

June, 1995

The Plan

CITY COUNCIL

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Steele Nowak, Transportation Planner, Public Works Department
Alana Eager, Supervisor/Air Quality Planning, Environmental Health Department
Dan Warren, Air Quality Planner, Environmental Health Department
Joe Oliva, Transportation Planner, Middle Rio Grande COG
Dave Abrams, Transportation Planner, Middle Rio Grande COG
Mike Corlett, Transportation Planning Consultant/MRGCOG
Margaret Garcia, Board Secretary, Planning Department
Joe Lujan and Jesse Garves, Graphics Artists, Planning Department

A heartfelt "Thank You" to the many who helped accomplish this plan, including the business community and neighborhood associations of the Uptown area.

CITY of ALBUQUERQUE

THIRTEENTH COUNCIL

COUNCIL BILL NO. F/S R-278

ENACTMENT NO. 28-2000

SPONSORED BY: TIM KLINE

1 RESOLUTION

2 TO APPROVE A TEXT AMENDMENT TO THE UPTOWN SECTOR DEVELOPMENT
3 PLAN TO ALLOW PHARMACEUTICAL PICK-UPS IN THE SU-2 ZONE FOR THE
4 PERIPHERY OF UPTOWN.

5 WHEREAS, the City Council, the governing body of the City of Albuquerque,
6 revised and repealed the 1981 version of the Uptown Sector Development Plan as
7 revised in 1988 in June, 1995, through action on Council Resolution 94-1995; and

8 WHEREAS, the City of Albuquerque adopted the Uptown Sector Development
9 Plan in June, 1995, through action on Council Resolution 94-1995; and

10 WHEREAS, the Planning Department has evaluated and recommended that the
11 City Council deny a text amendment to the Uptown Sector Development Plan; and

12 WHEREAS, on August 19, 1999, the Environmental Planning Commission, in its
13 advisory role on all matters related to planning, zoning and environmental protection
14 has recommended denial of a text amendment to the Uptown Sector Development Plan;
15 and

16 WHEREAS, Environmental Planning Commission finding 4 states that the SU-2
17 zone is designed to be a transition zone between the urban core and single family
18 residential development; and

19 WHEREAS, Environmental Planning Commission finding 6 states that permissive
20 uses of the R-2 and C-2 zones as provided in the City Zoning Code are allowed for
21 property mapped SU-2 for R-2 and C-2, excluding drive-in or drive-through business
22 facilities (apart from accessory parking lot facilities); and

23 WHEREAS, the exclusion of drive-through business facilities in the Uptown
24 Sector Development Plan was because they may be detrimental to neighborhoods in
25 terms of light, pollution, traffic and noise; and

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1 WHEREAS, traffic and air quality have improved in the Uptown area since the
2 adoption of the Uptown Sector Development Plan; and

3 WHEREAS, a traffic and air quality study prepared to support the development of
4 a pharmacy on Lots A1 and A2, Block 16, Miramonte Park Subdivision, demonstrates
5 that a drive-up pharmaceutical service window on this site will not have a significant
6 negative impact on traffic or air quality; and

7 WHEREAS, the neighborhood association and residents adjacent to this site
8 have expressed their support of allowing a drive-up pharmaceutical service window on
9 this site; and

10 WHEREAS, the Council has approved Bill No. R-277 which expands the
11 boundaries of the Uptown Sector Development Plan to include Lot A1; and

12 WHEREAS, the City Council has the authority to not only adopt, but amend such
13 a sector development plan.

14 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
15 ALBUQUERQUE:


16 Section 1. That the text amendment to the Uptown Sector Development Plan to
17 allow pharmaceutical pick-ups within the SU-2 zone for the periphery of Uptown is
18 hereby approved.

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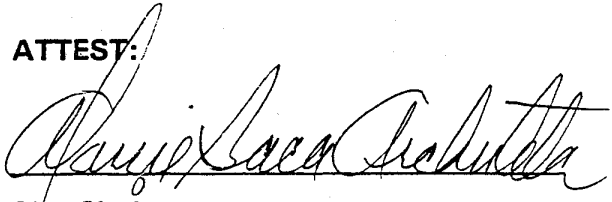
1 PASSED AND ADOPTED THIS 23rd DAY OF February, 2000
2 BY A VOTE OF: 6 FOR 1 AGAINST,
3 1 ABSTAIN.

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5 Yes: -6
6 No: Brasher
7 ABSTAIN: Yntema
8 EXCUSED: Griego

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10 _____
11 Michael Brasher, President
12 City Council

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14 APPROVED THIS 21st DAY OF March, 2000

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19 _____
20 Jim Baca, Mayor
21 City of Albuquerque

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23 ATTEST:
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25 _____
26 City Clerk

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CITY of ALBUQUERQUE
THIRTEENTH COUNCIL

COUNCIL BILL NO. R-277 ENACTMENT NO. 27-2000

SPONSORED BY: Mike McEntee, by request!

RESOLUTION

1
2 AMENDING THE UPTOWN SECTOR DEVELOPMENT PLAN TO REFLECT THE ADDITION OF
3 LOT A1, BLOCK 16, MIRAMONTES SUBDIVISION TO THE BOUNDARY OF THE UPTOWN
4 SECTOR DEVELOPMENT PLAN.

5 WHEREAS, the City Council, the governing body of the City of Albuquerque, revised
6 and repealed the 1981 version of the Uptown Sector Development Plan as revised in 1988 in
7 June, 1995, through action on Council Resolution 94-1995; and

8 WHEREAS, the City of Albuquerque adopted the Uptown Sector Development Plan in
9 June, 1995, through action on Council Resolution 94-1995; and

10 WHEREAS, the Planning Department has evaluated and recommended that the Sector
11 Development Plan be amended to reflect a change in the boundary; and

12 WHEREAS, on August 19, 1999, the Environmental Planning Commission, in its
13 advisory role on all matters related to planning, zoning and environmental protection has
14 recommended approval of a boundary amendment to the Uptown Sector Development Plan;
15 and

16 WHEREAS, Environmental Planning Commission finding 3 states that adjustment of
17 the plan as proposed provides a more logical plan boundary; and

18 WHEREAS, Environmental Planning Commission finding 4 states that the proposed
19 boundary adjustment is supported by neighboring property owners; and

20 WHEREAS, Environmental Planning Commission finding 5 states that the boundary
21 amendment would increase pedestrian access and transit access to the site, as stated by the
22 applicant; and

23 WHEREAS, the City Council has the authority to not only adopt, but amend such a
24 sector development plan.

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1 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
2 ALBUQUERQUE:

3 Section 1. That the boundary of Uptown Sector Development Plan is hereby amended
4 to include Lot A1, Block 16, Miramontes Subdivision, an approximately .7 acre parcel.

5 Section 2. That the zone map adopted by Article 7-14 R.O. 1974 and the zone map in
6 Appendix C of the Uptown Sector Development Plan are hereby amended, establishing SU-2/
7 R-2 and C-2 for the properties described in Section 1 above.

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1 PASSED AND ADOPTED THIS 23rd DAY OF February, 2000
2 BY A VOTE OF: 7 FOR 1 ABSTAIN

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Yes: 7

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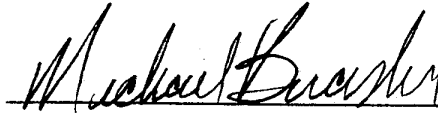
ABSTAIN: Yntema

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EXCUSED: Griego

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Michael Brasher, President

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City Council

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APPROVED THIS 21st DAY OF March, 2000

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Bill No. R-277

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Jim Baca, Mayor

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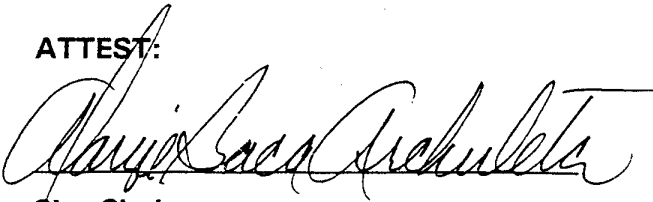
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ATTEST:

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City Clerk

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**CITY of ALBUQUERQUE
FOURTEENTH COUNCIL**

COUNCIL BILL NO. 0-2 ENACTMENT NO. 10-2000

SPONSORED BY: Mike McEntee

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ORDINANCE

**AMENDING THE ZONE MAP TO CHANGE ZONING FROM R-1 ZONING TO SU-2 FOR R-2 AND C-2 ZONING FOR AN AREA LOCATED GENERALLY ONE BLOCK NORTH OF MENAUL BOULEVARD NE BETWEEN SAN PEDRO AND CAGUA DRIVE, CONTAINING APPROXIMATELY .8 ACRE.
BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:**

Section 1. FINDINGS.

