong “sense of place”. The Wayfinding System is a unifying element that may be included as part of the Public Connectivity Infrastructure.

**Wrap or Suite Liner:** An Establishment connected to and extending from the front, side or rear of a Parking Structure for the purpose of screening and creating Street level commercial activity.

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## **Chapter III. INTENT and GOALS**

### **A. Zoning**

The intent of this USDP is to create two new zones for the entire Uptown Area. The new zoning throughout the Uptown Area is a less prescriptive, more flexible Mixed-Use Zone with an expedited approval process for Site Development Plans that meet the zoning and design regulations set forth in this USDP.

Zoning goals of this USDP include:

1. Creating new Mixed-Use Zoning that promotes integrated, economically viable and sustainable land uses that include: commercial, civic, office, restaurant, hotel, housing and entertainment.
2. Protecting existing neighborhoods by maintaining the Buffer Zone protections from the 1995 USDP with regard to setbacks and height restrictions between Uptown Mixed-Use and existing single family residential not within the Uptown Area. Enhance protections by including schools and parks with the R-1 zoning for liquor regulations.
3. Encourage desired New Construction and Redevelopment by allowing an expedited review and approval process for projects that support the purpose and meet the regulations of this USDP.

### **B. Design**

The intent of the design regulations of this USDP are to create a unique, quality environment that unifies the Uptown Area for the enjoyment of everyone.

The design regulation goals of this USDP include:

1. Enhancement of the aesthetic conditions of the Uptown area
2. Requirement of architectural design and building materials that create quality Buildings that will stand the test of time and are that are attractive on all visible sides and welcoming to visitors and residents.
3. Encouraging LEED and Green designs
4. Creating a “sense of place” through design regulations that include Walkways that are 10 feet wide with a unifying design element (Appendix C ) for connectivity within the Uptown Area, enhanced

landscaping, Wayfinding signage and public spaces throughout the entire Uptown Area. All Site Development Plans shall clearly demonstrate the interconnectivity from each site to the rest of the Uptown Area.

5. Designing and requiring Open Space with increased landscaping in order to ensure the public a pleasant experience within the built environment. Landscaping is a tool for visually unifying the Uptown Area. Flowering trees are a Signature design element in Uptown. The design, placement and maintenance of all trees and vegetation shall be considered for the environmental, economic and social improvements.

6. Taking advantage of views to the Sandia Mountains or to other exciting elements within Uptown when designing public places such as Pedestrian Plazas, Walkways and outdoor dining spaces

### **C. Open Space**

Open Space areas are spaces intended to permanently provide the public with a respite, visual and/or physical, from the built environment. These spaces are required in order to satisfy the visual and psychological needs of the community. When a required Open Space area is a physical place like a Pedestrian Plaza, it shall be ADA compliant, have a Landscaped Area equal to 40% of the space and include amenities. 15% of all Open Space shall provide shade from the summer sun.

The goals for Open Space include:

1. Require all New Construction or Redevelopment in the Uptown Area to provide attractive and enjoyable Open Space.
2. Encourage different types of Open Space areas: developed areas such as Pedestrian Plazas where the public can gather and smaller Landscaped Areas for the public to enjoy visually as they move through the Uptown Area.
3. Ensure that enhanced landscaping and shade are included in Developed Open Space areas.
4. Allow sites to combine required Open Space in order to create more usable, quality Open Space for the community to enjoy.
5. Connect Open Space areas to Walkways throughout the Uptown Area.

6. Encourage Developed Open Space areas to take advantage of the Sandia Mountain views or other exciting elements within Uptown.

7. Design Landscaped Areas as focal points throughout a Site.

#### **D. Pedestrians**

The intent of this USDP is to make the Uptown Area a safe and enjoyable place to walk. There is a focus on creating a very special experience for pedestrians making the Uptown Area a unique pedestrian destination. Many pedestrian amenities are required for Redevelopment and New Construction such as Open Space, enhanced trees, enhanced landscaping and 10 foot wide Walkways.

The goals to achieve a safe and enhanced pedestrian environment include:

1. Facilitate pedestrian safety by allowing more mid-block signalized crossings of major Streets and provide, wherever possible, areas of “safe haven” for pedestrians to use while crossing the Streets in the Uptown Area.
2. Encourage pedestrians to walk between sites in the Uptown Area by requiring New and Redevelopment construction to provide 10 foot wide Walkways with enhanced landscaping and trees.
3. When designing New or Redevelopment construction, use overhangs, Awnings, Canopies, portals, trees and landscaping to shelter pedestrians from extreme weather or intense sun. Consider wind conditions (both westerly and east canyon winds) when Building entrances, Pedestrian Plazas and Walkways, etc. Promote positive use of breezes and natural ventilation during the summer. Protect pedestrians from fall or winter winds and gusting spring winds whenever possible.
4. Design doorways and entries to be inviting and easy to find. Doorways and entryways should add interest to the overall Building Façade.
5. Plan pedestrian scale activities such as street fairs, art shows, sidewalk sales, farmers markets and/or other events for people to enjoy . Provide music and art to enhance the excitement of being in the Uptown Area.
6. Build the Pedestrian Circulation System (PCS) described in the Public Connectivity Infrastructure in Chapter VI. of this USDP. The PCS facilitates access to all parts of Uptown by connecting Walkways to Pedestrian Plazas, Parking Structures and other areas of interest created to excite people who are walking in Uptown. The complete Pedestrian Circulation System can only be achieved through



Public/Private Partnership funding sources such as a TIDD and cannot be required or fully realized without such funding.

## **E. Environment**

It is the intention of this USDP to protect the environment while still allowing people to maintain their lifestyles. Cars, City Buses, bicycles and pedestrians are all welcome in Uptown but it is important to mitigate any negative effects on the environment when possible. The Public Connectivity Infrastructure encourages “Park Once” behavior through the use of the Pedestrian Circulation System, Parking Structures and the Uptown Circulator.

The environmental goals for Uptown include:

1. Continue to meet and maintain Federal standards for air quality in Uptown.
2. Promote the use of City Transit, Uptown Circulators, bicycles, Ridesharing programs and pedestrian Walkways.
3. Continue to improve traffic conditions to reduce automobile emissions in Uptown.
4. Require enhanced landscaping and trees as a major element in maintaining a healthy environment. Shade in parking areas reduce temperatures and the formation of ground level ozone and smog. All vegetation filters storm water before it reaches the river or infiltrates into the soil. Trees, especially large shade trees, also help reduce wind speed and remove dust and other air pollutants. Protect landscaping by using organic mulch and providing ample Rooting Volume and permeable areas for tree roots to ensure that the trees and landscaping flourish.
5. Identify areas that will lack solar access in the winter or that will cause excessive outdoor heat accumulation in the summer. Conserve energy by mitigating these effects through design, materials or vegetation where feasible.
6. Utilize water harvesting techniques and water reuse systems when possible for trees and landscaping to reduce municipal water use. Maximize water relocation to the root zones of trees for better overall health of the trees.
7. Use solar energy or other alternative energy systems and energy efficient design when possible. LEED and Green Building methods are strongly encouraged.

8. Use landscaping, shade, openings for winter sun and non-glare materials advantageously when designing outdoor spaces in order to create inviting and comfortable places for people to gather in all seasons.

## **F. Parking**

The intention of the USDP is to ensure Adequate Parking for the Uptown Area while being sensitive to the environmental goals of “Park Once” behavior. Adequate Parking is essential for the success of the Uptown Area developing into a dynamic Mixed-Use area.

A Public/Private Partnership funding source such as a TIDD would enable Parking Structures to be built throughout the Uptown Area eliminating the need for “a sea of parking”. Parking Structures are the solutions to many issues facing Uptown. However, the existing Surface Parking spaces in Uptown are allowed to remain and new Surface Parking may be built so long as all parking follows the Design Regulations set out in Chapter V. of the USDP. When Parking Structures are built they must follow the Design Guidelines in Chapter V. If Public/Private Funding is used to build a Parking Structure it should be located in accordance with the Public Connectivity Infrastructure, Chapter VI. of this USDP.

Parking solutions should reflect a realistic range of parking options and regulations. It is not the intent of this USDP to restrict parking in such a way as to make the Uptown Area less marketable than other parts of the City.

The Parking goals include:

1. Eliminate maximum parking requirements.
2. Create parking regulations that allow for a market driven parking outcome, both in amount and location but require a minimum standard for parking that will protect the residential areas outside the Uptown Area from overflow parking.
3. Formulate a policy that will allow for shared parking between uses and across property lines throughout the Uptown Area.
4. Build Parking Structures as part of the Public Connectivity Infrastructure, Chapter VI. It is likely that this goal cannot be fully realized without funding provided by a Public/Private Partnership such as a TIDD or PID.

## **G. Transportation:**

The intent of the USDP in regard to transportation is to create a safe environment for people to travel in and around the Uptown Area using various modes of transportation. It is important that everyone involved works to mitigate traffic congestion and safeguard air quality. The Uptown Progress Team Neighborhood Association (UPTNA) through the formation of a Business Improvement District (BID) should be the force behind achieving many of the following goals.

The transportation goals include:

1. Continue to meet all objectives of the National Ambient Air Quality Standards.
2. Increase and promote the use of City Transit as a means of transportation for both the people coming to enjoy the Uptown Area and for people living in Uptown.
3. Encourage the UPTNA to lead a Transportation Management Program and to establish rewards such as dedicated parking spaces and other incentives for the use of alternative fuel vehicles and for the people who participate in Rideshare programs.
4. Develop and promote the operation of a free, full-time, Uptown Circulator for shoppers, visitors, customers, employees and residents. Attractive Circulator stops should be located to maximize safety, accessibility and may be used as a unifying element throughout the Uptown Area. The City and Uptown property owners shall investigate alternatives to standard shuttle buses. The need for this type of localized transportation could also be satisfied by other means such as sky shuttles or trams.
5. Connect the Uptown Circulators to City Transit stops. The Public Connectivity Infrastructure, Chapter VI. includes connecting the Uptown Circulator to Pedestrian Plazas and Parking Structures.

## **H. Bicycle Circulation**

The intention of this USDP is to encourage bicycling in the Uptown Area and to make it a more safe and enjoyable experience.

The goals to achieve a safe and enhanced environment for bicyclists include:

1. Encourage Uptown property/business owners to install bicycle racks and covered bicycle storage where possible and desirable.
2. Plan bicycle activities for all ages to entice bicyclists to the Uptown Area.

3. Build the Bicycle Circulation System (BCS) described in the Public Connectivity Infrastructure, Chapter VI. of this USDP. The additional enhancements described in the BCS can only be achieved through Public/Private Partnership funding sources such as a TIDD and cannot be required or fully realized otherwise.

### **I. Wayfinding:**

The Wayfinding System is intended to be a system of directional signage and informational Kiosks consistent throughout the Uptown Area as a unifying element. Through the design and implementation of the Wayfinding System, the Uptown Area will emerge as an easily recognizable area of Albuquerque having its own unique character and “sense of place”.

The basic purpose of the Wayfinding System is to guide people through Uptown whether they are driving, walking, riding a bicycle, taking a City bus or an Uptown Circulator. The Wayfinding System is part of the Public Connectivity Infrastructure. Public/Private Partnership funding sources such as a TIDD or PID may be necessary to fully implement the Wayfinding System.

The goals for the Wayfinding System include:

1. Create an Uptown logo with the help of the UPTNA. This will be the symbol that gives the Uptown Area a “sense of place”. It is a visual presence that ties the whole Uptown Area together but doesn’t interfere with other commercial identities.
2. Develop an overall signage package for pedestrians, drivers and bicyclists that provide directional signage to all areas and uses in the Uptown Area, incorporating the logo.
3. Provide Kiosks or other signage at various locations for the purpose of posting information on current Community Activities.
4. Develop a Wayfinding System as described in Public Connectivity Infrastructure, Chapter VI. of this USDP.

### **J. Public Connectivity Infrastructure:**

The intent of the Public Connectivity Infrastructure is to guide new infrastructure in a coordinated manner so as to visually and physically unite all the properties within the Uptown Area while providing desirable public amenities. By creating a cohesive, dynamic, exciting “place to be” the Uptown Area will become a renewed and economically vibrant area.

The Public Connectivity Infrastructure goal is the creation of the new infrastructure described in Chapter VI, including but not limited to the following elements:

1. A Pedestrian Circulation System (PCS)
2. A Bicycle Circulation System (BCS)
3. Parking Structures
4. A Wayfinding System
5. Localized Transportation
6. The Basics - Infrastructure

In order to finance and build the Public Connectivity Infrastructure it is necessary to create Public/Private Partnerships between the City of Albuquerque, Bernalillo County, the State of New Mexico and the landowners in the Uptown Area. This USDP recognizes that without a Public/Private Partnership this level of new public infrastructure cannot be achieved, cannot be required and redevelopment efforts will be stifled.

### **K. Public/Private Partnerships**

It is the intent of this USDP to facilitate the successful growth and evolution of Uptown. To allow Uptown to realize its potential it is necessary to provide new public infrastructure that will draw people to the Uptown Area.

The implementation of new Public Connectivity Infrastructure is essential to the future success of the Uptown Area. Enhanced landscaping, Pedestrian Plazas, bicycle paths, civic spaces and a Wayfinding system will create an identity for Uptown that is unique to Albuquerque and all of New Mexico. Cohesive new infrastructure will give Uptown its “sense of place” along with a vibrancy that will ensure the Uptown Area’s popularity for decades to come.

The ability to build Parking Structures along with the other features of Public Connectivity Infrastructure probably necessitates the use of Public/Private Partnership funding sources like the establishment of Tax Incremental Development Districts (TIDDS).

A TIDD serves a broad public purpose through the financing of new public infrastructure such as Parking Structures, civic amenities, Pedestrian Plazas, Streets, Walkways and the other elements of the Public

Connectivity Infrastructure. TIDD financing for the Uptown Area is essential in creating economic development and redevelopment opportunities including job growth. Without TIDD financing much of the new infrastructure is prohibitively expensive and cannot be achieved or required.

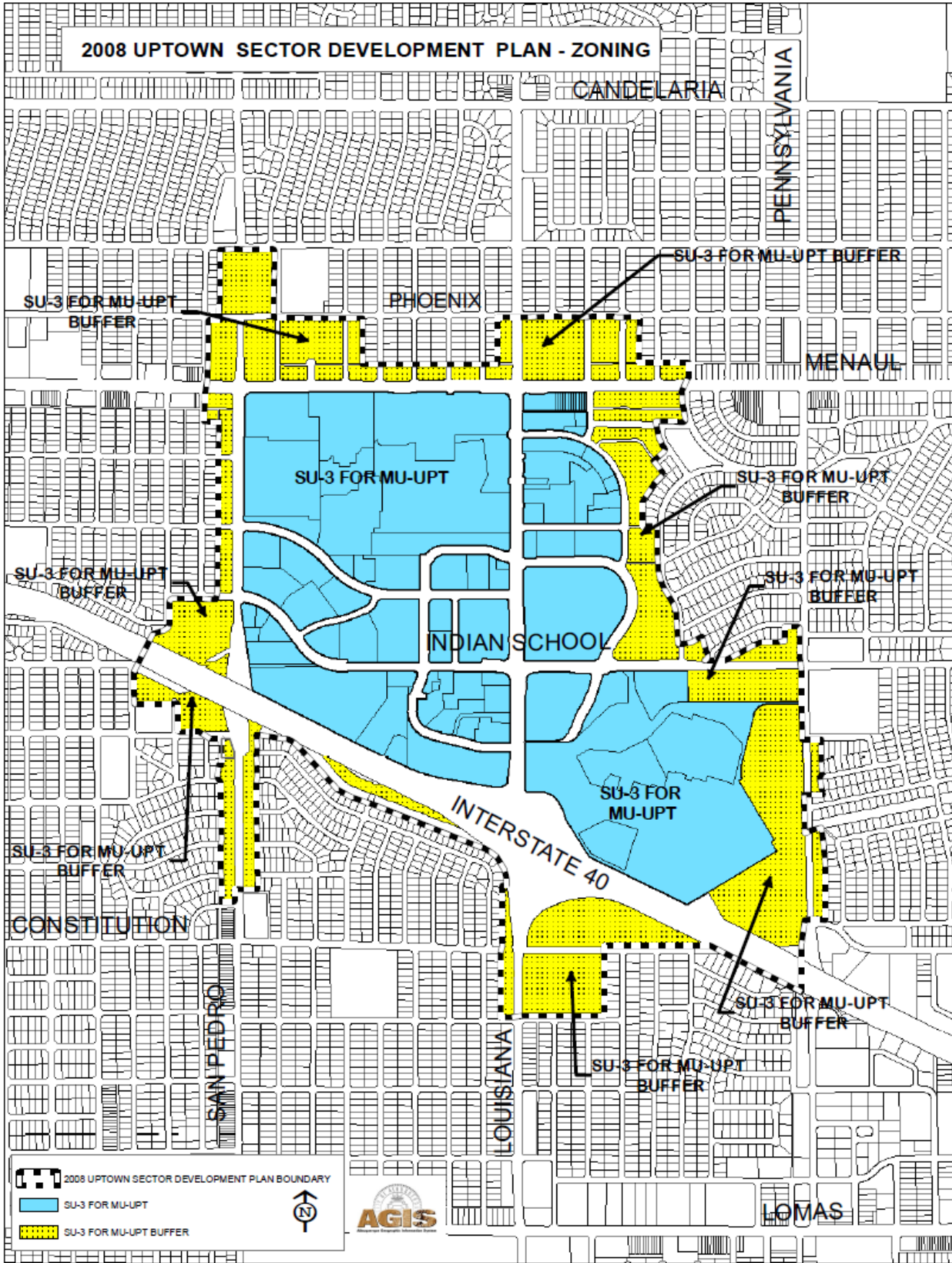
The use of a BID and TIDDs maximize the Uptown Area's Redevelopment opportunities and prevent blighted or declining areas from evolving.