- A. On August 19, 1999, the Environmental Planning Commission voted to approve SU-2 for R-2 and C-2 zoning for a parcel located one block north of Menaul Boulevard NE between San Pedro and Cagua Drive, containing approximately .8 acre and more particularly described as Lot A1, Block 16, Miramontes Subdivision, located one block north of Menaul Boulevard NE between San Pedro NE and Cagua Drive NE, Bernalillo County, New Mexico.**
- B. Pursuant to Section 14-16-2-23 ROA 1994, if a land use application or decision imposes SU-2 zoning, the Planning Commission shall make a recommendation to the City Council. The Zoning Code also requires that the Council hear the zone change and the sector plan amendment simultaneously.**
- C. The legislation that has been proposed to amend the boundaries of the Uptown Sector Development Plan to include the parcel described in Section 1A is Bill No. R-277 (12th Council) which should be heard simultaneously with this bill.**

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- 1 D. It is more advantageous to the community to amend the sector
- 2 development plan boundary to include the subject property, and to
- 3 zone the block consistently to encourage pedestrian activity.
- 4 E. The boundary amendment and zone map amendment will result in a
- 5 better boundary between the Uptown sector plan area and
- 6 surrounding low density residential areas than exists under the
- 7 current Plan.
- 8 F. The Plan boundary amendment and zone map amendment are
- 9 consistent with the policies of the Comprehensive Plan, and will
- 10 facilitate the goals of the Uptown Plan.

11 Section 2. AREA PROPOSED FOR AMENDMENT. The following area

12 shall be zoned SU-2 for R-2 and C-2:

13 Lot A1, Block 16, Miramontes Subdivision, located one block north of

14 Menaul Boulevard NE between San Pedro Drive and Cagua Drive NE, containing

15 approximately .8 acre and more specifically described in Section 1A herein.

16 Section 3. ZONE MAP AMENDED. The zone map adopted by Article 14-16

17 ROA 1994 is hereby amended, establishing SU-2 for R-2 and C-2 zoning for the

18 area described in Section 1A herein.

19 Section 4. SEVERABILITY CLAUSE. If any section, paragraph, sentence,

20 clause, word or phrase of this ordinance is for any reason held to be invalid or

21 unenforceable by any court of competent jurisdiction, such decision shall not

22 affect the validity of the remaining provisions of this ordinance. The Council

23 hereby declares that it would have passed this ordinance and each section,

24 paragraph, sentence, clause, word or phrase thereof irrespective of any provision

25 being declared unconstitutional or otherwise invalid.

26 Section 5. EFFECTIVE DATE. This ordinance shall take effect five days

27 after publication in full.

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Uptwnznchg.

1 PASSED AND ADOPTED THIS 23rd DAY OF February, 2000
2 BY A VOTE OF: 7 FOR 1 ABSTAIN.

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5 Yes: 7

6 Abstain: Yntema

7 Excused: Griego

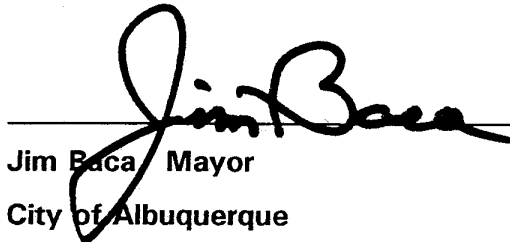
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10 Michael Brasher, President

11 City Council

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15 APPROVED THIS 21st DAY OF March, 2000

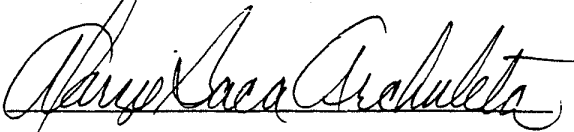
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17 Bill No. O-2

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20 Jim Baca Mayor

21 City of Albuquerque

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23 ATTEST:

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26 City Clerk

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CITY of ALBUQUERQUE
THIRTEENTH COUNCIL

COUNCIL BILL NO. R-154 ENACTMENT NO. 24-1999

SPONSORED BY: Mike McEntee, by request

1 RESOLUTION
2 AMENDING THE UPTOWN SECTOR DEVELOPMENT PLAN AS REVISED AND
3 ADOPTED BY THE CITY COUNCIL THROUGH RESOLUTION R-244, ENACTMENT 94-
4 1995, ON JUNE 19, 1995 TO, 1) ALLOW RETAIL/COMMERCIAL USES (INCLUDING
5 RESTAURANTS) IN UP TO 20% OF A SITE'S TOTAL APPROVED FLOOR SPACE
6 (GROSS LEASABLE AREA) AND, 2) ALLOW UP TO 26,000 SQUARE FEET PER
7 RETAIL/COMMERCIAL ESTABLISHMENT AND , 3) REQUIRE THE ADDITION OF ONE
8 HOUSING UNIT FOR EVERY 2000 SQUARE FEET OF RETAIL/COMMERCIAL SPACE
9 ABOVE 10% OF THE SITE'S TOTAL DEVELOPED FLOOR SPACE (GROSS LEASABLE
10 AREA).

11 WHEREAS, the City revised and adopted the Uptown Sector Development Plan
12 in June 1995 through Council Bill R-244; and

13 WHEREAS, the Council has the authority to amend such a sector development
14 plan; and

15 WHEREAS, Goal 3, pages 7-8 of the Land Use portion of the revised Uptown
16 Sector Plan, "to create Uptown as an urban center," calls for the promotion of "an
17 integrated mix of land uses including employment, retail, entertainment, and
18 housing...[and]...pedestrian activity with specialty retail and restaurants at the ground
19 level, reinforced by pedestrian-friendly streetscapes and plazas"; and

20 WHEREAS, the Uptown Plan requirements will not be substantially affected by
21 the proposed amendment to increase the permitted retail floor space to 20% of
22 approved floor space, because 80% of any mixed-use project would be required to
23 be non-retail uses; and

24 WHEREAS, the Uptown Sector Plan requirements will not be substantially

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1 affected by the proposed amendment to increase the permitted retail floor space from
2 20,000 to 26,000 square feet per retail establishment; and

3 WHEREAS, expanding the allowable retail floor space to 20% and the permitted
4 floor space per retail establishment to 26,000 square feet will provide additional
5 floor area for retail and restaurant purposes and contribute to achieving the Land Use
6 Goal 3 as described above; and

7 WHEREAS, the provision of additional housing will enhance the mixed use
8 nature of Uptown and contribute to achieving the Land Use Goal 3 as described
9 above; and

10 WHEREAS, the City of Albuquerque, Environmental Planning Commission,
11 acting in its advisory role to the City Council, recommends that the Albuquerque City
12 Council approve the request.

13 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
14 ALBUQUERQUE:

15 Section 1. That the portion of the Uptown Sector Development Plan on page
16 12, entitled "Policy and Design Controls, Land Use, Section 1, SU-3 Zone for the
17 Uptown Urban Center: Intense Core," subsection A(5), shall be amended as follows:

18 A. Permissive Uses subject to site development plan approval:

19 "5. Retail/commercial uses not exceeding 26,000 square feet of floor space per
20 establishment and generally contained within larger buildings on the site. Floor space
21 allowed for such uses shall be up to 20% of the site's total approved floor space
22 (Gross Leasable Area). Such establishments shall only be permitted on the lower
23 floors and shall be pedestrian-oriented and supportive of the primary office or service
24 uses on the site. Restaurants may also be located on the top floor of a multi-story
25 building, or may be free-standing provided that the minimum Floor Area Ratio for the
26 site is met. One housing unit shall be provided for every 2000 square feet of
27 retail/commercial above 10% of the site's total developed floor space (Gross Leasable
28 Area).