The goals for Public/Private Partnerships include:

1. The Uptown Progress Team should establish an Uptown Business Improvement District (BID) to maintain and promote Uptown.
2. City support for the establishment of one or more Tax Increment Development Districts (TIDDs) to facilitate and foster construction of the new Public Connectivity Infrastructure needed in Uptown.
3. City support for the creation of an Uptown Progress Team BID.
4. Establishing TIDDs that meet the regulations of State, County and City laws regarding their formation in order to promote the Uptown Area's redevelopment as a premiere Mixed-Use economic development area that will benefit Albuquerque and the entire State.

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2008 UPTOWN SECTOR DEVELOPMENT PLAN - ZONING





## Chapter IV. Mixed-Use Zone

### A. SU-3 for MU-UPT and SU-3 for MU-UPT/Buffer

1. All properties within the Uptown Sector Development Plan boundaries shall be zoned SU-3 for MU-UPT or SU-3 for MU-UPT/Buffer. Because of the new Mixed-Use Zones created in this USDP, terms such as “Large Retail Facility” or “Shopping Center” are not applicable to this Sector Development Plan and neither are regulations written for those facilities such as Section 14-8-2-7 ROA 1994 and Section 14-16-3-2 ROA 1994.
2. Upon adoption of this USDP, all existing Buildings which do not conform to this USDP are permitted as Legally Nonconforming as to the use of the Building and Legally Nonconforming as to the design of the Building.
3. All New Construction and Redevelopment must comply with all the zoning and design regulations of this USDP except where specifically exempted.
4. If an existing Building, with a use that becomes Legally Nonconforming upon adoption of this USDP, is Razed voluntarily or involuntarily, the rebuilt Building can continue as a Legally Nonconforming Use, but must come into compliance with all other regulations and requirements in this USDP. For example if a hotel in the MU-UPT Buffer Zone is destroyed or torn down it is allowed to rebuild as a Legally Nonconforming hotel, but the new Building must comply with all other regulations in this USDP including the required Building design, landscaping and parking. In addition, the zoning code limits the amount of time in which the rebuild must begin and that regulation is incorporated into this USDP.
5. SU-3 for MU-UPT and SU-3 for MU-UPT/Buffer Zone are Mixed-Use Zones that allow housing, civic and commercial uses including: retail, wholesale, restaurants, offices, hospitality and entertainment. These uses may be located on the same Site and may be contained in the same Structure. There are no specific Mixed-Use requirements for each Site and single land use Sites are allowed. Each New Construction or Redevelopment Site shall be governed by a Site Development Plan that has been approved by the City using the process described in Chapter VII. of this USDP.
6. All uses within SU-3 for MU-UPT and SU-3 for MU-UPT/ Buffer Zone are either Permissive or Prohibited as described in this Chapter. There are no conditional uses in this USDP. Uses that are not listed in this USDP shall not be governed by R-3, Section 14-16-2-12 or C-2, Section 14-16-2-17.
7. All properties zoned SU-3 for MU-UPT/Buffer shall follow the regulations for the SU-3 for MU-UPT zone, except where different regulations are listed as exemptions in this Chapter with regard to uses, setbacks, height and required Landscape Buffers. In addition, vehicle access to and from the west side of Española Street between Cutler Street and Indian School Road shall not be allowed.

8. New Construction or Redevelopment shall be allowed to occur in multiple phases provided that the phasing is clearly delineated on an approved Site Development Plan and provided that each individual phase meets the regulations of this USDP as that phase is developed.

## B. Permissive Uses

The following uses are Permissive Uses in the SU-3 for MU-UPT Zone and the SU-3 for MU-UPT Buffer Zone except those uses listed as Prohibited in the SU-3 for MU-UPT Buffer Zone:

1.. Amphitheater

**Exception: An Amphitheater is a prohibited use in the SU-3 for MU-UPT Buffer Zone**

2. Animal Clinic provided the clinic has only one outside exercise run and that the exercise run is enclosed with a solid wall or fence at least six feet high and no more than one animal is permitted in the run at any one time.

3. Animal Grooming

4. Animal Kennel, provided:

a. The kennel is in a completely enclosed Building.

b. The facility is no closer than 30 feet from any residential zone outside the USDP

Area.

c. The noise from the kennel does not exceed the ambient noise level as defined in Section 9-9-12 ROA 1994, when measured 30 feet from any exterior wall of the kennel.

5. Carnival or circus operation outdoor or in a tent provided:

a. The carnival or circus is located at least 300 feet from a residential zone outside of the USDP Area

b. The carnival or circus is permitted at one Premise for a period not to exceed ten days in any calendar year:

c. Hours of operation, including erection and dismantling of equipment are between 7:30 a.m. and 10:30 p.m.;

d. There is sufficient parking available on the Premise. The Zoning Enforcement Officer shall approve a Site plan which shall demonstrate Adequate Parking and vehicle circulation;

e. There are public toilet facilities on the Premise;

f. City Fire Marshall or his authorized representative gives prior approval of any tent as meeting the requirements of Sections 14-2-1 et seq. ROA 1994;

g. No animals are displayed, offered for sale, worked, rented, exhibited or used in any manner.

6. Day Care Center, public or private

7. Events with a Albuquerque Film Office Permit or a Special Events Permit such as Community Activities.

8. Garage or yard sales provided:

a. No more than two sales at a given Multi-Unit Premise in any 12-month period. The duration of the garage or yard sale shall not exceed three consecutive days. The Planning Director may grant additional garage or yard sales.

b. No items shall be purchased for a garage or yard sale for the purpose of resale; items shall be of the type normally accumulated by a household.

c. One non-illuminated sign not exceeding six square feet in area shall be permitted. The sign shall pertain to the garage or yard sale only and shall be located on the Premise. The sign shall be permitted for the three-day period only.

9. Gasoline, oil and liquefied petroleum gas retailing, including outdoor sales, but not truck plazas, provided that the facility meets all Design Regulations in Chapter V. of this USDP. **Exception:** Gasoline, oil and liquefied petroleum gas retailing, including outdoor sales, and truck plazas are Prohibited Uses in the SU-3 for MU-UPT Buffer Zone,

10. Helipad but only if the landing pad is a minimum of 60 feet above ground level.

**Exception:** A Helipad is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone,

11. Hotels and motels that are full service, selective service or boutique hotels, as defined by the Planning Director and so long as all guest rooms are accessed by an interior corridor. **Exception:** a hotel and/or a motel of any type is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone,

12. Institutional Uses - public, private and governmental limited to the following:

a. charitable organizations

b. churches, chapels, houses of worship including incidental recreational and educational facilities but not emergency shelters

c. community center

d. cultural center

e. libraries

f. museums

g. police substation

h. schools – public or private

13. Kiosks

14. Mortuaries

**Exception:** A mortuary is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone.

15. Park-and-Ride Joint Use and Temporary facilities

16. Parking Structures, Parking Lots and Parking Spaces, provided that all parking is consistent with the Design Regulations in Chapter V. of this USDP.

17. Pedestrian Plazas, Parks and other outdoor public gathering places provided they meet the Design Regulations in Chapter V. of this USDP.

18. Performances, indoor or outdoor, by artists, Buskers and street performers

19. Public Utility Structure, provided its location is in accordance with an adopted facility plan or an approved Site Development Plan for Building Permit. Public Utility Structures must comply with the regulations in Chapter V. of this USDP.

20. Radio or television studio or station, if using a visible antenna or dish, the antenna or dish must be architecturally integrated and approved by the Planning Director.

21. Recreational facilities, public and/or private, located in a Building or outdoors, provided fencing or other suitable devices are employed to insure that balls are not hit out of the Premise and that noise does not exceed the noise level as defined in Section 9-9-12 ROA 1994. Recreational facilities include but are not limited to:

- a. baseball batting cages,
- b. bowling alleys
- c. golf driving range
- d. miniature golf course
- e. swimming pool
- f. tennis club

22. Residential uses are allowed with no minimum or maximum dwelling units allowable or required per acre.

23. Restaurants may have:

- a. Outdoor restaurant seating

**Exception:** Outdoor restaurant seating is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone if the smells or noise emanating from the seating area will negatively impact an R-1 property outside of the USDP Area.

- b. Retail sales of food and drink, for consumption on premise or off, but not a Drive-In Restaurant.

c. Alcoholic drink provided the restaurant cash register is not within 500 feet of the nearest residential lot line of an area zoned R-1, park, school or religious institution located outside of the USDP Area.

24. Retail and Wholesale of any consumer product and provision of any customer, personal or business service, including health and dental service, except as prohibited in the Prohibited Uses section, are permissible with the following qualifications:

a. Building materials provided they are within a completely enclosed Building.

b. Dry cleaning, laundry, clothes pressing, provided that the process of dry cleaning shall not occur within the defined USDP Area.

c. Hospitals for human beings provided the main access to the Site is from Louisiana, Menaul, Indian School or San Pedro and the Site is a minimum distance of 500 feet from a residential zone, school or park located outside the USDP Area. Urgent Care facilities have no location restrictions.

d. Indoor vehicle sales, service and storage if completely enclosed within a Building or Parking Structure.

e. Laboratories: medical, dental or scientific provided that no animals are used for any purpose including testing or experimentation.

f. Photography, except as an Adult Amusement Establishment

g. Repair business provided that the activity occurs within a completely enclosed Building, does not generate noise heard outside the Building, has no outside storage or sales and provided that the repairs do not include painting or repainting.

h. Vehicle rentals if located completely on a hotel site or completely within a Parking Structure.

25. Retail business in which products may be manufactured, compounded, processed, assembled or treated, as an accessory use, including but not limited to: carpentry, upholstering, catering, baking, confectionery making, jewelry or curio making, provided:

a. All activities are conducted within a completely enclosed Building.

b. Activities or products are not objectionable due to odor, dust, smoke, noise, vibration or other cause.

26. Signage. The following types of signage are Permitted provided the signage meets the criteria set forth Chapter V. of this USDP.

a. Blade Sign

b. Building-Mounted

c. Canopy

d. Freestanding

e. Illuminated

f. Marquee

g. Monument

- h. On-Premise
- i. Political
- j. Projecting
- k. Wall

27. Storage of household goods, office records, equipment or material provided:

- a. All activities are conducted within a completely enclosed Building, the scale and style of which fits its location in addition to meeting all Design Regulations listed in Chapter V of this USDP;
- b. Individual storage cubicles, units or facilities are not each directly accessible from outside the enclosed Building;

28. Temporary Buildings or Trailers serving as a rental or sales office may be used until two weeks after the permanent leasing or sales office is built.

29. Temporary Buildings or Trailers serving as a temporary construction office during construction of a specific project on the Premise provided it is set up only after the Site Development Plan is approved and removed when the Final Certificate of Occupancy has been issued. If work on the project has been dormant for a period of six or more months the Temporary Buildings or Trailers must be removed unless an extension is granted by the Planning Director. The body of the temporary Building or Trailer shall be set back at least five feet from any lot line.

30. Temporary construction storage or Staging Yard for equipment, material or activity incidental to a specific construction project, provided it is set up only after the Site Development Plan is approved and removed when the Final Certificate of Occupancy has been issued. If work on the project has been dormant for a period of six or more months the construction storage or Staging Yard must be removed unless an extension is granted by the Planning Director.

31. Tents, uses or activities in a tent, if the uses or activities are permitted in this USDP, provided:

- a. A tent may not be erected for more than fifteen days at a time and may not be erected more than four times a year on a given Premise, unless being used as part of a movie production and then the time limit shall be per the Zoning Enforcement Officer.

- b. There is adequate paved parking available on the Premise. The Zoning Enforcement Officer shall approve the Site Plan for the tent, which shall demonstrate Adequate Parking and vehicle circulation, prior to erection of the tent.

- c. There are toilet facilities on the Premise available to the users of the tent
- d. The City Fire Marshal or his authorized representative gives prior approval of the tent as meeting the requirements of Sections 14-2-1 et seq. ROA 1994.

32. Theater except as an Adult Amusement Establishment.

**Exception:** A Building housing any type of a theater is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone.

33. Wireless Telecommunication Facility provided the WTFs are required to be concealed facilities and as required in the current Zoning Code Section 14-16-3-17 ROA 1994.

### **C. Prohibited Uses**

The following uses are Prohibited in the SU-3 for MU-UPT Zone and the SU-3 for MU-UPT Buffer Zone:

1. Adult Amusement Establishments, adult bookstores, adult photo studios or adult theaters
2. Agricultural animals
3. Automobile or other motorized vehicle painting, dismantling or tire recapping or tire re-treading, even if completely enclosed within a structure
4. Cold storage plant
5. Crematorium
6. Drive-up service windows are not permitted except as part of a bank or pharmacy and shall not exceed three lanes
7. Equestrian activities or facilities
8. Firewood sales and related storage as a primary use
9. Ground mounted antenna
10. Industrial - all uses listed in Section 14-16-2-20, M1, ROA 1994 and Section 14-16-2-21, M2, ROA 1994 are Prohibited unless specifically listed in the Permissive Uses section of this USDP.
11. Jails or correctional institutions including community residential corrections programs
12. Mobile home development or mobile home sales
13. Off-Premise Sign, except as provided for in the Design Regulations of this USDP and except for "Sense of Place", Wayfinding, directional signs or Kiosks which are Permissive Uses

14. Outdoor go-cart tracks

15. Outdoor parking of a recreational vehicle, boat, boat trailer, ATV or other trailer of any kind except when parking at a hotel for an overnight stay or when temporarily parked for the purpose of shopping, dining or conducting business.

16. Outdoor sales, rental or display of automobiles, construction equipment, recreational vehicles, agricultural and farming equipment, snowmobiles, boats and other water craft, trailers, ATVs, landscape equipment, motorcycles, motorized scooters or bicycles unless they are an integral part of the design of the Building Façade. Design of a Building Façade which includes these elements must be approved by the Planning Director through an Administrative Amendment.