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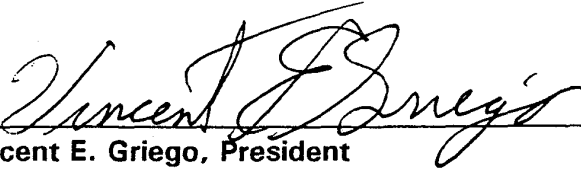
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1 PASSED AND ADOPTED THIS 1ST DAY OF FEBRUARY, 1999


2 BY A VOTE OF 7 FOR AND 2 AGAINST.

3 Yes: 7
4 No: Adams, McEntee

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6 Vincent E. Griego, President
7 City Council

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9 APPROVED THIS 18 DAY OF February, 1999

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11 Jim Baca, Mayor
12 City of Albuquerque

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15 ATTEST:
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17 City Clerk

18 Bill No. R-154

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CITY of ALBUQUERQUE
ELEVENTH COUNCIL

COUNCIL BILL NO. R-244 ENACTMENT NO. 94-1995

SPONSORED BY: Vickie S. Perea

RESOLUTION

1
2 ADOPTING THE UPTOWN SECTOR DEVELOPMENT PLAN, AS REVISED, AND REPEALING
3 THE 1981 VERSION OF THE PLAN AS AMENDED MARCH 1988.

4 WHEREAS, the City Council, the governing body of the City of
5 Albuquerque, has the authority to adopt plans and zoning within its
6 planning and platting jurisdiction, as specified by Articles 19 and 21
7 of New Mexico Statutes Annotated 1978, and by the City Charter as
8 allowed under home rule provisions of the Constitution of New Mexico;
9 and

10 WHEREAS, the Uptown area of Albuquerque is designated by the
11 Albuquerque/Bernalillo County Comprehensive Plan as one of five urban
12 centers, and is one of only three which are zoned SU-3 Special Center
13 Zone as permitted by the City Zoning Code; and

14 WHEREAS, the SU-3 Uptown Sector Development Plan was originally
15 prepared and adopted in 1981, has not been substantively amended since,
16 except to add details of the Uptown Loop Road alignment; and

17 WHEREAS, motor vehicle usage affecting Uptown causes it to
18 threaten violation of the National Ambient Air Quality Standards, which
19 would impose significant costs on Albuquerque citizens; and

20 WHEREAS, in response to current needs and trends in the area, the
21 Uptown Sector Development Plan needs revisions to strengthen its land
22 use, transportation, environmental and urban design components and to
23 quantitatively define the Plan's policy objectives; and

24 WHEREAS, the Uptown Sector Development Plan Area, as an Urban
25 Center, affects the entire city, and its land use and transportation
26 planning and development will affect the safety and air quality

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1 management of the Albuquerque Metropolitan area; and

2 WHEREAS, the City Council desires to fulfill the vision of the
3 Uptown Sector Development Plan, ensuring appropriate development and
4 design opportunities and maintaining the integrity of the Urban Center
5 while also protecting the integrity of the surrounding areas; and

6 WHEREAS, the City Planning Department has received substantial
7 public input in developing revisions to the Plan, including a public
8 workshop on November 9, 1994 and numerous discussions with the Uptown
9 Business Association and surrounding neighborhood associations; and

10 WHEREAS, the Environmental Planning Commission, in its advisory
11 role on planning, zoning and environmental protection, has held public
12 hearings on the Plan and did not recommend approval of the Plan.

13 BE IT RESOLVED BY THE CITY COUNCIL, THE GOVERNING BODY OF THE CITY OF
14 ALBUQUERQUE:

15 Section 1. The Uptown Sector Development Plan as amended,
16 attached hereto and made a part hereof, is hereby adopted as a land use
17 control pursuant to the Albuquerque/Bernalillo County Comprehensive
18 Plan and the Comprehensive City Zoning Code; also the figure in the
19 Plan entitled "Uptown Sector Plan - Parcel Zoning" and the text of the
20 "Policy and Design Controls" section of the Plan are adopted as an
21 extension of the Zoning Code and its zone map.

22 Section 2. The attached Uptown Sector Development Plan is adopted
23 as a detailed plan consistent with and leading to implementation of
24 urban center policies of the Albuquerque/Bernalillo County
25 Comprehensive Plan. Private and public development activities in the
26 Uptown area, including capital projects, shall conform to the Sector
27 Development Plan and to the Comprehensive Plan.

28 Section 3. The City Planning Department shall establish a
29 representative public-private task force to:

30 A. Devise urban design implementation details consistent
31 with the Plan, including open space buffering of the neighborhood east
32 of the Sector Plan boundary from impacts of Uptown's urban development.

33 B. Cooperate on accomplishing public facility improvements

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1 and related policy objectives including vehicle trip reduction, mass
2 transit and pedestrian/bicycle improvements.

3 C. Identify realistic incentives for private development
4 that is consistent with the Sector Plan's policy objectives.

5 D. Recommend a strategy for building additional multi-unit
6 housing in or close to Uptown.

7 E. Establish time frames for implementing mitigation
8 measures identified in the Sector Plan.

9 F. Recommend policies, standards and programs for traffic
10 reduction and congestion management citywide that are similar to those
11 implemented in Uptown.

12 Section 4. The Uptown Sector Development Plan as adopted in 1981
13 and amended in 1985 and 1988 is hereby repealed and replaced with the
14 attached revised version of the Plan. In the event of conflicting
15 statements between the two Plan versions, the newer attached Plan shall
16 govern.

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1 PASSED AND ADOPTED THIS 19th DAY OF June, 1995

2 BY A VOTE OF: 7 FOR 0 AGAINST.

3 Yes: 7

4 Excused: Armijo, Lattimore

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Vincent E. Griego

Vincent E. Griego, President
City Council

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11 APPROVED THIS _____ DAY OF _____, 1995

Pursuant to Article XI, Section 3 City Charter, this Resolution is in full
force and effect without the Mayor's approval.

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Martin J. Chavez, Mayor
City of Albuquerque

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18 ATTEST:

Millie Montellano

City Clerk

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Introduction

Site Area and Regional Context

The Uptown Area is one of five urban centers identified by the Albuquerque/Bernalillo County Comprehensive Plan, as amended 1991, which include Downtown, Uptown, the University of New Mexico, the University of Albuquerque, and Westgate. The U of A site is no longer used as the University (as of 1993 it is St. Pius High School); its official name as an urban center is U of A by virtue of the adopted sector plan for the site. The Comprehensive Plan defines an "Urban Center" as follows:

"A concentration of contiguous (and mixed) land uses that include high density residential and which contain the highest intensities and building mass in the metropolitan area; characterized by convenient mass transit, pedestrian and other amenities helping to provide a unique sense of place; and so designated by the City for special action designed to facilitate policy effectiveness."

Uptown is located in the Northeast Section of Albuquerque approximately 6.5 miles from Downtown Albuquerque (See Figure 1 - Regional Context Map on page 4), and the Uptown Sector Plan study area covers approximately 460 acres (See Figure 2 - Study Area Map on page 5). The Uptown Area includes two regional malls, Winrock Center and Coronado Mall, which provide the primary focus for the area. In addition, the area contains 1.9 million square feet of office space, or 23% of Albuquerque's total office space*. The primary transportation routes for Uptown are Interstate 40, Louisiana Boulevard, and Menaul Boulevard, with San Pedro Drive and Pennsylvania Street providing secondary access points.

The Uptown Area provides a major source of employment within the City with over 11,000 jobs. The Area provides the highest concentration of retail and office uses outside of Downtown.

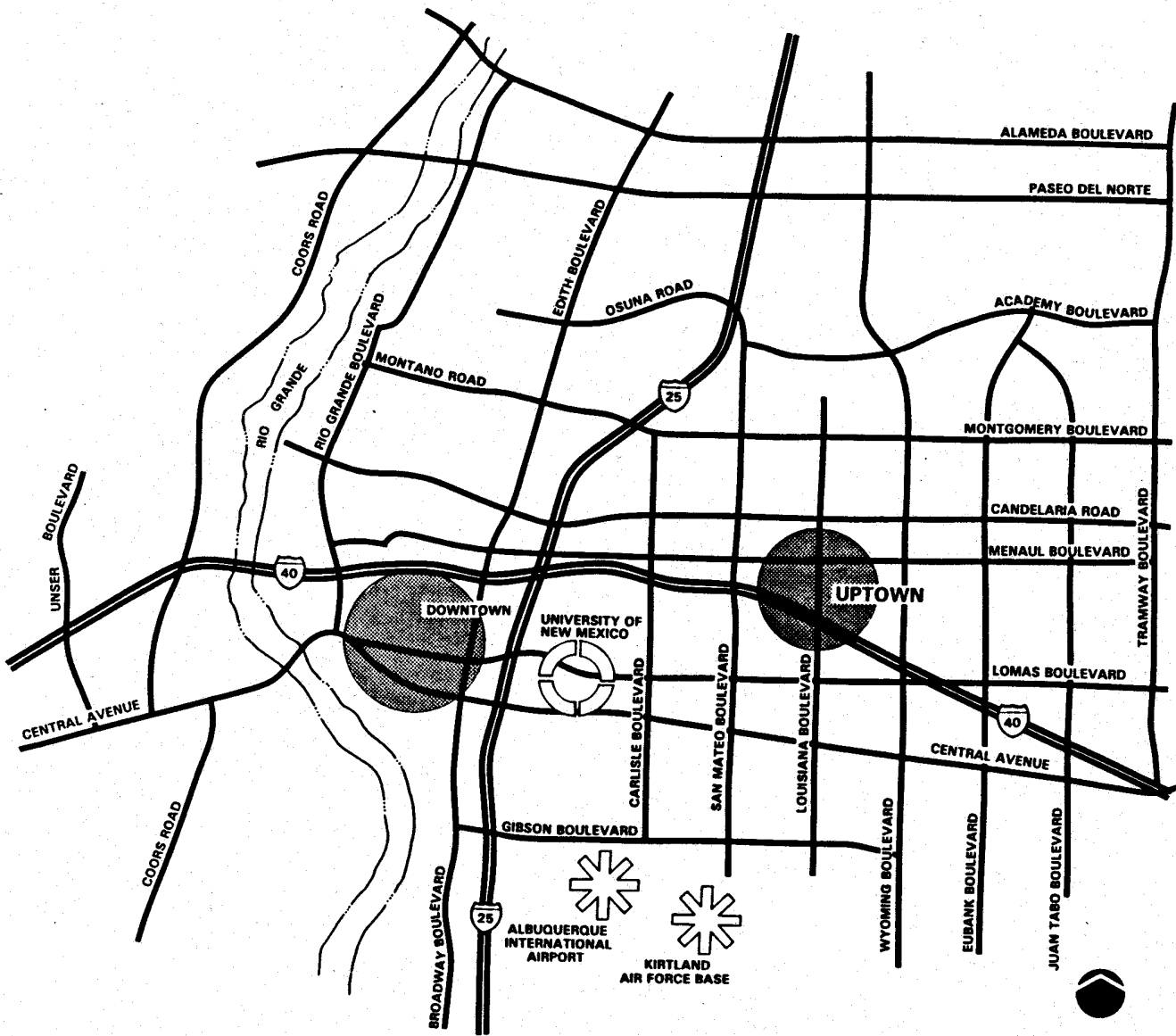
Purpose and Intent of Plan

This Sector Development Plan for Albuquerque's Uptown Area is consistent with and leads to implementation of the Albuquerque/Bernalillo County Comprehensive Plan. The Land Use Section of the plan is adopted as a constituent part of the City Zoning Code, and has the force of law.

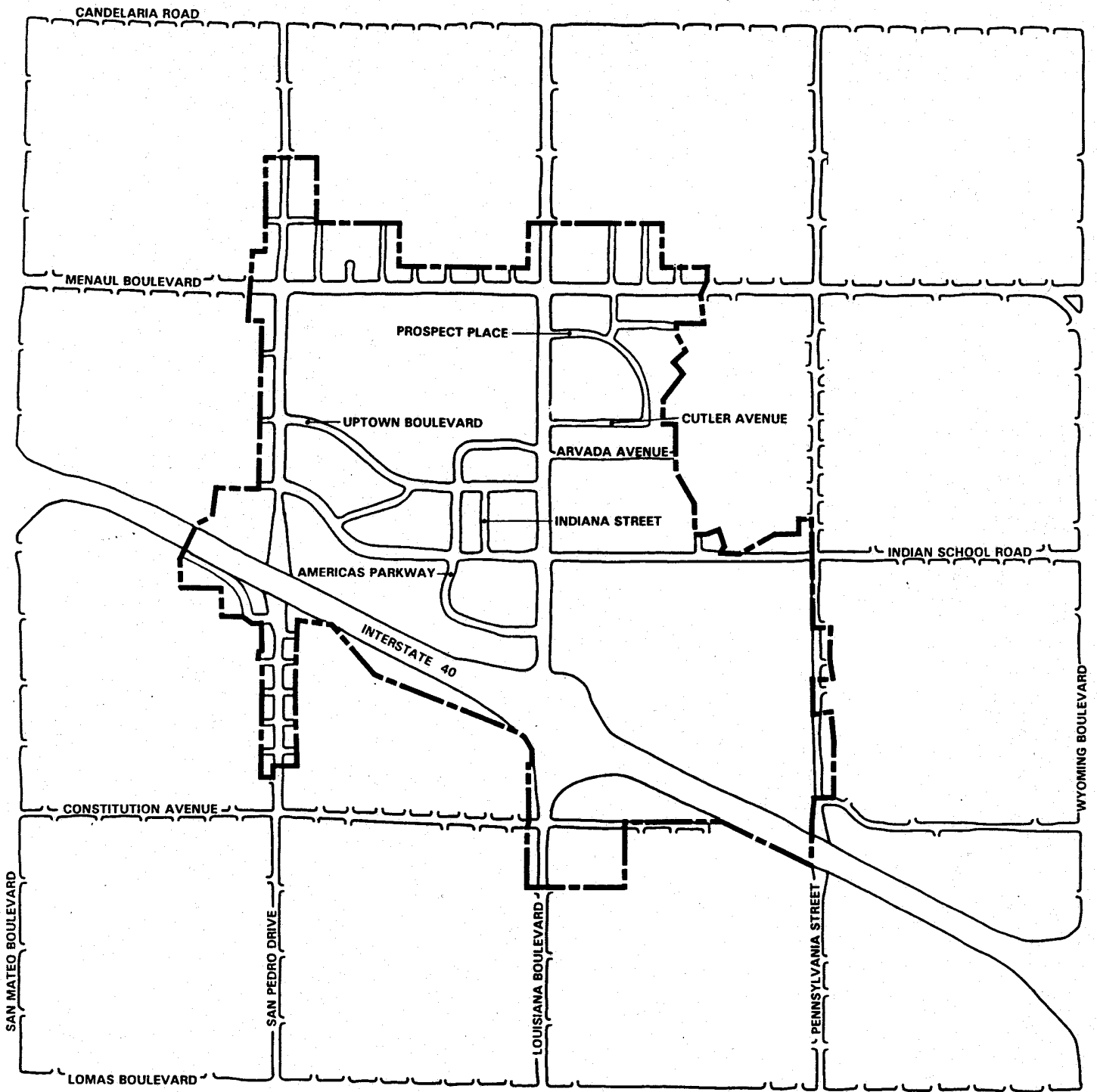
The Metropolitan Area and Urban Centers Plan portion of the 1975 Albuquerque/Bernalillo County Comprehensive Plan specified one of Albuquerque's Metropolitan Urban Centers in the vicinity of Louisiana Boulevard and Indian School Road, N.E. (It is there referred to as the "Winrock/Coronado" area.) The principal land uses for the area were specified as commercial, office, and residential.

This plan draws heavily upon information and analysis developed in earlier studies of the Uptown Area.

**Source: CB Commercial, June, 1992.*



REGIONAL CONTEXT
FIGURE 1

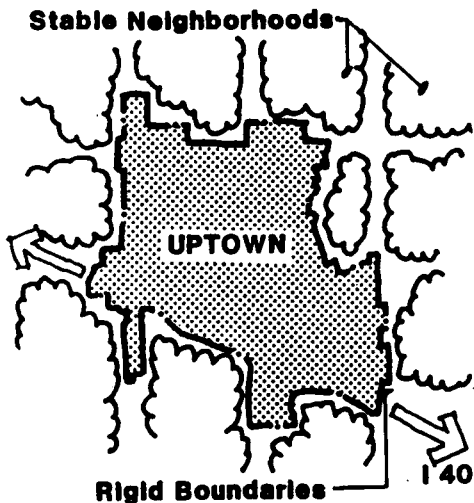


STUDY AREA
FIGURE 2

Historical Perspective of the Area and Existing Plan

The Uptown Sector Plan was originally prepared in 1981. It was amended in 1985 and 1988. The 1995 Uptown Sector Plan Update has been developed as a refinement of the existing plan, building on the strengths of the existing plan, updating the plan's existing conditions, and correcting weaknesses of the existing plan. The concepts described below were developed as part of the original Sector Plan and remain valid today.