17. Outdoor storage of household items, Recreational Vehicles, boats, trailers or ATVs, etc.

18. Parking of more than two truck tractors and two semi trailers for over two hours, except in designated truck docks or in designated truck loading zones

19. Parking meters or parking Kiosks on public Streets

20. Pawn shop

21. Salvage Yard

22. Sanatorium

23. Sheet-metal working

24. Stadiums or Arenas with seating for more than 1,000 people, public or private

25. Storage facilities not completely contained in a Building

26. Surface Parking, Parking Spaces or publicly owned Parking Structures which charge the public for the rental of parking spaces

27. Taxidermy

28. Temporary Buildings or Trailers except as listed in Permissive Uses of this USDP

29. Truck plaza, terminal, rest area, repair and semi-trailer refueling stations



30. Vehicle service, repair and storage, unless completely enclosed within a Parking Structure or Building

**D. Lot Size:** There is no specific limitation on lot size in the SU-3 for MU-UPT Zone or the SU-3 for MU-UPT Buffer Zone.

**E. Building Size:** The maximum square footage allowable for any one level of a Building for any single user or Establishment shall not exceed 90,000 square feet.

**F. Floor Area Ratio (FAR)**

1. There is no maximum FAR in the Uptown Area.

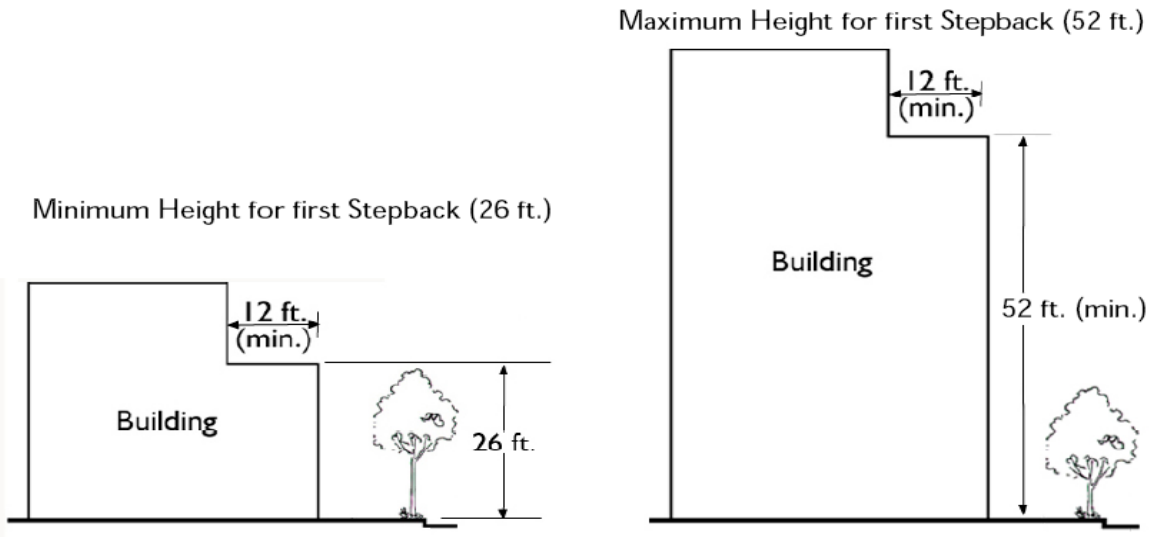
2. For properties 7 acres in size or larger the minimum FAR shall be 0.3. If the owner/representative of any property of at least 7 acres in size puts forth a completed application to obtain a TIDD from the City of Albuquerque and/or Bernalillo County and/or the State of New Mexico and is turned down that property is not subject to a minimum FAR. If the Tax Increment Allotment is not sufficient according to the owner/representative of the property to build the infrastructure as purposed, that property is not subject to a minimum FAR.

3. Properties of less than 7 acres have no minimum FAR.

**G. Height.**

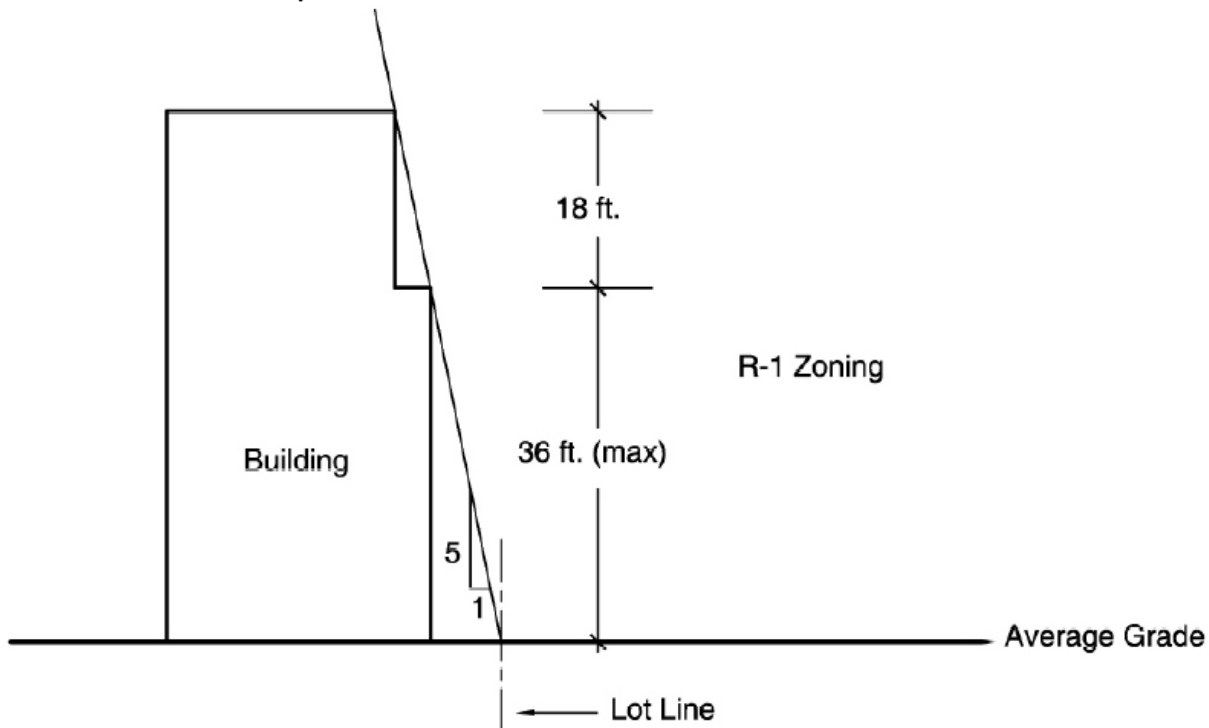
1. SU-3 for MU-UPT: Any legal Building height is allowed in SU-3 for MU-UPT so long as it has the required Stepback. A Stepback may occur at a minimum of 26 feet above ground level but at least one Stepback must occur at or before 52 feet above ground level. Only one Stepback is required. The minimum depth of a Stepback is 12 feet. The Stepback requirement only applies to the Façade of a Building that contains the main or primary entrance of the Building. Arcades, Awnings, or other pedestrian overhead structures shall be provided for all other exterior entryways. Parking Structures are not required to have a Stepback.

Illustration: Stepback



2. SU-3 for MU-UPT/Buffer Zone: Structure height up to 36 feet is permitted at any legal location subject to Buffer Setback regulations. The height of a structure over 36 feet shall fall within a plane elevated at a five-to-one slope (an 11 degree angle 18 feet above the horizontal), the base of the plane being at average grade along the nearest lot lines of lots zoned R-1, City-owned parks or Albuquerque Public Schools outside of the boundaries of the USDP Area.

Illustration: 5 to 1 slope



## H. Setbacks

### 1. SU-3 for MU-UPT:

- a. A zero foot setback is permissible as long as a 10 foot Walkway and a 4 foot landscaped Planting Strip shall be provided between the Building Façade and the curb. The Walkway and Planting Strip do not count as Open Space for the purpose of meeting the Open Space regulations.
- b. There is no maximum setback.
- c. Setbacks along Menaul Blvd. shall be a minimum of 15 feet or as directed by the Menaul Blvd. Corridor Plan.

### 2. SU-3 for MU-UPT/ Buffer Zone:

- a. A Building where a lot is adjacent to a property zoned R-1 shall have a rear Setback of not less than 15 feet including the width of any existing alley.
- b. There shall be a minimum 30 foot Landscape Buffer on the western border of Espanola between Indian School and Cutler.
- c. There shall be a 30 foot Setback from the interior side of the required 10 foot Walkway on Pennsylvania for the lot at the southwest corner of Pennsylvania and Indian School. The area created by this Setback shall include a 15 foot Landscape Buffer adjacent to the back of the 10 foot wide Walkway that shall consist of at least a double row of approximately 25% Shade Trees, 25% Signature Trees and 50% Evergreen trees. This Landscape Buffer shall be covered with 75% living vegetative materials. The remaining 15 feet of this Setback area may be any configuration of Walkway, plazas, patio, landscaping, parking and/or drive aisles provided they conform to the Design Regulations in Chapter V. of this USDP. If the westerly 15 feet is used for parking or drive aisles a 4 foot tall visual barrier consisting of a solid wall or continuous evergreen hedge shall be required between the 15 foot Landscape Buffer and the parking or drive aisle. Additional Landscape Buffer regulations are in Chapter V. Section H.

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## **Chapter V. ZONING AND DESIGN REGULATIONS**

1. Upon adoption of this USDP, all existing Buildings which do not conform to this USDP are permitted as Legally Nonconforming as to the use of the Building and Legally Nonconforming as to the design of the Building.

2. All New Construction and Redevelopment must comply with all the zoning and design regulations of this USDP except where specifically exempted.

3. If an existing Building, with a use that becomes Legally Nonconforming upon adoption of this USDP, is Razed voluntarily or involuntarily, the rebuilt Building can continue as a Legally Nonconforming Use, but must come into compliance with all other regulations and requirements in this USDP. For example, if a hotel in the MU-UPT Buffer Zone is destroyed or torn down it is allowed to rebuild as a Legally Nonconforming hotel, but the new Building must comply with all other regulations in this USDP including the required Building design, landscaping and parking. In addition, the zoning code limits the amount of time in which the rebuild must begin and that regulation is incorporated into this USDP.

4. New Construction or Redevelopment shall be allowed to occur in multiple phases provided that the phasing is clearly delineated on an approved Site Development Plan and provided that each individual phase meets the regulations of this USDP as that phase is developed.

5. Interior modifications that do not change exterior walls are not affected by these regulations. The City of Albuquerque's building codes address interior modifications.

6. LEED and Green Building methods are strongly encouraged for building and environmental benefits. A combination of planning, design, materials, technology, and vegetation will obtain the greatest benefits, for the greatest time, for the highest net savings. NK

### **A. Buildings**

#### **1. Materials**

a. Materials on Buildings shall support a high quality, diverse architectural character that provides variety, interest and vitality. To achieve design integrity, individual building elements shall be of excellent design and quality materials such as brick, slate, stone or tile.

b. The following external building materials shall be prohibited:

Engineered wood paneling

Vinyl siding

Plastic

Unfinished, solid faced, concrete masonry units

Any other material designated as prohibited by the Planning Director

2. Articulation Regulations:

a. Vertical and horizontal articulation is required on all sides of a Building.

b. Articulation shall be required along no less than 50% of the unbroken length of a Building Façade and shall be distributed to avoid creating a blank wall greater than 25 feet in length.

c. At least three of the following elements shall be used for Building Articulation up to 52 feet of Building height above grade. Above 52 feet only two articulation elements are required:

Arcades

Awnings

Balconies

Brackets, projecting

Brick

Canopies

Cantilevers

Cornices

Eaves

Entrances, extending outward from a façade

Glazing or Windows, to be counted as one item

Lintels, projecting and exposed

Molding integrated into the Building

Multiple finishes i.e. stone, brick and stucco

Pitched roof forms

Planters that incorporate landscaped areas and can be used for seating

Portals

Slate

Tile

Transoms

Trellises

Wall accenting i.e. shading, engraved patterns, etc.

Wing-walls that include landscaped areas and can be used for seating

Any other treatment that meets the approval of the Planning Director

## B. Fencing and Walls

1. Trash receptacles, mechanical equipment, loading docks and Public Utility Structures should be screened from public Streets through the use of walls, berms, dense evergreen foliage or other acceptable screening devices. There is no height limit for walls since they need to be tall enough to

function as intended if they are used for screening. Walls and fencing, including retaining walls, are not Prohibited, but they must be shown and approved on the Site Development Plan and adhere to the following regulations:

2. Acceptable materials include but are not limited to stucco over concrete masonry units (CMU) or other structural materials; stabilized adobe, split face blocks, slump blocks, bricks, stone, glass blocks, curved interlock blocks, wood, tubular steel, wrought iron bars, other grill work or a combination of these materials. The finish of the walls should be designed to be attractive and compatible with the building materials of adjacent Buildings on the Premise.

3. The use of razor ribbon, razor wire, barbed wire, chain link fencing with or without slats, cyclone fencing or unfinished solid CMU is prohibited.

### **C. Open Space**

1. All Sites in the Uptown Area zoned SU-3 for MU-UPT and SU-3 for MU-UPT Buffer shall provide a minimum of 10% of their Premise acreage as Open Space. Where phasing is involved, at least 10% of the required first phase acreage must be developed as Open Space in Phase 1. If the Applicant is combining Open Space as allowable in # 8 and # 9 of this section, Phase 1 still must meet the 10% requirement. Under no circumstances shall the applicant be allowed to defer providing the required Open Space for any phase as it is developed.

2. Open Space shall be open and accessible to the public. The exception to this requirement is the Landscaped Area on a traffic circle. For safety reasons, a landscaped traffic circle is not an appropriate place to be “open and accessible” to the public however the Landscaped Area on a traffic circle will count towards the “10% of Premise” Open Space requirement because of the visual impact.

3. Open Space shall be either Developed Open Space, as defined in this USDP or a completely Landscaped Area, as defined in this USDP.

4. Required Developed Open Space areas such as Pedestrian Plazas shall have a Landscaped Area equal to 40% of the Site. A minimum of 15% of all Developed Open Space must be shaded from the summer sun with landscaping including trees and/or permanent or temporary shade structures. These are not cumulative percentages. Each Open Space site must have landscaping and shade.

5. Open Space in excess of the “10% of Premise” requirement shall:
- a. be subject to the Street Tree definition and requirement if applicable
  - b. not be left as a dirt lot

- c. not be covered in asphalt
- d. be required to provide landscape and shade over 15% of the excess Open Space
- e. shall contain at least one amenity from # 12 of this Section

6. All Open Space areas shall be privately maintained or maintained through an UPTNA BID or other private funding method.

7. Developed Open Space such as a Pedestrian Plaza, park, garden, patio or other outdoor gathering spot shall be easily accessible and open to the public.

8. If a Site has multiple Buildings and/or multiple Lots within it, the required Open Space may be combined into larger areas rather than in separate smaller areas near each Building so long as it is approved on the Site Development Plan in that configuration.

9 Combined Open Space areas may be located across Internal Streets within a Site that is governed by a Site Development Plan.

10. The following elements **shall be** used to satisfy the “10% of Premise” Open Space requirement. Open Space may include any combination or single use of the Open Space elements listed below:

- a. All Landscape Area as defined in this USDP except as specifically excluded.
- b. Gardens
- c. Landscaping along the sides of Walkways including Planting Strips .
- d. Landscape Area of traffic circles, not the entire traffic circle but the Landscape Area.
- e. Landscape Buffers, required or optional
- f. Parks
- g. Pedestrian Plazas, patios, and/or courtyards
- h. Planting Strips not containing required Street Trees or required Parking Space

Trees.