The process of creating an Urban Center at the Uptown site should be undertaken with appropriate consideration of Uptown's environment and surroundings, the capacity of its infrastructure and service systems to accommodate growth, and its desired urban character. Five governing concepts for development of the Uptown area into an Urban Center were established in the original Sector Plan:



- A. **Contain the Uptown Center within rigid boundaries and avoid deleterious impacts on the surrounding residential areas.** Develop intensively within those boundaries, but do not allow this intense development to bleed out into the surrounding single-family residential neighborhoods nor cause serious and deleterious effects resulting from traffic and other causes to impact these neighborhoods. Make it urban in character, and keep it centered.
- B. **Coordinate the timing of land development with the timing of public infrastructure commitments** so as not to exceed Uptown's capacity to accommodate growth.
- C. **Recognize that ambient air quality in Albuquerque does not meet Federal Standards and that Uptown has been a major contributor to that status.** Recognize that an urban center at this site could be a major contributor to improving Albuquerque's air quality in the future through the provision of dense employment and retail development along with residential opportunities in an urban, pedestrian environment.
- D. **Require the installation and maintenance of extensive landscaping** in and around the area to alleviate air, noise, and visual pollution.
- E. **Provide transit, bicycle, and pedestrian options for travel and encourage their use.** Make a city-wide commitment to the development of a well-functioning transit system that includes transportation modes other than just buses (such as vanpools and carpools).

These governing concepts represent only part of the set of concepts, or policies, which will shape the process and outcomes of Uptown's development. The remainder of the set is contained in the Comprehensive Plan. The Sector Development Plan elements and strategies were developed in accordance with the dictates of the Comprehensive Plan concerning Urban Centers and the governing concepts listed above.

Goals and Strategies

The following goals and tactics for the Uptown Area express a vision for the future of the area. The goals expand upon the original sector plan concepts discussed previously and will provide guidance for public policies and implementation actions regarding Uptown. The goals and tactics provide a framework and basis for the Sector Plan and its specific recommendations to guide Uptown's evolution into an urban center and special place as directed by the Comprehensive Plan.

Land Use

- GOAL 1** To contain the Uptown Urban Center within rigid boundaries and avoid negative consequences to surrounding residential neighborhoods
- a. Control traffic, parking, air pollution, and noise to minimize their negative impacts on surrounding neighborhoods.
 - b. Minimize visual impacts (such as lighting and signage) upon surrounding residential areas through design controls.
 - c. Develop the lands within the Uptown Loop Road as an intense core with solidly urban character.
- GOAL 2** To coordinate land development, infrastructure development, and other service options
- a. Integrate land use and infrastructure development with mass transit, pedestrian, ridesharing programs and improvements.
 - b. Minimize the impacts of existing and future land development upon the infrastructure systems through the provision of more opportunities for transit, rideshare, and other modes of transportation.
 - c. Promote the construction of new infrastructure in a coordinated manner and at the same time as the new development creating the demand for it.
 - d. Use traffic assessment to help determine impact of new development, and associated mitigation measures. (See Appendix A, "Guidelines for Traffic Impact Studies")
- GOAL 3** To create Uptown as an urban center
- a. Develop a high intensity, predominantly office core within the Uptown Loop Road.
 - b. Promote an integrated mix of land uses including employment, retail, entertainment, and housing.

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- c. Promote pedestrian activity with specialty retail and restaurants at the ground level, reinforced by pedestrian-friendly streetscapes and plazas.
 - d. Promote a diverse and walkable urban form that promotes pedestrian activity where possible--plazas, building arrangements, outdoor seating connected by convenient and attractive walkways and promenades.

Transportation

- GOAL 4** To balance the modes of travel used in the Uptown Sector Plan area in order to minimize congestion and exceedances of the National Ambient Air Quality Standards.
- a. Develop a comprehensive trip reduction and congestion management program emphasizing ridesharing and incentives for workers to use alternatives to the single-occupant automobile trip.
 - b. Assist in the establishment of a Transportation Management Organization (TMO) to mitigate traffic congestion and air quality.
 - c. Achieve 20% of the work trips into the Uptown Intense Core by transit, ridesharing, walking and bicycling.
- GOAL 5** To limit excess availability of free parking spaces
- a. Impose parking controls on existing and future land development in Uptown including:
 - i. shared parking among adjacent uses with different peak parking demand times
 - ii. reduction in parking spaces in conjunction with transit and para-transit ridesharing improvements
 - b. Provide controls against the spillover of parking into adjacent neighborhood areas or other “free” areas.
 - c. Consider placing a fee on parking spaces in SU-3 zone if employment and resulting traffic generated causes an unacceptable level of congestion and air quality.
- GOAL 6** To create highly visible, convenient, safe and attractive transit, bicycle, and pedestrian facilities
- a. Strategically locate transit, bicycle and pedestrian facilities to capture the maximum number of users.
 - b. Provide signage regarding access to and location of transit, bicycle, and pedestrian facilities.
- GOAL 7** To provide balance between roadway improvements and effective alternatives to the single occupancy automobile

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- a. Limit roadway improvements to those listed in this Sector Plan.
 - b. Emphasize transit and ridesharing alternatives to the single-occupancy automobile as solutions to the growing mobility demands of Uptown.

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

- a. Assess traffic impacts of proposed new development and identify specific mobility improvements or traffic reduction measures required of the development sponsor through the development review and approval process.
- b. Emphasize mitigation plans promoting alternative modes and traffic reduction over those offering infrastructure expansion.

Environment

GOAL 9 Meet and maintain Federal standards for air quality in Uptown

- a. Promote development patterns in Uptown that encourage the use of transit, para-transit, bicycle, and pedestrian modes of transportation.
- b. Continue to improve traffic conditions to reduce automobile emissions in Uptown (see 8.b. also).

Urban Design

GOAL 10 To establish site design criteria for Uptown which promote pedestrian and vehicular accessibility and provide a strong relationship between buildings and the street (see Goal 5 also)

- a. Require placement of parking behind buildings where appropriate.
- b. Develop specific criteria regarding shared parking between adjacent sites.
- c. Require safe and efficient pedestrian connections to buildings from the street and adjacent sites.
- d. Encourage replacement (up to one half) of a portion of the surface parking spaces at Winrock and Coronado Malls with spaces in two and three level parking structures and redesign of portions of surface parking with "streets" and street level retail and entertainment activities.
- e. Develop a highly visible, attractive pedestrian corridor linking the two major shopping center sites across Louisiana.

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- f. Develop a distinguishing feature to serve as a trademark image of Uptown Center.

GOAL 11 To promote Uptown as being a special place

- a. Provide for pedestrian amenities such as: outdoor seating, shaded areas, plazas and landscaping.
- b. Develop in conjunction with the Uptown businesses an overall signage package that provides directional signage to parking areas, restaurants, retail shops, etc.
- c. Promote the installation and maintenance of additional landscaping on new and existing private development.

GOAL 12 To protect views from the residential areas surrounding Uptown

- a. Site plans shall be evaluated with regard to land use and massing to minimize impacts on views from surrounding residential areas.

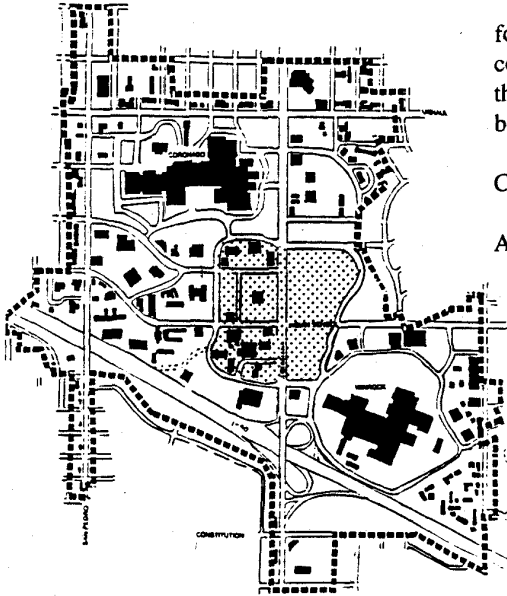


Policy and Design Controls

Land Use

These regulations are an adopted part of the City Zoning Code, Article 14-16 R.O. 1994. Where these regulations refer to a section of that ordinance, all subsequent amendments of the City Zoning Code are included. Parcel zoning is shown on the map in Appendix C.

*Section 1. SU-3 Zone for the Uptown Urban Center: Intense Core **



This zone, as applied by this Uptown Sector Development Plan, provides for a high intensity mixture of office, hotel, and supporting service retail/commercial, and multi-family residential uses. The design and general layout of these uses shall be controlled by the following standards and those in Section 3 below.

Except as specified herein, uses are regulated as in the C-2 Community Commercial zone Section 14-16-2-17 of the City Zoning Code.

A. Permissive Uses, subject to site development plan approval:

1. Office.
2. Apartment or condominium consistent with the City's R-3 zone, but allowed at more than 30 dwelling units per net acre.
3. Any customer, personal, or business service except hospitals for human beings, adult amusement establishments, adult photo studios or adult theatres.
4. Public park.
5. Retail/commercial uses not exceeding 20,000 square feet of floor space per establishment and generally contained within larger buildings on the site. Floor space allowed for such uses shall be up to 10% of the site's total developed floor space (Gross Leasable Area). Such establishments shall only be permitted on the lower floors and shall be pedestrian-oriented and supportive of the primary office or service uses on the site. Restaurants may also be located on the top floor of a multi-story building, or may be free-standing provided that the minimum Floor Area Ratio for the site is met.
6. Public mass transit facilities.
7. Urgent care clinic.
8. Sign, on-premise, as regulated herein in Section 3.

**Defined as those properties inside the Uptown Loop Road.*

B. Uses Not Permitted

1. Drive-in or drive-through business facilities (including all types of drive-up service windows) are not permitted (except outdoor eating areas associated with restaurants); however, they may be allowed to replace, based upon existing size or capacity, legally non-conforming facilities in the Uptown SU-3 area.
2. Surface parking is not permitted except for a small amount to serve specialty retail/commercial and restaurants as specified in the "Parking Requirements" Section D.2.e. below.
3. Adult amusement establishments, adult bookstores, adult photo studios, or adult theaters, and gaming facilities or casinos.
4. Free-standing retail shopping centers.
5. Off-premise signs.
6. Outdoor Storage.
7. Hospitals for human beings.
8. Free-standing grocery store.
9. House.
10. Vehicle sales, rental, service, repair and storage.

C. Building Intensity and Setbacks

1. Height. Limited by floor area ratio and massing of buildings on the site.
2. Floor Area Ratio (FAR). Any site being developed or substantially redeveloped will achieve a minimum FAR of 0.7 and a maximum FAR of 1.5.
3. Lot Size. No specific limitations.
4. Setbacks. Buildings shall be placed no more than 25 feet back from the right of way line of the street the building fronts upon.

D. Off-Street Parking Regulations

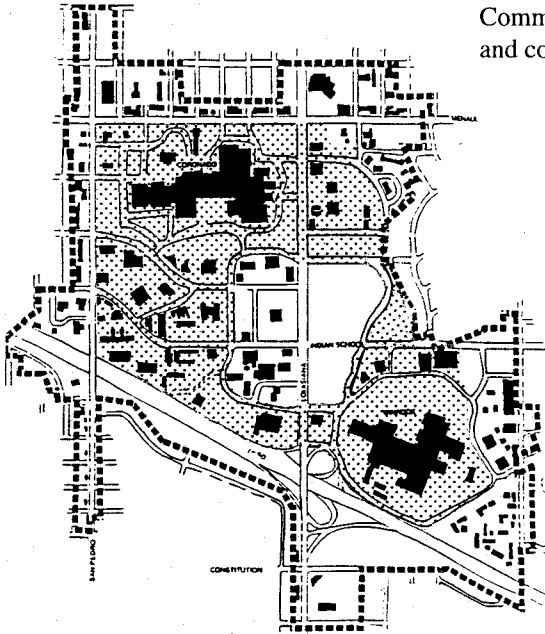
1. Parking shall be on-site. Parking for vehicles other than service and delivery vehicles shall be contained within above-ground or underground structures. Surface parking is not permitted except for retail/commercial uses and full-service restaurants, in the quantities identified below, and shall not be placed in front of the building. Sharing of parking among adjacent uses is encouraged. Surface parking already in place as of the adoption date of this sector plan may continue in a non-conforming status until such time as it is included in an application for additional site development or redevelopment.
2. Parking requirements for specific sites shall be based upon use and floor area allotted to the following functions. The number of parking spaces required may be reduced through approval of a Traffic Reduction Plan (See Mobility section of this Plan.)

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- a. Hotel. No more and no less than one parking space for each rental unit, plus parking for other uses in the building as regulated below. There shall be sufficient parking provided on-site, adjacent to the site or through appropriate shared parking agreements within the Uptown area to satisfy the parking demands created by the development.
 - b. Offices. No more and no less than one parking space per 250 square feet of net leasable area on the ground floor; one space per 300 square feet of net leasable area in the basement and floors 2 through 5, one space per 400 square feet of net leasable area on all floors above the fifth floor; at least 20% of all spaces will be set aside for carpool parking closest to the building's primary employee entrance.
 - c. Multi-family residential. No more and no less than 1.5 spaces per dwelling unit.
 - d. Customer, personal and business service uses. No more and no less than one parking space per 250 square feet of net leasable area.
 - e. Retail/Commercial uses and restaurants. No more and no less than one parking space per 300 square feet of net leasable area. Landscaping of such surface parking areas shall include one tree for each 10 parking spaces, with no parking space being more than 75 feet from a tree trunk. Each tree shall have a minimum of 36 square feet of planting space.
 - f. Parking shall be laid out so as to preclude excessive speeds.
 - g. Pedestrian access between parking spaces and the entrances to buildings should be laid out with a logical direct connection. Where pedestrian activity is sufficiently concentrated, a separate pedestrian walking path within the parking area may be required.
 - h. Pedestrian linkages between uses in non-residential developments should be visible to the greatest degree possible and highlighted with enhanced paving and/or signage.
 - i. Parking structures shall be designed to include a pedestrian linkage from the structure(s) to the street sidewalk system.
 - j. Traffic reduction plans which reduce the demand for on-site parking spaces are required of the applicant/developer. (See "Requirements for Traffic Mitigation").
 - k. Handicapped parking will be provided as required by the City's Building Code.
3. Appropriately sized off-street dock and delivery areas shall be provided on the site and designated as such as on the site plan.
- E. Within the Intense Core, plazas provided in accordance with the above non-residential requirement may be counted as also meeting the residential [open space] requirement when integrated within the same block.

Section 2. SU-3 Zone for the Uptown Urban Center: Outside of Intense Core

This zone, as applied by this Uptown Sector Development Plan, provides suitable sites for a moderately high intensity mixture of retail, commercial, office, service, institutional and residential uses. The design and general layout of these uses shall be controlled by the following standards and those in Section 3 below.

Except as specified herein, uses are regulated as in the C-2 Community Commercial Zone, Section 14-16-2-17 of the City Zoning Code, permissively and conditionally.



A. Permissive Uses, subject to site development Plan approval:

1. Retail and Commercial Uses including Shopping Center. Regulations provided in Section 14-16-3-2 of the Comprehensive City Zoning Code. Floor space allowed for retail/commercial uses shall not exceed 10% of any newly developed floor space (does not apply to redevelopment/replacement of existing space).
2. Any customer, personal or business service except adult amusement establishments, adult photo studios or adult theaters.
3. Office.
4. Multi-unit residential.
5. Institution, except jails, emergency shelters, waste handling or storage facilities, hospital or sanatorium.
6. Public Park.
7. Grocery Store, up to 25,000 square feet maximum.
8. Public mass transit facilities.
9. Sign, on-premise, as regulated herein in Section 3.