- i. Playgrounds
- j. Recreational areas and landscaped trails
- k. Small outdoor performance theaters or amphitheatre (Prohibited in MU-UPT Buffer

Zone)

- l. Walkways – any portion wider than the required 10 feet
- m. Any other elements that meet the intent of this Section and the approval of the

Planning Director



11. The following elements and/or items **shall not** be included as Open Space for the purpose of meeting the “10% of Premise” Open Space requirement. Most of the elements and/or items on this list are required in in other Zoning Code regulations

- a. Drainage Ponds
- b. Driveways, drive isles
- c. Internal Streets, privately owned
- d. Parking in any form: Spaces, Lots, Structures
- e. Uptown Circulator and/or City Transit Stops
- f. Walkways required in this USDP except any portion of a Walkway that is wider than 10 feet
- g. Required Parking Spaces Trees with or without Planting Strips
- h. Street Trees and the Planting Strips where the Street Trees are planted
- i. Undeveloped areas such as dirt lots

12. Required Developed Open Space areas shall include a minimum of two of the following amenities:

- a. Bicycle amenities such as bicycle racks or bicycle lockers
- b. Dog-friendly amenities
- c. Drinking fountains
- d. Low-water use fountain or water feature
- e. Playground equipment or other recreational amenity
- f. Sculpture or other artwork
- g. Seating
- h. Any other amenities that meet the intent of this Section and the approval of the

Planning Director

13. Developed Open Space areas shall connect to Walkways.

14. All Open Space areas that are not “Developed Open Space” and are 25 square feet in size or larger shall be designed as a Landscape Area. The required 75% coverage will be calculated from the mature spread of the plants. This Landscape Area shall be included for the purpose of meeting the Open Space requirements of “10% of Premise” and the landscape requirement of “40% of Open Space”.

15. Asphalt cannot be used as a surface for Open Space areas.

16. The use of gravel including rocks as ground cover and crusher fine is limited to a maximum of 5% of any Open Space including any gravel used in Landscape Areas.

#### **D. Pedestrian Plazas and Playgrounds:**

Pedestrian Plazas are strongly encouraged as a means of meeting the “10% Of Premise” Open Space requirement. Pedestrian Plazas and playgrounds are very important elements of the Pedestrian Circulation System (PCS) which will help to unite the Uptown Area.

Pedestrian Plazas and playgrounds shall meet the following regulations:

1. Pedestrian Plazas and playgrounds shall be easily accessible and open to the public.
2. Pedestrian Plazas shall be constructed of ADA accessible materials other than asphalt.
3. Playgrounds shall be designed to be ADA accessible and provide play equipment that is appropriate for ages 2 years to 12 years.
4. Pedestrian Plazas and playgrounds shall provide seating on-site with benches, boulders, retaining walls, ledges, raised planters, grass berms, or other ways for people to sit and relax.
5. At least 15% of the Pedestrian Plaza and/or playground shall be shaded from the summer sun with landscaping including trees and/or shade structures that may be either permanent or temporary.
6. Pedestrian Plazas and playgrounds used to meet the “10% of Premise” Open Space requirement must also provide a Landscape Area equal to a minimum of 40% of the Pedestrian Plaza.
7. Pedestrian Plazas may be used for Community Activities such as farmers markets or art shows.
8. Pedestrian Plazas and playgrounds shall connect to Walkways.
9. Pedestrian Scale Lighting shall be provided for all Pedestrian Plazas and playgrounds.
10. Trash receptacles shall be provided on-site for Pedestrian Plazas and playgrounds.
11. Pedestrian Plazas and/or playgrounds shall be privately maintained or maintained through an UPTNA BID or other private funding method.
12. Pedestrian Plaza and playgrounds should be visible from the public Right-of-Way wherever possible for security.
13. Pedestrian Plazas shall be paved using decorative paving patterns and including the adjacent Walkway border element.

14. Pedestrian Plazas shall include a minimum of two of the following amenities:
  - a. Bicycle amenities such as bicycle racks or bicycle lockers
  - b. Dog-friendly amenities
  - c. Drinking fountains
  - d. Flower Garden
  - e. Low-water use fountain or water feature
  - f. Playground equipment or other children's entertainment feature
  - g. Sculpture or other artwork
  - h. Any other amenities that meet the intent of this Section and the approval of the

Planning Director

## **E. Landscape**

Enhanced landscaping and trees are an integral part of upgrading and uniting the entire Uptown Area. The landscaping in Uptown should be designed as an offset to the intense built environment. Visitors and residents alike will benefit from the oasis that the Uptown Area can become.

When designing Sites, whether for New Construction or Redevelopment, the following landscape regulations and requirements shall apply:

1. 40% of required Open Space shall be landscaped.
2. A Landscape Plan shall be provided with the Site Development Plan for approval. Requirements for the Landscape Plan are listed in Section J.. of this Chapter.
3. All landscaping shall be planted as shown on the Landscape Plan.
4. All landscaping shall be planted no later than 30 days after the completion of construction and in no case later than the final inspection as required in the building code.
5. All landscaping should be planted in accordance with instructions provided in most recent city standards or nationally accepted standards by the nursery, landscape, irrigation, and arboriculture industries.
6. Irrigation is required for all plantings. Irrigation systems shall meet the different needs of trees and other vegetation in order to ensure they will flourish.

7. Organic Mulch should be provided in areas around the living plants to reduce heat and conserve moisture. Gravel, rocks, crusher fine and rubber are not considered Organic Mulch.

8. The use of Soil Connections to adjoining landscaping or Permeable Pavement connections in the Walkways and parking areas are encouraged. see Appendix B.

9. The minimum acceptable sizes of plants, trees or amounts of seed, at the time of planting, are as follows:

- a. Trees must be two inches in caliper measured six inches above grade,
- b. Shrubs, bushes and low-growing evergreens must be planted as at least a one gallon size
- c. Ground cover and turf must be adequate to provide 75% ground coverage within one growing season after planting.

10. To provide the quality of landscaping envisioned in the Uptown Area, a minimum of 10% of all Landscaped Area and Planting Strips shall contain flowering plants and flowering shrubs. These plants may be annuals or perennials but if annual plants are used, this requirement must be met each year with new plantings.

11. Traffic Circles with Landscape Areas are encouraged at the intersections of Streets or interior driveways.

12. Water harvesting conservation techniques shall be utilized where possible and as approved by the City Hydrologist or City Engineer. Such techniques may include Water Harvesting, Graywater, Water Reuse Systems and Permeable Pavement. Water from roof runoff should be directed or stored and used to assist all trees and other landscaping.

13. All landscaping shall be maintained in such a way as to keep the plants and trees healthy. Landscaping which dies shall be replaced by the owner as expeditiously as possible, but in no case longer than 60 days after being made aware of the issue.

14. Landscape Areas required for Open Space

- a. All Open Space areas that are not "Developed Open Space" and are 25 square feet in size or larger shall be planted as a Landscape Area.
- b. Landscape Areas shall be covered with a minimum of 75% living, vegetative materials, such as trees, grasses, vines, flowers and/or bushes/shrubs. Coverage shall be calculated from the mature spread of the plants.
- c. Planter boxes or large planting pots may also be considered as Landscape Area.
- d. Trees are encouraged in Landscape Areas

15. Planting Strips

a. The minimum amount of landscaping any property shall have is a 4 foot wide Planting Strip adjoining a required 10 foot wide Walkway along the Right-of Way that abuts the Building. This is allowable for properties designed with a "0" Setback including Parking Structures.

b. Planting Strips must be a minimum of 4 feet wide and be covered with living, vegetative materials, such as grasses, vines, flowers and/or bushes/shrubs over 75% of the Planting Strip. Coverage shall be calculated from the mature spread of the plants at ground level.

c. In order to facilitate the transition between Parking Spaces and adjacent Walkways, decorative pavers may be used within the 25% of the Planting Strip not required to contain living, vegetative materials.

16. Gravel including rocks as ground cover and crusher fine is limited to 5% or less of any Landscape Area or Planting Strip.

## **F. Trees**

Trees have a significant impact on the environment as well as having a positive effect on people. In the Uptown Area trees serve an additional purpose as a unifying element.

Tree regulations are as follows:

1. New Construction, Redevelopment or any person who constructs a building addition of over 200 square feet or who paves a Parking Lot is required to plant trees as described in this section.

2. The Uptown Area shall start planting Signature Trees. Signature Trees are not as large as Shade Trees but they have a showy flower bloom in the spring or summer. see Appendix A for a list of trees

3. All new trees including Street Trees in the Uptown Area shall be planted in a proportion of approximately 1/3 Signature Trees and 2/3 Shade Trees. In the case that Shade Trees cannot be planted because the location is above an underground Parking Structure, Signature Trees in raised planters or large pots may be substituted. see Appendix A for tree list

4. Street Trees are required on Louisiana Blvd., San Pedro Dr., south side of Menaul Blvd., Indian School Rd., Uptown Blvd., America's Pkwy and The Loop Rd. In order to eventually line the Streets with trees, new Street Trees on these Streets shall have an approximate regular spacing of less than 30 feet on center and be planted in 6 foot wide Planting Strips adjacent to the required 10 foot wide Walkway. The Planting Strip and the adjacent Walkway shall run the length of the property where they are located. See Appendix A for tree list

5. The north side of Menaul Blvd. is required to plant Street Trees having an approximate regular spacing of less than 30 feet on center but there is no requirement for a Planting Strip. They shall be planted in a 4 x 4 ground level planter.

6. On Streets including internal and local Streets, other than those Streets listed in “# 4 and # 5” above, Street Trees are required and shall have an average maximum spacing of less than 30 feet on center. The same number of required trees may be clustered if desired but they must be shown on the approved Site Development Plan. These Street Trees shall be planted in minimum 4 foot wide Planting Strips that are adjacent to required 10 foot wide Walkways. The length of the Planting Strip and the adjacent Walkway shall run the length of the property where they are located. See Appendix A for tree list

7. Trees are required for all Parking Spaces not in a Parking Structure. One Tree is required for every 6 or less Parking Spaces.

8. Parking Space Trees shall be planted in a 4 foot wide Planting Strip adjacent to a 10 foot wide Walkway or in a 4X4 ground level planter with raised border.

9. No Parking Space shall be more than 75 feet from a tree trunk.

10. Parking Space Trees planted in a Planting Strip may have regular or irregular spacing to accommodate the entrances of the corresponding Buildings as long as the total number of required trees are provided. Up to three Parking Space Trees may be clustered if sufficient Rooting Volume is supplied.

11. In a situation in which both Street Trees and Parking Space Trees could be required, the requirement enforced is for which ever regulation requires the most trees.

12. Every lot over 20 feet wide shall have at least one Shade or Signature Tree..

13. To provide winter greenery, Evergreen Trees shall be required in Landscape Buffers and park areas, they are encouraged on internal Walkways. Evergreen trees shall not be planted close to Streets, in Parking Lots or anywhere that their dense foliage would cause a traffic hazard. An Evergreen Tree may be substituted for a required Shade or Signature Tree. see Appendix A for tree list

14. All required trees shall be planted no later than 30 days after the completion of construction and in no case later than the final inspection required in the building code.

15. Trees shall be a minimum of 2 inches in caliper at the time of planting.

16. Trees shall be planted in Tree Wells or in Porous Pavement or in other ways that maximize the opportunity for the trees to thrive. The minimum size of a Tree Well shall be 36 square feet. see Appendix B.

17. All trees shall be maintained to ensure that the trees stay healthy. Maintenance including trimming is the responsibility of the owner of tree. In the case of Street Trees or other trees planted in the public Right-of-Way the owner of the lot adjacent and closest to the tree is responsible for the maintenance.

18. Trees shall be irrigated so as to encourage a wide root system that will provide healthy growth and structural stability. Trees shall be on separate irrigation zones from other vegetation because trees desire water over a larger area than other plants, deeper into the soil, and less frequently than other vegetation.

19. The replacement of dead trees is the responsibility of the owner of the tree. In the case of Street Trees or other trees planted in the public Right-of-Way the owner of the adjacent lot closest to the tree is responsible for replacing the dead tree.

20. Dead trees shall be replaced with a tree of conforming species and location as expeditiously as possible, but in no case longer than 60 days after being made aware of the issue. Signature Trees may be used to replace some Shade Trees in order to achieve the desired Signature/Shade Tree proportions..

21. If a new Building or a Parking Structure that is identified on an approved Site Development Plan is proposed to be built on an existing Parking Lot, that Parking Lot is not required to upgrade to the Parking Space Tree requirements even though the amount of New Construction or Redevelopment would require it. There are two exceptions:

a. If the new Building or Parking Structure described in # 21 above can only be built with Public/Private Partnership funding such as a TIDD and the TIDD or other funding is not approved or if the Tax Increment Allotment is not sufficient to build the proposed Building or Parking Structure as determined by the owner/representative of the property then the Parking Space Tree requirements must be met within 6 months of the funding being denied or rejected by the owner/representative.

b. If the new Building or a Parking Structure described in # 21 above is not dependant on Public/Private funding but has not been built within four and one half years of the date of Site Development Plan approval, the Parking Space Tree requirements must be met within five years of the date of the Site Development Plan approval.

### **G. Walkways:**

There is a lack of uniformity between the existing Walkway configurations, both in width and appearance throughout the Uptown Area. Walkway consistency is important to create a cohesive, recognizable and

unique Uptown Area. All new Walkways will have a six inch decorative border as an additional unifying feature.

1. New Construction, Redevelopment or any person who constructs a building addition of over 200 square feet or who paves a Parking Lot is required to build Walkways as described in this section.

2. For Redevelopment, addition, Parking Lot paving the Walkway immediately adjacent or the closest parallel Walkway to the changed Façade shall be upgraded and must connect to other Walkways.

3. All Walkways in the Uptown Area are required to be a minimum of 10 feet wide and shall include a minimum six inch brick or other decorative, contrasting material as a border along both sides of the Walkway except for the following: See Appendix C for examples of borders

a. No decorative border is required on the side of a Walkway that abuts a Building but there shall be a border on the outside edge of that Walkway.

b. Walkways not intended for public use such as Walkways to service areas or loading docks may be a minimum of 6 feet wide and do not require a border or trees.

c. Walkways through Parking Lots may be eight feet wide.

4. Trees are required along Walkways that are not shaded by existing trees to provide pedestrians with shade. Trees planted along Walkways shall be planted approximately every 20 feet on center and shall have the required proportion of 1/3 Signature Trees and 2/3 Shade Trees.

5. The 10 foot wide Walkways may accommodate occasional uses such as utility boxes, benches and/or trash receptacles which encroach upon the width of the Walkway but a minimum 6 foot clear path shall be maintained within the Walkway at all times. These occasional uses shall not take up more than 1/3 of any Building's Walkway.

6. Walkways shall have pedestrian scale lighting and other pedestrian amenities such as benches, trash receptacles and water fountains that serve humans and animals.

7. If located within Parking Lots, Walkways shall be constructed of decorative paving patterns built from materials other than those used in the parking areas or contain the six inch border on both sides of the Walkway.

8. All Walkways must comply with the American National Standards Institute and Americans with Disabilities Act.



9. Walkways shall be provided along the entire length of a Building Façade if the Façade has a public entrance or if the Building Façade is adjacent to any Street.

10. Creative placement and design of Walkways are encouraged. Curving Walkways and Walkways built in locations other than parallel to Streets such as a diagonal Walkway between two points adds interest to the Uptown Area.

11. In order to facilitate the transition between Parking Spaces and adjacent Walkways, decorative pavers may be used within the 25% of the Planting Strip not required to contain living, vegetative materials

12. All Site Development Plans shall demonstrate Walkway interconnectivity to other Sites in the Uptown Area.

## **H. Landscape Buffers**

1. Landscape Buffers are required in the following locations:

a. There shall be a minimum 30 foot Landscape Buffer on the western side of Espanola St, between Indian School Rd. and Arvada Ave.

b. For the lot at the southwest corner of Pennsylvania St. and Indian School Rd. there shall be a 30 foot Setback from the back of the required 10 foot Walkway on Pennsylvania. The area created by this Setback shall include a 15 foot Landscape Buffer adjacent to the back of the 10 foot wide Walkway. The remaining 15 feet of this Setback area may be any configuration of Walkway, plazas, patio, landscaping, parking and/or drive aisles provided they conform to the Design Regulations in Chapter V. of this USDP. If the remaining 15 feet is used for parking or drive aisles a 4 foot tall visual barrier consisting of a solid wall or continuous evergreen hedge shall be required between the 15 foot Landscape Buffer and the parking or drive aisle.

c. There shall be a minimum 15 foot Landscape Buffer between the Winrock property and the residential units on Pennsylvania that are adjacent to the Winrock property.

d. There shall be a minimum 15 ft Landscape Buffer along the Embudo Arroyo at the southeast corner of the Winrock property.