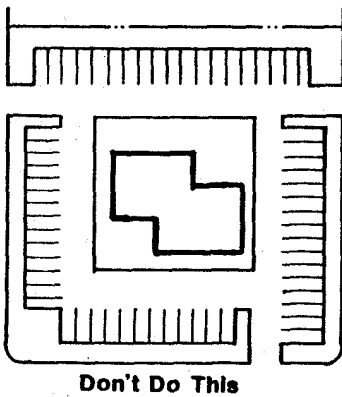
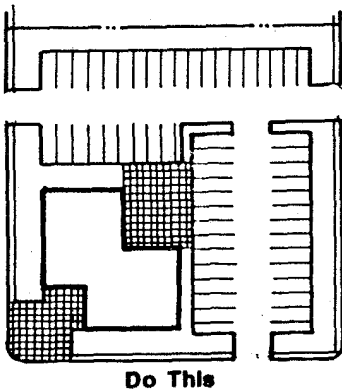
B. Uses Not Permitted

1. Drive-in or drive-through business facilities (including all types of drive-up service windows) are not permitted (except outdoor eating areas associated with restaurants); however, they may be allowed when replacing legally non-conforming facilities in the Uptown SU-3 area.
2. Parking lots.
3. Adult amusement establishments, adult bookstores, adult photo studios, or adult theaters and gaming facilities or casinos.
4. Outdoor storage, excluding existing off-street surface parking.
5. House.

C. Building Intensity and Setbacks.

1. Height. Up to 160 feet depending on massing of buildings on the site.
2. Floor Area Ratio (FAR). Any site being developed or substantially redeveloped will achieve a minimum FAR of 0.3 and a maximum FAR of 1.0.
3. Lot Size. No specific limitation.
4. Setbacks. Office buildings and buildings holding a mixture of uses shall be placed no more than 25 feet back from the street right-of-way the building fronts upon.

D. Off-Street Parking Regulations



1. Off-street parking regulations shall be as provided in Section 14-16-3-1 of the City Zoning Code, except as superseded below. The number of required parking spaces for each development shall be determined in each site development plan depending on the exact nature and relationship of uses; however, the number required in Section 14-16-3-1 of the City Zoning Code and as superseded below shall serve as a norm. Sharing of parking among adjacent uses is encouraged.
 - a. Parking spaces for hotel: No more and no less than one parking space for each rental unit, plus parking for other uses in the building as regulated below. There shall be sufficient parking provided on-site, adjacent to the site or through appropriate shared parking agreements within the Uptown area to satisfy the parking demands created by the development.
 - b. Parking spaces for offices: No more and no less than one parking space per 200 square feet of net leasable area on the ground floor, one space per 300 square feet of net leasable area in the basement and on floors 2 through 5, one space per 400 square feet of net leasable area on all floors above the fifth floor; with 20% of all spaces set aside for carpool parking closest to the building.
 - c. Parking spaces for permitted customers, personal and business service uses shall not exceed one space per two persons of permitted fire occupancy load.
 - d. Parking spaces for residential uses: no spaces required. Maximum of 1.5 spaces per dwelling unit.
 - e. Parking spaces for all retail and service uses: No more and no less than one parking space for each 250 square feet of net leasable area.
 - f. Parking spaces shall be on-site, within 500 feet of the use which requires off-street parking.

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- g. The landscaping requirement for parking areas (Section 14-16-3-10 City Zoning Code) shall include at least one tree for each 10 parking spaces with no parking space being more than 100 feet from a tree trunk. A minimum of 36 square feet of planting space per tree shall be provided within off-street parking areas. Requirements of the Street Tree Ordinance provide for at least one street tree between the curb and the sidewalk for each 30 feet of frontage on Menaul, Uptown, Indian School, Louisiana, San Pedro, and Pennsylvania Boulevards. This landscaping should be distributed primarily toward the center of parking areas.
 - h. Parking areas shall be laid out so as to preclude excessive speeds.
 - i. Parking areas shall be designed so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape areas.
 - j. Pedestrian linkages between uses in non-residential developments should be visible from structures to the greatest degree possible and highlighted with enhanced paving and/or signage.
 - k. Parking areas shall be designed to include a pedestrian linkage from the structure(s) to the street sidewalk system.
 - l. Traffic reduction plans which reduce the demand for on-site parking spaces are required of the applicant/developer. (See "Requirements for Traffic Mitigation").
 - m. Handicapped parking will be provided as required by the City's Building Code.

Section 3. SU-3 Zone for the Uptown Urban Center: Inside and Outside the Intense Core

The following regulations apply to development and redevelopment* of properties located anywhere in the Uptown SU-3 zone, either within or outside the Intense Core.

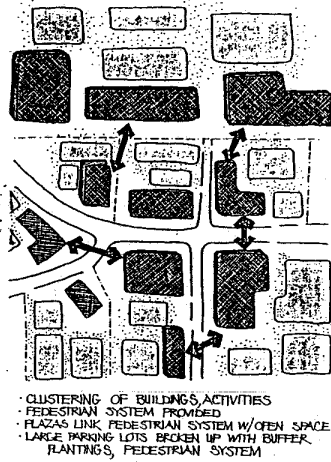
A. Orientation of Uses.

* The regulations here apply to the increment of a property being redeveloped or added to, and are not intended to apply to an entire property as a condition for approval of the addition or redeveloping portion.

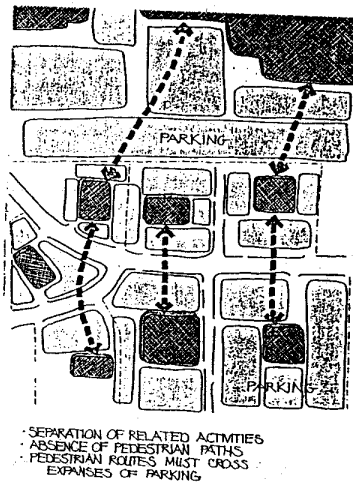
The pedestrian facilities provided in this Plan, particularly along the Loop Road, Indian School Road, Uptown Boulevard, and Arvada Avenue should be lined with active uses (retail, restaurant, or services) on the lower floors. Long stretches of parking facilities adjacent to the loop road shall be avoided. Prime building orientation and entrance shall be toward the street or plazas rather than toward parking areas.

Structures will include attractive, pedestrian-oriented design elements including variation in building scale, facade treatment, and massing and include amenities such as roof gardens. The architectural elements of these structures will have a pedestrian scale, with building entrances and site landscaping consciously related to pedestrian facilities in the area, especially along the loop road.

Do This



Don't Do This



1. New structures will be sited in a manner that will act to complement and provide linkages between surrounding structures.
2. New structures will be clustered to create plazas or pedestrian malls that include site amenities such as shade, seating, fountains, etc.
3. Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts and link structures to the public sidewalk where possible with textured paving, landscaping, etc.
4. Structures shall be sited to create "outdoor rooms" which may be used for pedestrian activities.
5. Loading areas shall be set back a minimum of 25 feet and visually screened from the nearest street and provide sufficient space for maneuvering of large trucks delivering goods to the building. Loading areas and areas for refuse collection shall be screened from view from adjacent streets. All such areas shall be reviewed by the City Traffic Engineer for compliance with adopted standards.

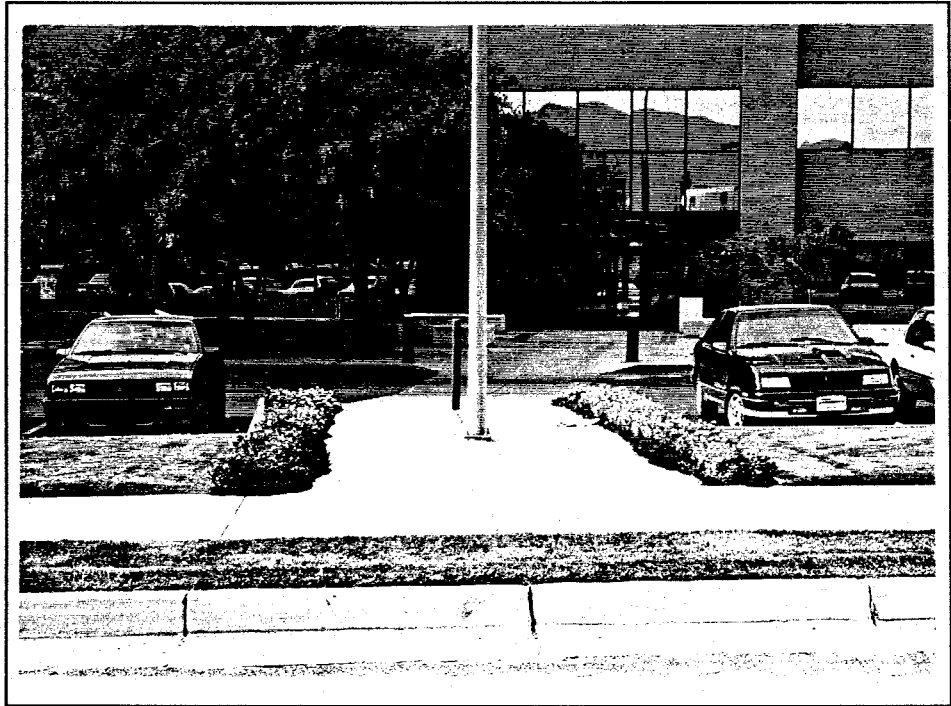
B. Open Space Quantity Requirements. In addition to the landscaped area required for parking areas in Section 14-16-3-1 and 14-16-3-10 of the City Zoning Code.