2. Landscape Buffers are required in specific locations to visually and physically separate one land use or piece of property from another.

3. Landscape Buffers are not required between the MU-UPT Buffer properties on San Pedro, Menaul, Espanola St. - north of Arvada Ave. and the R-1 properties outside the USDP boundaries because

there is inadequate room. These MU-UPT Buffer properties are required to have a 15 foot rear Setback which include Alleys, see Chapter IV. Section H. Setbacks.

4. Landscape Buffers may be crossed by Walkways and Bikeways provided that the Walkways and Bikeways take up less than 30% of the Landscape Buffer.

5. No parking is permitted within a Landscape Buffer.

6. Landscape Buffers shall have at least a double row of trees., These trees shall be at least eight feet high at time of planting and capable of reaching a height at maturity of at least 25 feet. Spacing of the trees shall be equal to 75% of the mature canopy diameter of the trees. At least one-half of the trees planted in a Landscape Buffer shall be Evergreen Trees. The rest of the trees shall be a combination of Shade and Signature Trees

7. In addition to trees the Landscape Buffer shall be covered with living, vegetative ground cover over 70% of the buffer.

8. Trees in Landscape Buffers shall not count as a required Parking Space Trees because they do not serve the same purpose.

9. Landscape Buffers may be built within the public Right-of-Way

## **I. Parking**

1. An applicant for approval of a Site Development Plan shall show all types of parking - including disabled, motorcycle and bicycle and their locations on their plan.

2. The Landscape Plan submitted with the Site Development Plan shall include all the required landscaping for Parking Spaces, Parking Lots and Parking Structures.

3. All existing Parking Spaces, whether in sufficient number to make up a Parking Lot or not, throughout the Uptown Area at the time this USDP is adopted are allowed. These Parking Spaces may be reconfigured to accommodate new Site Development Plans and building reconfigurations as renovations occur as long as they conform to the zoning, design and landscaping regulations of this USDP.

4. Minimum Parking Space requirements for SU-3 for MU-UPT and SU-3 for MU-UPT are two Parking Spaces per 1,000 square feet of a Building's floor space. New Construction and/or Redevelopment must demonstrate on the Site Development Plan how the Applicant will meet the parking needs of their Site either through dedicated Parking Spaces or Shared Parking Agreements. The

applicant must also demonstrate on their Site Development Plan that Adequate Parking is provided to prevent over-flow parking into residential neighborhoods not within the Uptown Area.

5. There shall be no maximum Parking Space requirements.

6. Privately, publicly or public/private owned parking meters and/or parking Kiosks that charge a fee to park are prohibited.

7. Commercial Surface Parking Lots and/or publicly or public/private owned Parking Structures which charge the public for the rental of Parking Spaces are prohibited.

8. Parking Spaces for automobiles and light trucks shall be at least 8.5 feet in width and 18 feet in length, that may be reduced to 16 feet in length where cars can overhang wheel stops. The Applicant must demonstrate access and circulation satisfactory to the Traffic Engineer.

9. Parking Spaces for vehicles with valid distinctive registration plates for the physically disabled shall be as provided by Section 66-3-16 NMSA 1978 and as required in Section 14-16-3-1 (F) (9) (a) (b) (c) ROA 1994.

10. Motorcycle Parking Space dimensions shall be at least four feet wide and eight feet long. Parking for motorcycles, mopeds, and motor scooters shall be provided on-site as required in Section 14-16-3-1 (c) ROA 1994:

11. Parking for bicycles shall be provided on-site or on a site within 300 feet of the use, measured along the shortest public Right-of-Way and as required in 14-16-3-1 (G) – (1) (2) (3) & (4) ROA 1994.

12. All Parking Spaces shall be paved. Paving, all of which shall be maintained level and serviceable, shall be blacktop or equal: Two inches of asphaltic concrete on a prime coat over a four inch compacted sub grade, or a surface of equal or superior performance characteristics.

13. Parking Spaces shall have barriers such as wheel stops, concrete bumpers or curbs to prevent vehicles from extending over any Walkway or adjacent property line, to prevent damage to adjacent walls or fences, and to prevent vehicle overhang from reducing minimum required widths of Walkways and Landscape Areas.

14. Parking Lot ingress or egress shall be designed to discourage Parking Lot traffic from using local residential Streets.

15. Parking shall be allowed only in appropriately marked parking spaces.

16. Where shopping carts are offered to customers, shopping cart corrals or similar shopping cart storage facilities shall be provided intermittently throughout the parking area. Such shopping cart facilities shall not be provided in lieu of required parking spaces and shall be indicated on all Site Development Plans.

17. Parking Spaces that abut infiltration basins or vegetated storm water controls should be bordered by Permeable Paving. Grasses and other ground vegetation should be near edges to help filter and slow runoff as it enters the site. see Appendix B

18. New Parking Lots may be built so long as they comply with the zoning, landscaping and design regulations of this USDP and including:

- a. Parking Lots shall be visually and functionally segmented into smaller sub areas separated by landscaping and pedestrian Walkways. No single sub area shall exceed 150 parking spaces.
- b. Parking sub areas shall be linked to the main pedestrian Walkway leading to the main entrance of the building by means of Walkways.
- c. The Walkways within Parking Lots shall be eight feet wide.
- d. Parking Lot Walkways shall be shaded by means of trees spaced approximately 20 feet on center, a trellis or similar structure or a combination thereof. Tree Wells, planters or supports for shading devices may encroach on the Walkway up to two feet. In no case shall the Walkway be diminished to less than six feet in width at any point.
- e. Every third double row of parking shall have a minimum eight foot wide continuous Walkway dividing that row. The Walkway shall either contain the unifying Uptown border or be patterned or colored material other than asphalt and may be at-grade.
- f. The regulations listed in this Section 4 - a. through f. do not apply to Parking Structures.

19. In addition to all other applicable parking, design, zoning and landscaping regulations in this USDP the following are regulations for Parking Structures

- a. Pedestrian entrances into Parking Structures shall connect to at least one Walkway.
- b. Parking Structure shall be built with the same Setback regulations as Buildings in Chapter IV. of this USDP.
- c. There are no Stepback requirements for Parking Structures.
- d. Parking Structures shall be built with the same regulations as Buildings with regard to materials listed in Section A. of this Chapter.
- e. Parking Structures may have Wraps or Suite Liners on the ground floor.
- f. Wayfinding signage shall be provided at each connection of the Parking Structure to a Walkway, a Bikeway and/or a Street.
- g. Parking Structures shall employ the principles of *Crime Prevention Through Environmental Design (CPTED)* so as to deter crime and to facilitate security measures.

h. Approximately 350 square feet shall be provided for an Uptown Circulator Stop and/or a City Transit Stop. Seating and shade must be provided at every Circulator/City Transit Stop. The space does not need to be built until there is Uptown Circulator or increased City Transit service but the space must be set aside.

i. Articulation shall be required along no less than 50% of the unbroken length of a Building Façade and shall be distributed to avoid creating a blank wall greater than 25 feet in length. The first 26 feet from ground level of the visible Façades of a Parking Structure shall be enhanced with at least two of the following articulation elements:

- Arcades
- Awnings
- Balconies
- Brackets, projecting
- Brick
- Canopies
- Cantilevers
- Cornices
- Eaves
- Entrances, extending outward from a façade
- Glazing
- Lintels, projecting and exposed
- Molding integrated into the Building
- Multiple finishes i.e. stone, brick and stucco
- Pitched roof forms
- Planters that incorporate landscaped areas and can be used for seating
- Portals
- Slate
- Tile
- Transoms
- Trellises
- Wall accenting i.e. shading, engraved patterns, etc.
- Windows or patterns of openings similar to windows, count as 1 item
- Wing-walls that include landscaped areas and can be used for seating
- Any other treatment that is appropriate for a Parking Structure and meets the approval of the Planning Director.

## J. Landscape Plan

1. A Landscape Plan must be submitted for approval along with every Site Development Plan for New Construction or Redevelopment and must be included in the Notification packet to the Neighborhood Association Representatives. The Landscape Plan shall include the following:

2. A statement describing how the proposed landscaping meets all the landscape requirements in this USDP including but not limited to:

a. the minimum of 40% of required Open Space being Landscape Area

b. the minimum of 75% of Landscape Area and Planting Strips being covered with living, vegetative materials, such as trees, grasses, vines, flowers and/or bushes/shrubs

c. the minimum of 10% of the required Landscape Area and Planting Strips being filled with flowers or flowering plants. This is not in addition to the required 75%, it is contained within the 75%

d. gravel, including rocks and crusher fine, only being used on 5% of Open Space

2. Topography in the form of finished contour lines

3. The common and botanical names of the plants to be used

4. The location and description of all trees including Street Trees

5. The method used to plant and maximize the health of the trees, Tree Wells etc.

6. Drawings shall be detailed enough for the neighborhoods to understand what the proposed landscaping will look like

7. The square footage for each separate area of landscaping, a total for all landscaping on the Site, dimensions of each area of landscaping along with the quantities of trees, flowers and shrubs including their mature height and spread.

8. Clear delineation of all non-living ground cover

9. Irrigation information including the type and description of the watering/irrigation system proposed, approximate location and type of back flow prevention device and the quantity of water delivered to trees and other plantings from the proposed system.

10. All water and planting conservation techniques and programs including any LEED Certified measures

11. Verification and notation of all underground and overhead utility lines including water, sewer, traffic signal, fire alarm, gas, telephone, electric and cable television.

12. The Landscape Plan submitted with the Site Development Plan shall include all the required landscaping for Parking Spaces, Parking Lots and Parking Structures.

## **K. Signage**

### **1. Freestanding Signs**

#### **a. Number of Signs**

i. A premise containing a single business shall be permitted one (1) freestanding sign along each roadway frontage, and an additional one (1) freestanding sign for every one hundred-fifty (150) feet of Street frontage along a single roadway, except for Monument Signs (see Section 2 below).

ii. A premise containing two (2) or more businesses shall be permitted one (1) freestanding sign along each roadway frontage, and an additional one (1) freestanding sign for every one hundred-fifty (150) feet of Street frontage along a single roadway, except for Monument Signs (see Section 2 below). The freestanding sign shall be used to identify the businesses located on that premise.

#### **b. Sign Area and Height**

i. A premise containing a single business shall be permitted one hundred-eighty (180) square feet of Sign Area along each roadway frontage, and an additional twenty (20) square feet of Sign Area for every one hundred-fifty (150) feet of street frontage along a single roadway.

ii. A premise containing two (2) or more businesses shall be permitted one hundred-eighty (180) square feet of Sign Area along each roadway frontage, and an additional twenty (20) square feet of Sign Area for every one hundred-fifty (150) feet of street frontage along a single roadway

iii. Marquee Signs designed with changeable letters to change text or message shall be included in the total signage authorized for the business or use.

iv. Only one (1) side of a Freestanding Sign will be used in calculating Sign Area. Signs may be two-sided, but only one side of the sign is used in calculating the square footage area of the sign.

v. Freestanding Signs shall not exceed twenty-six (26) feet in height, except if within 150 feet of a moving through lane of an Interstate Highway, including interchange ramps. Then the

height of the sign shall not exceed 40 feet, measured either from grade or from the elevation of the Interstate Highway at its closest point, whichever is higher.

vi. The length of any individual Freestanding Sign shall not exceed eighty (80) feet.

vii. Existing legally non-conforming signs are allowed to remain at their existing height, location and size so long as they are only refurbished with materials to match adjacent Buildings or to change the message/logo/text of the sign, and are not substantially altered or rebuilt.

c. Sign Location and Appearance

i. Signs shall be contained within the property lines of the Premise upon which the principal Building, complex, or center is located.

ii. All supports, frames and posts shall be painted, covered with masonry, stucco, decorative building materials, or otherwise finished.

iii. No lighted signs shall be allowed within 100 feet of an R-1 zoned residential property.

2. Monument Signs

a. Number of Signs. In order to encourage the use of smaller Monument Signs, there is no limit to the number of Monument Signs that may be permitted for a however, they may not be located closer than one-hundred (100) feet from each other.

b. Sign Area and Height. Each Monument Sign shall not exceed six (6) feet in height and eight (8) feet in width for a total Sign Area not to exceed forty-eight (48) square feet per side.

c. Sign Location and Appearance.

i. Signs shall be contained within the property lines of the Premise upon which the principal Building, complex, or center is located. The Premise may contain one or more lots and Buildings.

ii. All supports, frames and posts shall be painted, covered with masonry, stucco, decorative building materials, or otherwise finished.

3. Wall Signs

a. Projection from Building. Wall Signs (except for projecting signs as addressed in Section C below) shall not project more than six (6) inches from the wall on which they are displayed.

b. Wall Sign Area. In no case shall a wall sign exceed twenty-five percent (25%) of the wall Façade facing the street, unless it abuts a freeway or an arterial when it may not exceed thirty percent (30%) of the wall façade facing the freeway or arterial.

c. Projecting Signs. Signs that project from a wall surface shall:

i. Be limited to a single, two-sided (2) sign per business or tenant;

ii. Not be higher than the ridge line or the parapet wall of the Building to which it is attached;



- iii. Be a minimum of twelve (12) feet above grade as measured from the bottom of the sign.
- iv. Not extend more than six (6) feet from a Building wall;
- v. Not project over any vehicular traffic area;
- vi. Be limited to a maximum face area of twenty-four (24) square feet per side

#### 4. Off-Premise Signs

Off-premise signs, commonly known as billboards, shall not be permitted. Note that signs located within a Premise of a business, ~~shopping, or Mixed Use~~ center that comprises multiple Buildings and/or lots are not considered Off-Premise Signs and are permitted as noted under Freestanding Signs. Existing Off-Premise Signs shall be allowed as legally non-conforming. Off-Premise Sign regulations do not apply to “sense of place”, Wayfinding, directional, special event, or Kiosk information signs. An LED light located on the Premise of a business may provide changing displays that include references to businesses or products located off-premise without being classified as an off-premise sign.

#### 5. Prohibited Signs

- a. Type and Placement. The following signs are prohibited:
  - i. Signs contributing to confusion of traffic control lighting, unauthorized signs, signals, markings or devices which purport to be, or are imitations of, official traffic control devices or railroad signs or signals, or signs which hide or interfere with the effectiveness of any official traffic control devices.
  - ii. Unauthorized signs which attempt to control traffic on the public right-of-way.
  - iii. Signs involving the use of revolving lights, beacons, strobe lights, or spotlights, except that LED displays or holographic signs are allowed with moving text and images.
  - iv. Building-mounted signs which extend above the roofline of the Building.
  - v. Signs with missing letters, including approved signs with movable letters, or signs which are in a state of disrepair.
  - vi. Movable or wheel/trailer mounted signs.

#### 6. New Technologies or Sign Materials

New Technology or Materials for Signs. The technology and materials for signs are constantly changing. Since these rules may predate new technologies that become available that may be attractive and effective signs for the Uptown Area, an applicant may submit a signage plan indicating the use of such technologies and/or materials to the Planning Director for administrative approval.

#### 7. Sign Permits

- a. Sign Permit. All signs covered by this Section shall require a City Permit pursuant to current City of Albuquerque regulations and fees.

b.. Signs Not Requiring a Permit. Provided they conform to all other portions of this section, the following types of signs do not require a permit:

i. Non-illuminated names of Buildings, dates of erection, monuments, citations, and commemorative tablets are allowed when carved into stone, concrete, metal, or any other permanent type construction and made an integral part of an approved structure, or made flush to the ground (but not obstructing view of traffic).

ii. Signs required by law or signs of a duly constituted governmental body, traffic signs, or directional signs are allowed.

iii. Signs placed by a public utility for the safety, welfare, or convenience of the public are allowed, such as signs identifying high voltage, public telephones, or underground cable, etc.

iv. Holiday, special event, or market festival decorations, including those put up by the Uptown Business Improvement District, but excluding advertising signs for specific businesses.

v. One (1) construction sign shall be allowed for all Building contractors, one (1) for all professional firms, and one (1) for all lending institutions on premises under construction. Each sign area shall not exceed thirty-two (32) square feet, and not more than a total of three (3) such signs are allowed on the premises. Such sign shall be confined to the site of construction, construction shed, or construction trailer and shall be removed within fourteen (14) days of the Certificate of Occupancy.

vi. Real estate signs are allowed when located on a property for sale, rent, or lease as follows:

a) One (1) temporary real estate sign located on the property it references shall be allowed for each street frontage of developed premises or undeveloped lot. Signs shall be removed within fourteen (14) days after sale or complete leasing.

b) For large parcels of land for sale (those over 7 acres in size), multiple signs are allowed. Such signs shall be spaced a minimum of one hundred-fifty (150) feet apart along street frontage.

c) The signs shall not exceed sixteen (16) square feet in area.

d) The height of real estate signs shall not exceed six (6) feet.

vii. Official National, State, or City flags are allowed for any period of time.

viii. Flags containing logos or emblems.

- Submittal of Sign Plan with Site Development Plan.

A sign plan must be submitted along with the Site Development Plan indicating the size, location, colors and materials of all proposed signs. Elevation drawings of the signs shall be included on the sign plan.

## **L. Wireless Telecommunication Facilities (WTFs)**

WTFs are required to be concealed facilities and as required in the current Zoning Code Section 14-16-3-17 ROA 1994.

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## Chapter VI. PUBLIC CONNECTIVITY INFRASTRUCTURE

Public Connectivity Infrastructure is new infrastructure for the Uptown Area designed to foster and facilitate the redevelopment of the Uptown Area. In order to accomplish the successful redevelopment of the whole Uptown Area it is necessary to visually and physically unite all the properties within the Area by creating a safe, cohesive, dynamic, exciting **“place to be”** identity. New public infrastructure is necessary if the Uptown Area is to realize its potential and not become a blighted area.

Recently, the general public has begun demanding more than just “shopping centers.” All across the country “Lifestyle Centers” are being built which offer more than just retail. They have become corporate centers, the places people want to work because of the amenities close at hand. These Lifestyle Centers are full of parks, artwork and numerous possibilities for recreation and entertainment. These Centers have also become popular places to live as an alternative for people who don’t want the responsibilities that come with owning a traditional home. The Uptown Area has an opportunity to become one of the most successful Lifestyle Centers in the country. This Area will have the ability to attract new businesses that will bring new job opportunities.

The new improved Uptown will also attract the “neighbors”. Uptown will provide entertainment for the people who live in Albuquerque, especially those in the northeast heights who can just walk there, bring the kids, bring the dogs. The Uptown Area will provide more opportunities for chamber music concerts, art shows, farmers markets and other events that people might not want to drive downtown to enjoy.

Some of the enhancements listed here are currently required on a smaller scale in the Chapter V. of this USDP. However, in order to finance all of the much needed new infrastructure it is necessary to create Public/Private Partnerships between the City of Albuquerque, Bernalillo County, the State of New Mexico and the landowners in the Uptown Area. The USDP recognizes that without a Public/Private Partnership the level of public infrastructure described in this chapter probably cannot be achieved or required and redevelopment efforts will be stifled.

Because the Uptown Area has so many owners and stakeholders it is imperative that all new infrastructure be planned and executed in a coordinated manner. This chapter of the USDP is just a framework. The Public Connectivity Infrastructure, used as a guiding document, sets out the various elements necessary to accomplish the creation of a safe, cohesive, dynamic, exciting **“place to be”** identity for Uptown. Specific goals and regulations will be written later as part of any development agreement that involves Public/Private funding. This chapter is intended to give the public an idea of what is envisioned for Uptown and what Uptown’s potential truly is. If TIDD funding is approved the Public Connectivity Infrastructure will be included in the TIDD Development Agreement. The Public Connectivity Infrastructure includes but is not limited to the following elements:

### A. The Pedestrian Circulation System (PCS)

The Pedestrian Circulation System is designed to make walking in Uptown a safer, more enjoyable experience. This infrastructure creates a park-like experience in and around the built environment of Uptown. The PCS provides pedestrians with easy access to the whole Uptown Area; offices, businesses, restaurants, entertainment venues, the Uptown Circulator, City bus stops, Parking Lots and eventually Parking Structures.

The Public Connectivity Infrastructure calls for additional 10 foot wide Walkways to be built that create an Uptown Walkabout, new Walkways that are not always parallel to the Streets in Uptown but are located in the places people want to walk. All Walkways should be properly shaded in the summer, lighted with Pedestrian-Scale Lighting, include the unifying border and display Wayfinding signage for everyone's convenience. The Pedestrian Circulation System will establish Uptown as a destination for walkers and joggers. Mile markers and exercise stations are added amenities.

Scattered throughout Uptown, accessible from the Walkways, will be the **Pedestrian Plazas**. Pedestrian Plazas are Open Space areas where people can sit in the shade, take a break from work, meet with friends, and have a picnic. The Plazas, large or small, will bring a community feeling to the Uptown Area.

Open Space, which may be used for Pedestrian Plazas, is required on all New Construction and Redevelopment Construction in this USDP but the Pedestrian Circulation System including Pedestrian Plazas needs to be an amenity that connects all of Uptown not just the new or redeveloped properties.

It is important to the Pedestrian Circulation System to have improved Street crossings with timed signalization, raised or colored Walkways for Street crossings and serious research into alternative ways for pedestrians to cross the wide boulevards in the Uptown Area.

## **B. The Bicycle Circulation System (BCS)**

The Bicycle Circulation System is designed and implemented to enhance and connect bicycle lanes, routes and trails in order to increase bicycle travel and make it safer and more enjoyable. Bicycle lanes, routes and trails should all be clearly marked and striped or re-striped when necessary. All Bikeways should display ample Wayfinding signage. Parking for bicycles should be provided inside Parking Structures which have connectivity to Bikeways. Bicycle rentals should be encouraged and facilitated.

## **C. Parking Structures**

Parking Structures are connected not only to the Streets in Uptown but to the Pedestrian Circulation System (PCS) and Bicycle Circulation System (BCS). Both directional and informational Wayfinding signage should be located at each Parking Structure entrance.

Below and above ground Parking Structures are encouraged in order to maximize land use, emphasize environmentally responsible “Park Once” behavior and to lessen the need for large areas of Surface Parking. As Uptown redevelops, hopefully, the existing Surface Parking will transition more towards Parking Structures but that is not likely to happen without Public/Private Partnership funding.

Public Connectivity Infrastructure establishes Parking Basins in order to ensure logical placement of Parking Structures. Coordination between Site owners in each Parking Basin is encouraged in order to help choose the best location for each Parking Structure. Parking Structures should be located within each Basin in such a manner to reduce vehicle miles traveled but should also be located in places that the public will be inclined to use the Structures.

#### **D. The Wayfinding System**

The Wayfinding System is a system of directional signage, informational Kiosks and other tools to guide drivers, pedestrians and bicyclists around the Uptown Area. The use of creative, consistent Wayfinding tools will give the Uptown Area a unique, enhanced and memorable identity by creating a strong “sense of place”. The Uptown Progress Team Neighborhood Association is encouraged create community branding for the Uptown Area, including a Logo, and to find funding for the Wayfinding System, possibly through the use of a BID, PID or a TIDD

The Uptown Progress Team, with participation from the City, shall develop an Uptown Wayfinding System of signage and graphics that communicates clear and concise functional directional information to visitors and residents unfamiliar with Uptown. The Wayfinding program will help guide pedestrians, bicyclists, and motorists throughout Uptown. The program will provide signage regarding access to and location of transit, bicycle, and pedestrian facilities and direct visitors and residents to Uptown Area destinations. The program will also provide directional signage to parking areas, restaurants, retail shops, etc. within Uptown. It will help create a memorable and easily recognizable image that promotes the Uptown Area as the place to be.

#### **E. Circulator**

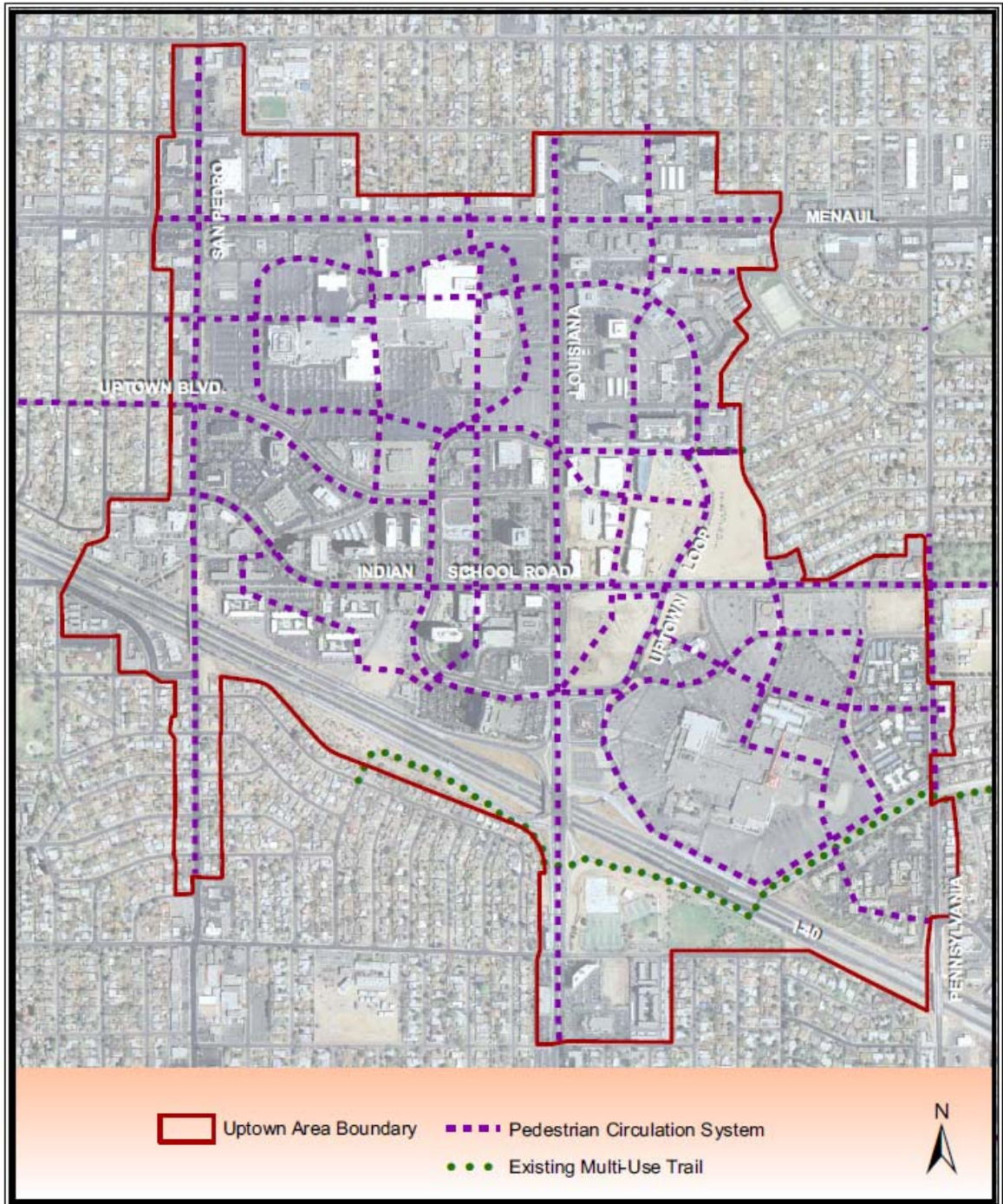
A Circulator is a localized transportation system such as an Uptown trolley, sky shuttle, tram or a City Transit Circulator that will connect all of the Uptown Area. Successful localized transportation in the Uptown Area is essential in getting people to use the Parking Structures and Walkways. It is possible for a TIDD to pay for the capital expenses of an Uptown Circulator but daily operations of such a system would require a different funding source such as an Uptown Progress Team BID.

#### **F. The Basics – Infrastructure**

Infrastructure such as Streets and curb & gutter also need to be built. There is basic infrastructure in place in the Uptown Area, but it is not sufficient to redevelop the larger properties with configurations different from those that exist now. While not as glamorous as new Walkways and Bikeways it is necessary. The City is responsible for keeping infrastructure adequate and up to date. Through the use of Public/Private Partnerships this burden no longer rests solely on the City.

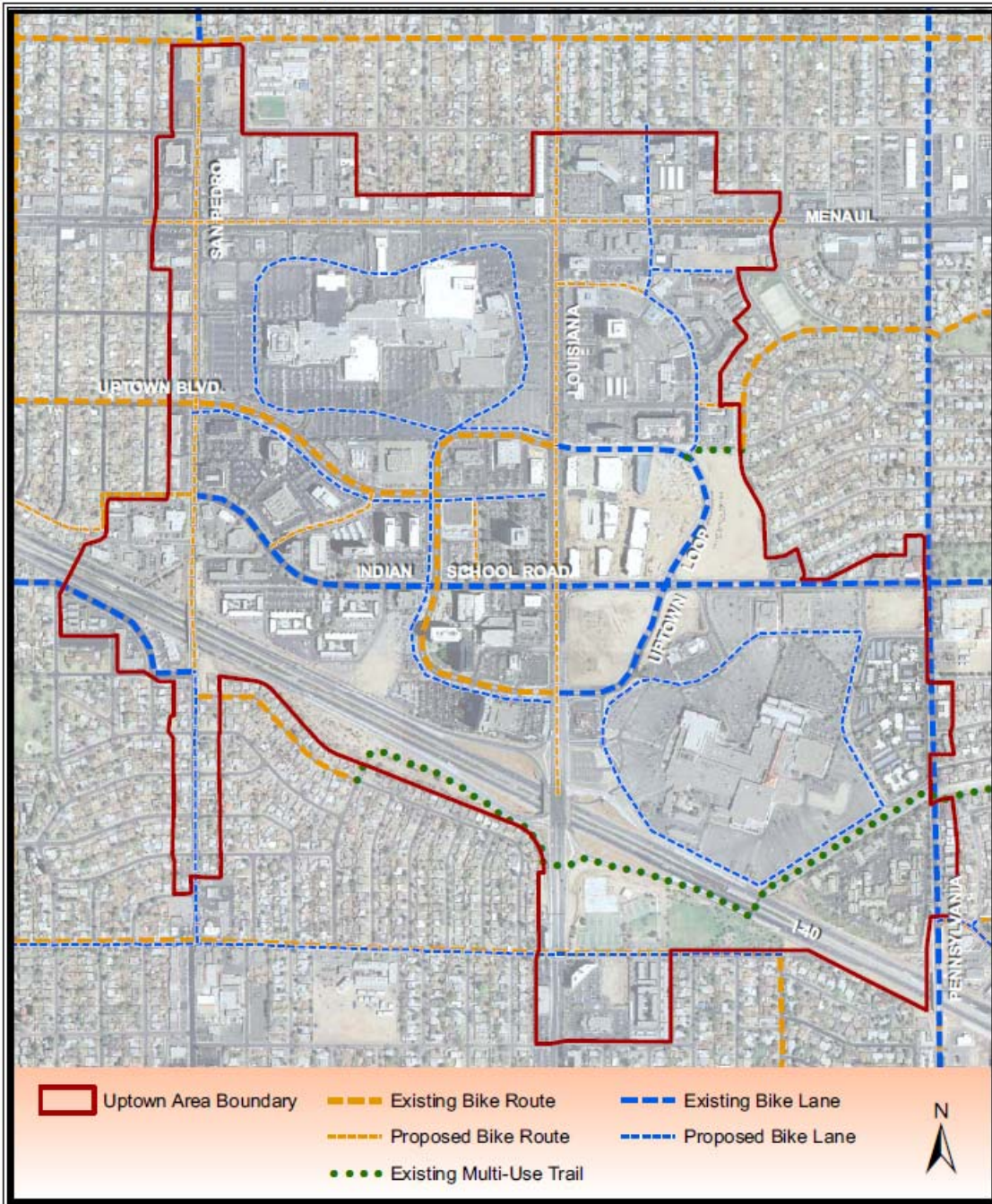


# Pedestrian Circulation System



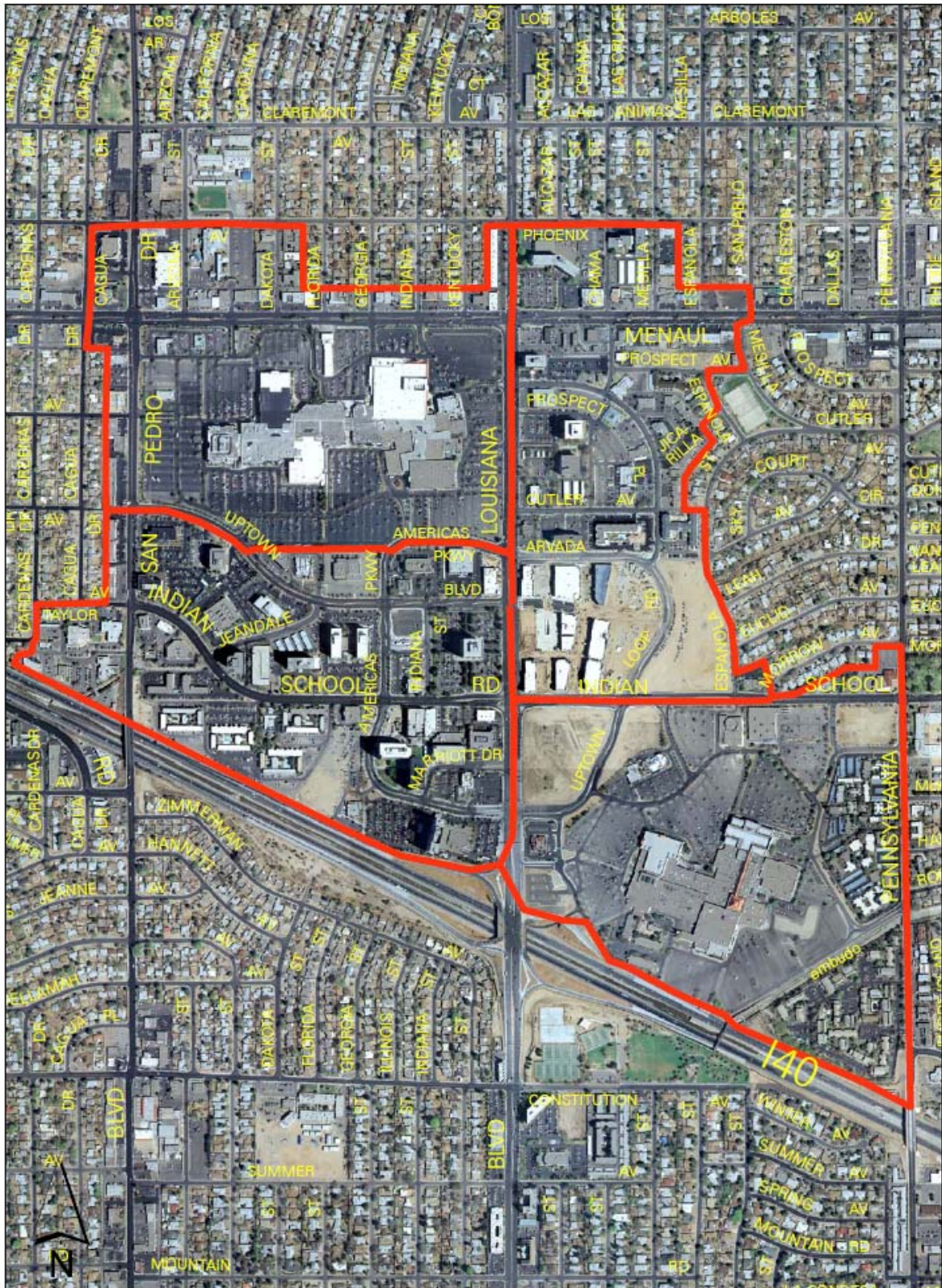


# Bicycle Circulation System





# Uptown Parking Basins



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## **Chapter VII. APPROVAL PROCESS**

Site Development Plans that are in compliance with the zoning and design regulations of this USDP shall be processed through the expedited review and approval process described in Section A. of this Chapter.

### **A. Expedited Review and Approval Process**

The Applicant for Site Development Plan approval requests from the Planning Director a Pre-Application Meeting.

The Planning Director schedules a meeting with the Project Review Team (PRT).

The PRT shall consist of representatives from Planning, Zoning, Office of Neighborhood Coordination, Transportation, Transit, Environmental Health, City Forester and/or other City Departments as deemed appropriate by the Planning Director.

The Pre-Application meeting shall be scheduled no later than 14 days from the date of the Applicant's request and Applicant must attend.

After the first Pre-Application meeting but before the second meeting with the PRT, the Pre-Applicant shall mail notification of the application, certified/return-receipt-requested, to two duly authorized representatives of any recognized Neighborhood Association and/or non-recognized neighborhood or homeowner association which is located within, contiguous to, or across public right of way from the area covered by the proposed Site Development Plan. Office of Neighborhood Coordination shall supply the Applicant with the list of people requiring Notification.

(This notification replaces the notice requirement in the Neighborhood Association Recognition Ordinance.)

The Applicant shall submit its proposed Site Development Plan to the PRT, incorporating comments from the PRT, for sign-off if the Site Development Plan complies with the USDP.

After PRT sign-off, the Applicant shall submit the Site Development Plan to the Development Review Board (DRB) for a hearing on the Application for approval of the Site Development Plan. The DRB shall provide notice of the hearing to property owners within 100 feet of the boundaries of the Site Development Plan and to same people and entities entitled to notice by the Applicant set forth above. Notice shall be provided fourteen days prior to the hearing and shall include the proposed Site Development Plan and the Landscape Plan.

The DRB shall hold a hearing on the Site Development Plan and shall not approve the Plan until it is in compliance with the USDP. If the DRB finds that the Site Development Plan is not in compliance with the USDP, the DRB shall provide the Applicant with a list of the areas of non-compliance. The Applicant must bring the Site Development Plan into compliance with the USDP before it can request a second DRB Hearing. Compliance with the DRB's list of issues does not create or imply any vested rights or entitlements until the proposed Site Development Plan is formally approved by the City.

If the DRB denies an Application for approval of a Site Development Plan, the Applicant may not submit the Site Development Plan for approval again within 12 months from the date of the final denial action if the Site Development Plan is substantially the same as the Plan that was denied. This limitation

shall not apply to Applications by a representative of the City or to a Site Development Plan that has been substantially changed from the Site Development Plan that was denied approval.

If the DRB approves an Application for approval of a Site Development Plan, the Applicant must meet all conditions of approval and may apply for a Building Permit. If the DRB's approval of the Site Development Plan is appealed pursuant to the Appeal Process, and the Applicant chooses to proceed during the Appeal Process, the Applicant proceeds to Building Permit stage at its own risk, and may be required to halt or remove any improvements installed during or after the Appeal Process. The Applicant shall sign an agreement with the City acknowledging this risk.

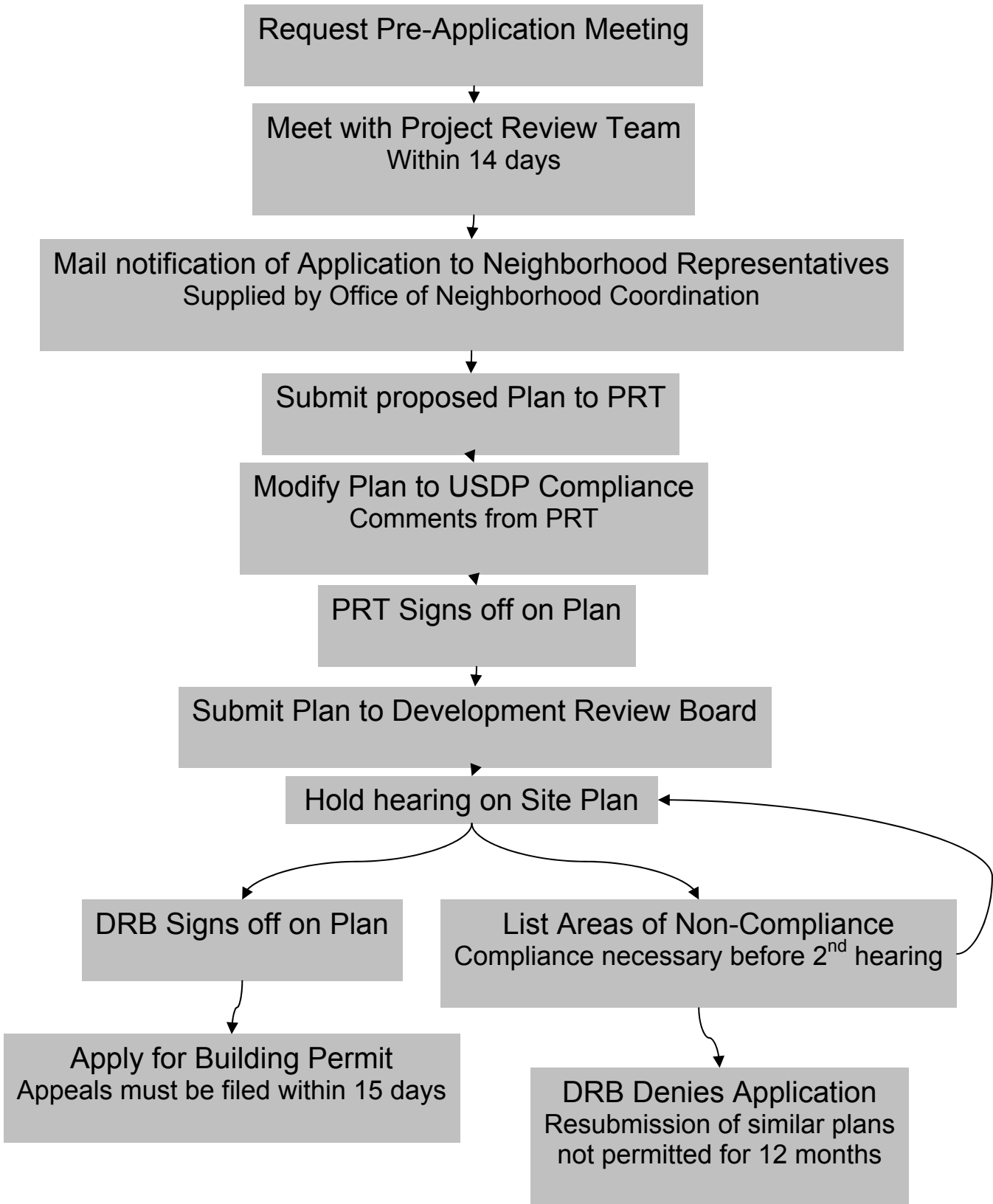
## **B. APPEAL PROCESS**

Appeals of the DRB's decision on an Application for approval of a Site Development Plan shall be pursuant to the appeals process set forth in Section 14-16-4-4 ROA 1994:

The appellant shall file an appeal within 15 days from the date of the issued decision of the DRB. The appeal is to the City Council through the Land Use Hearing Officer (LUHO).



**Expedited Review and Approval Process for Projects in Compliance with the USDP**



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**Chapter VIII. APPENDIXES**

## Appendix A

“Signature Trees” – Flowering trees of any size and shape

- Keep 6 feet or more from sidewalk / street / parking
  - Desert Willow “Art’s Seedless”
  - Western Redbud
  - Mimosa – Silk Tree
  - Crape Myrtle – 15’ or taller cultivar
  - Cockspur Hawthorn *inermis*
  - Purple Robe Locust
- Can be pruned for near pedestrian/vehicles
  - Apple – fruit size less than 1” and persistent only
  - Japanese Tree Lilac
  - Mountain Ash – will not tolerate high salinity
  - Golden Rain Tree

“Shade Trees” – Trees whose primary purpose is to provide shade. Can be pruned for near pedestrian and vehicles

- Chinese Pistache
- Gambel Oak
- Bigtooth maple – in landscape not planters
- Littleleaf Linden
- Arizona Sycamore
- Zelkova
- Chinquapin Oak
- Lacebark Elm
- Bur Oak

“Evergreen Trees”

- Southwestern White Pine
- Japanese Black Pine
- Pinon Pine
- ‘Green Giant’ Arborvitae
- ‘Spearmint’, ‘Hollywood’, ‘Spartan’, and ‘Blue Point’ or other female junipers

## Appendix B

### Sidewalk and Parking Lot Rooting Volume

- Small tree wells, compacted and poor soil, and no consideration for future growth have made trees incompatible with infrastructure and routine building practices. A tree planned for correctly can easily outlive whatever is constructed on-site. *If the usable lifespan of a major building element exceeds all others... that should be the goal for all other elements to strive towards.*
- All recommended numbers and methods are proven thru research and actual practice in urban locations
- At minimum, a tree should have 1 cubic feet of soil per one square foot of canopy coverage. Twice this amount is ideal but many xeric and urban capable trees and plants can tolerate lower soil volumes.
  - For example, a shade tree intended to reach a canopy size (not total height) of 30'wide and 30' tall would be 900 square feet of canopy coverage. So, the tree rooting volume should exceed 900 cubic feet by being a 17.5' square to a depth of three feet.
  - This means trees need that much underground space but above ground space varies by species, location, and site use.
- Tree and plant rooting volume needs to be desirable soil (not construction debris or subsoil) and a method should be available to apply water over entire root zone.
- Many methods are available to reach the rooting volume goal during construction
  - **Connections to adjoining landscaped areas** – These are all methods that provide rooting access to a larger soil volume or used when building area restricts above ground options for space
    - Reinforced concrete
      - Rebar or smaller wire mesh material
    - Engineered soil
      - Soil designed with rock, soil, and organic amendments to be capable of loading needs for stated site use
    - Soil Tunnels
      - Pipe or underground channel filled with soil connecting tree wells or surrounding areas
    - Bridging
      - Same as used over stormwater channels in sidewalks but leaves uncompacted and usable soil underneath
  - **Site design options**
    - Tree well size increase
      - Provide rooting volume as space is available
    - Cluster Planting
      - One larger planting site is more productive than single sites
    - Site Layout
      - Consider saving and protecting space for trees during planning not at end of construction. Low impact design methods use every available space for intended site use of to provide / protect environmental services.
    - Stormwater management
      - Curb cuts, swaled planters, bio-filters, and other water harvesting methods also reduce peak and sustained loading on stormwater infrastructure while cleaning water as its used by the plants or filtering it as it passes by reaching the river.
  - **Pervious hardscape** – These materials provide a reduction in heat island effects, allow for stormwater infiltration as encouraged by the US EPA, and increase tree health and longevity
    - Concrete or Asphalt
    - Interlocking Pavers over sand or gravel
  - **Infrastructure protection**
    - Alternative sub-base materials – Reduces root growth directly under hardscape
      - Clean gravel

- Styrofoam
- Root Barriers – Directs root growth away from protected infrastructure
- Recycled rubber panels – Alternative sidewalk paving material that prevents root damage and is removable and replaceable.

**\*\* REFER TO ATTACHEMNTS FOR PICTURES AND DETAILS EXPLAINING THESE FURTHER**

*COMMERICAL PARKING LOT shows sample design of site*

*BREAKOUT AREA shows small use of alternative soil material to connect rooting areas*

*CONTINUOUS TREE WELL shows a method of enlarging rooting volume under sidewalk*

*PARKING LOT DESIGN shows several methods of site layout for environmental benefits*

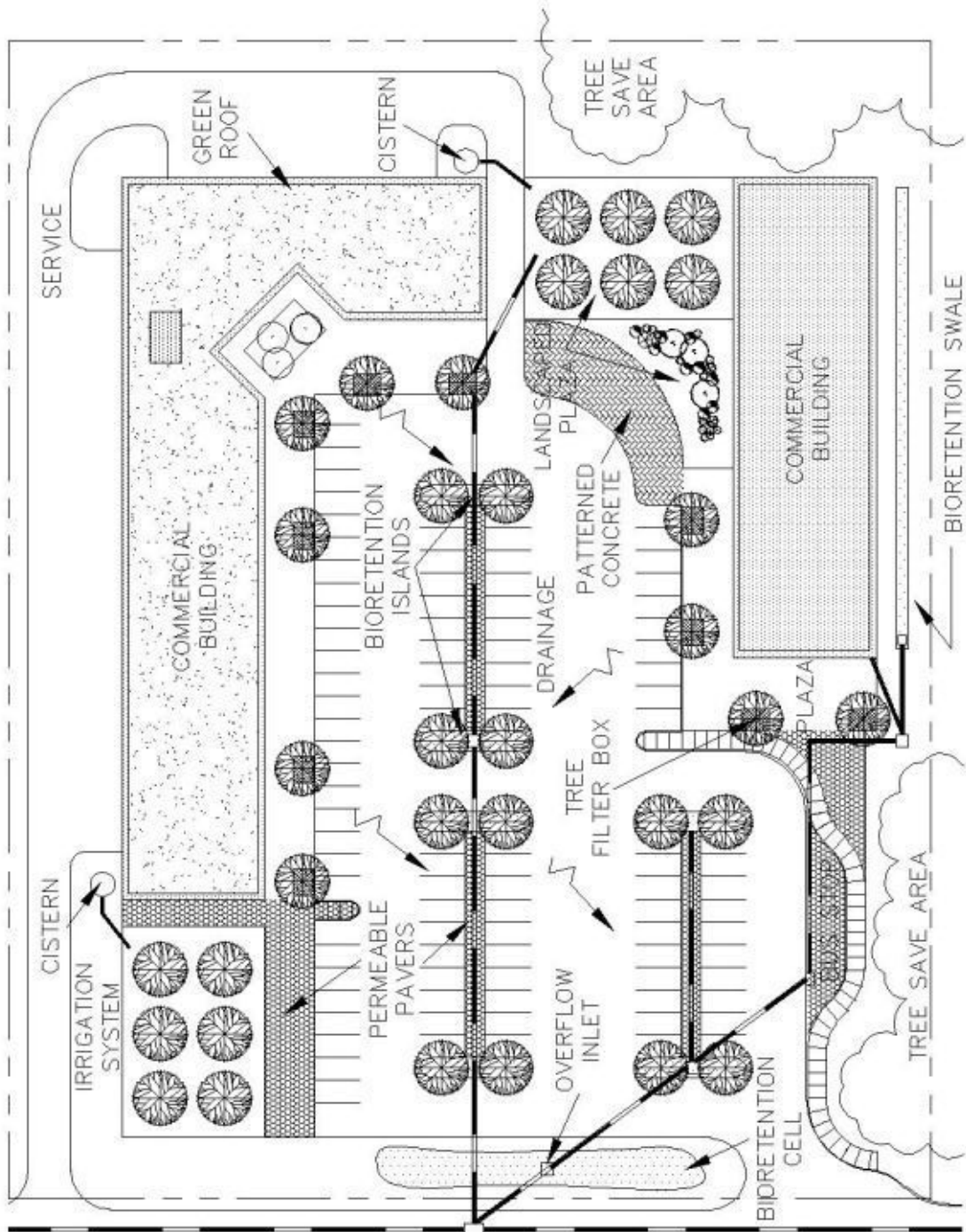
*PLANTING REVISED is the specification I want the city to use that includes instructions*

*SWALE is a cross section of what can be done along sidewalks and in parking lots*

*GRATE DIRECTS WATER is a sidewalk sample of water harvesting*

*SIDEWALK GRATE AS BRIDGE is a city accepted method for stormwater that can be adapted for tree health*

*PERMEABLE 1 is a picture of pervious interlocking pavers*

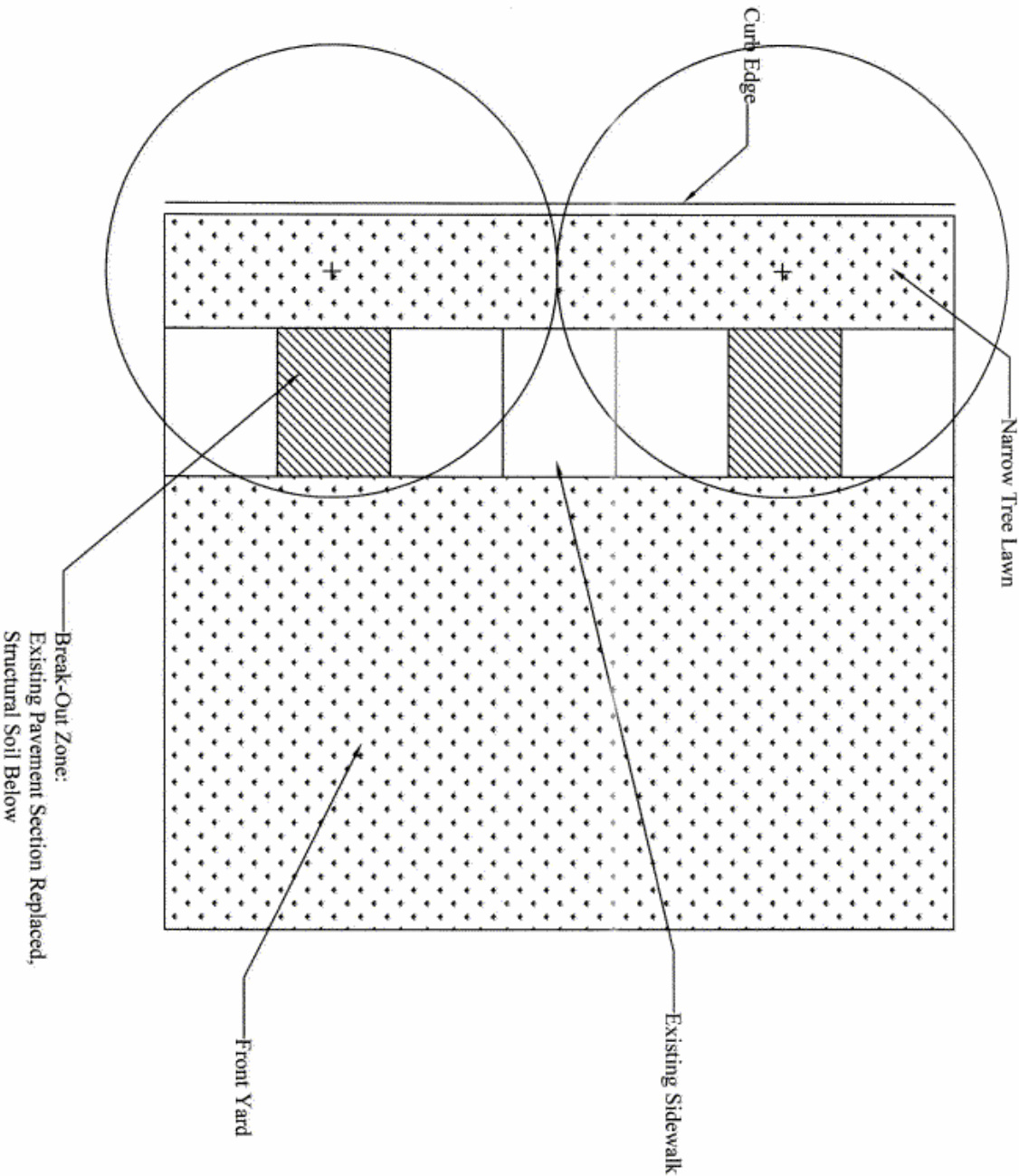


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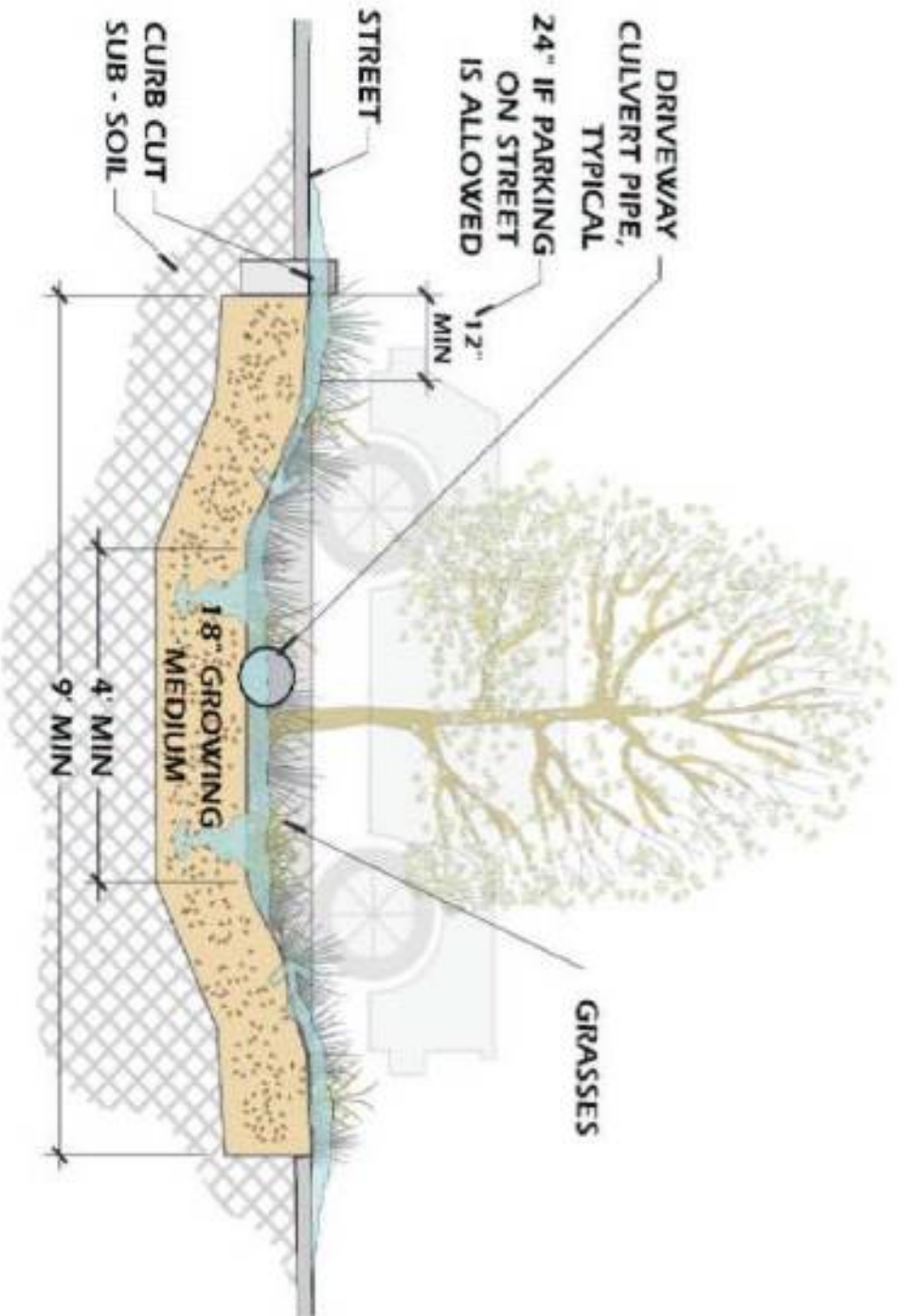
THE LOW IMPACT  
DEVELOPMENT CENTER, INC.  
WWW.LOWIMPACTDEVELOPMENT.ORG

LID COMMERCIAL  
STRIP PARKING  
LOT

EX. 7.0  
NOV 2002



PLAN VIEW OF RETROFITTED STRUCTURAL SOIL BREAKOUT AREA



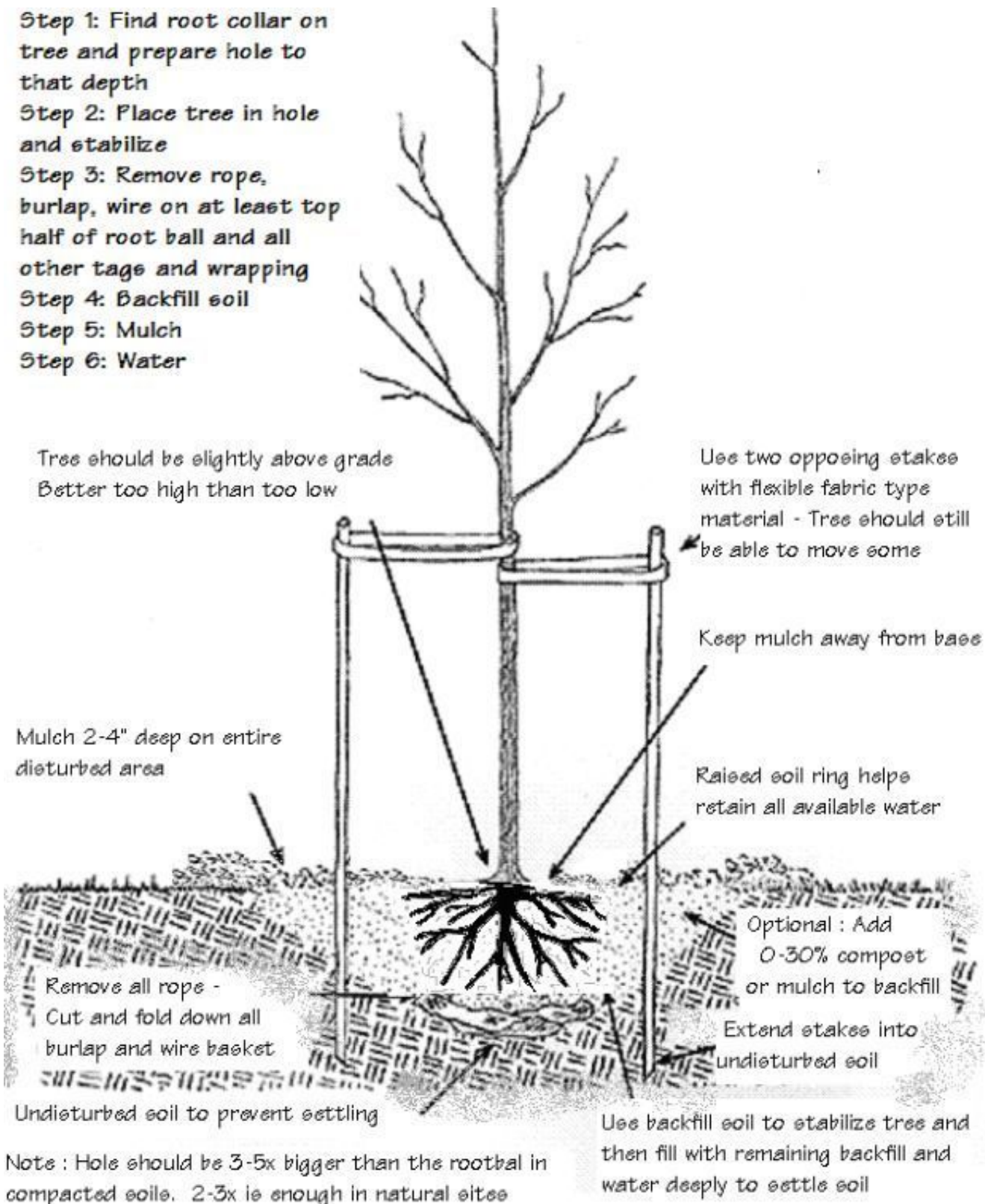
**SIMPLIFIED APPROACH DESIGN CRITERIA**

**Side Swale - Cross Section**

7/8/02



- Step 1: Find root collar on tree and prepare hole to that depth
- Step 2: Place tree in hole and stabilize
- Step 3: Remove rope, burlap, wire on at least top half of root ball and all other tags and wrapping
- Step 4: Backfill soil
- Step 5: Mulch
- Step 6: Water





## Appendix C