1. Usable open space for non-residential uses shall be provided on-site as pedestrian plazas. This additional plaza space shall contain at least 15 square feet for each parking space provided. However, in no case shall the amount of required plaza space be greater than the building footprint. Pedestrian plazas are to be located at between 800 and 1200 foot intervals along the pedestrian avenues.
2. Usable open space for residential uses shall be provided on-site. This space should normally be an amount equal to 150 square feet for each dwelling unit.

C. Open Space and Pedestrian Design Requirements.

Non-residential open space shall be provided in the form of outdoor plaza space. The open space requirement may not be included as part of the landscaping requirement for parking areas. Pedestrian links between a plaza space and the loop road or a public sidewalk shall be provided whenever

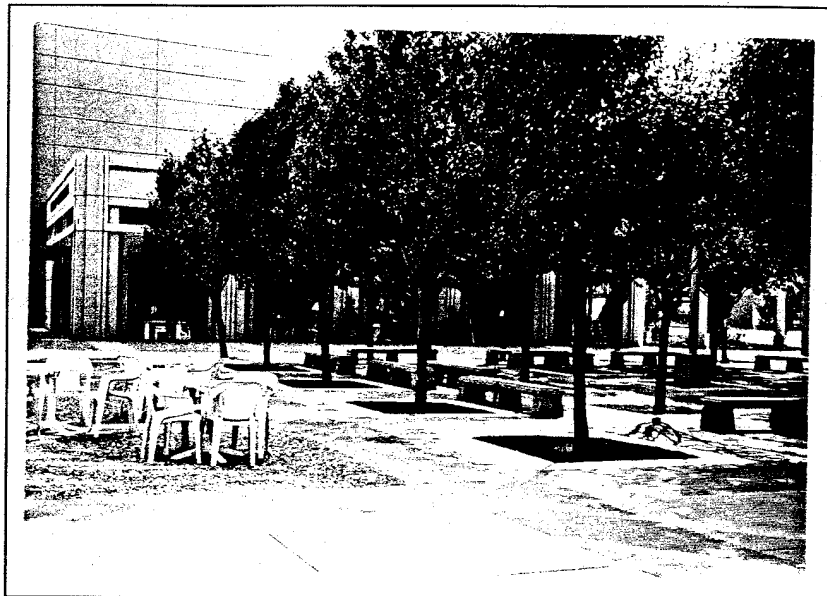
possible. Pedestrian ways will be landscaped and integrated with structured and surface parking areas to link the loop road with Winrock and Coronado Shopping Centers, to major developments in the Uptown Area, particularly residential development, and to the adjacent single family neighborhoods where appropriate.



Well-designed pedestrian linkages reinforce the building's relationship with the street.

1. The outdoor plaza space shall:
 - a) be located adjacent to the major entrance of a development;
 - b) be located immediately adjacent to the loop road if the site fronts on the loop road. The plaza space may be set back from the loop road if there is a pedestrian link between the plaza and the loop road;
 - c) for sites that do not front on the loop road, be located either on a street or set back with a pedestrian link between the plaza and a public sidewalk;
 - d) be privately maintained with adequate hours of public access. Generally, such areas shall be open during the day and the evening hours;
 - e) include adequate seating areas. As a guideline at least one linear foot of seating space should be provided for each linear foot in the perimeter of the plaza. Benches, steps, and planter ledges can be counted for seating space;
 - f) have pedestrian scale lighting and where appropriate pedestrian amenities such as trash receptacles, kiosks, etc;

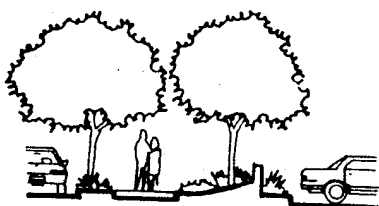
Outdoor seating provides an inviting environment.



- g) have a portion (generally, at least 40%) of the square footage of the plaza area landscaped with plant materials (with a majority of trees being deciduous), perhaps prudently accented with a minimum water-use fountain;
- h) be designed for security with as much of the area visible from the public right-of-way as is possible;
- i) be accessible to the handicapped (see American National Standards Institute and Americans with Disabilities Act criteria for barrier free design);
- j) be constructed of decorative paving patterns or materials other than those used in parking areas;
- k) include outdoor eating if the property owner desires.

2. The pedestrian link between a plaza space and the loop road or other public sidewalk shall:

- a) be at least 10 feet wide;
- b) be privately maintained with adequate hours of public access. Generally, such areas shall be open during the day and the evening hours;
- c) have pedestrian scale lighting and where appropriate pedestrian amenities such as trash receptacles, benches, kiosks, etc;
- d) be landscaped with plant materials if outside;
- e) if located through parking areas, be constructed of decorative paving patterns or materials other than that used in parking areas;
- f) be accessible to the handicapped (see American National Stan-



Do This



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Standards Institute and Americans with Disabilities Act criteria for barrier free design);

g) be crossed by parking lot driveways only if necessary.

3. Pedestrian paths incorporated into structures and parking areas shall:

a) be privately maintained with adequate hours of public access. Generally, such areas shall be open during the day and the evening hours;

b) have pedestrian scale lighting and where appropriate pedestrian amenities such as trash receptacles, benches, kiosks, etc;

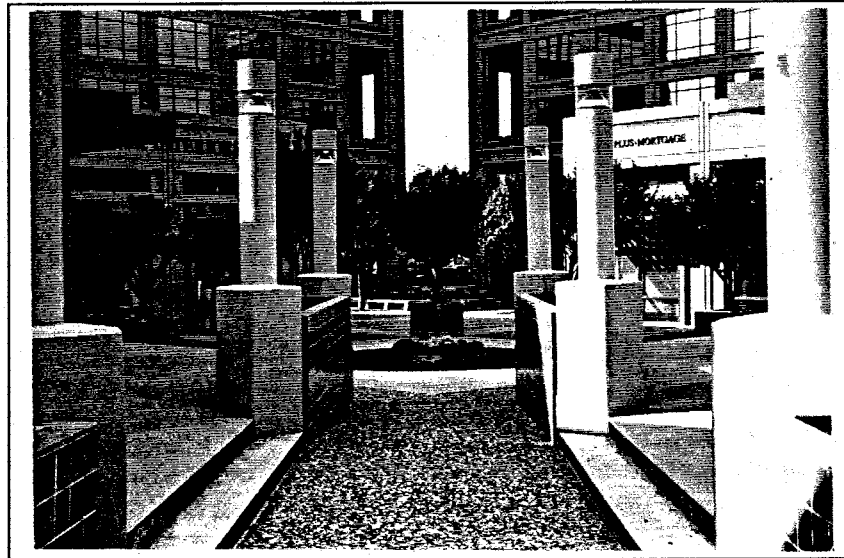
c) be landscaped with plant materials if outside;

d) if located through parking areas, be constructed of decorative paving patterns or materials other than that used in parking areas;

e) be accessible to the handicapped (see American National Standards Institute and Americans with Disabilities Act criteria for barrier free design);

f) be crossed by parking lot driveways only if necessary.

D. Sign Controls.



Interior plaza spaces should provide pedestrian connections.

Signs, on premise, are regulated as provided in Section 14-16-3-5 of this Zoning Code and further provided:

1. Location.

a) Signs shall be limited to wall signs, free standing signs, marquee signs and canopy signs.

b) Signs shall not overhang into the public right of way.

2. Number.

a) No more than one wall sign per facade per business.

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- b) One free standing or marquee sign shall be permitted for each frontage of each premises or joint sign premises, provided the street frontage is at least 200 feet wide.
 - c) One canopy sign per entrance and exit shall be permitted.
3. Size.
- a) Size of a free standing or marquee sign shall not exceed the following area:
 - 1) 75 square feet if the most important street abutting the lot is a local street.
 - 2) 100 square feet if the most important street abutting the lot is a collector street, arterial street or freeway.
 - b) Size of building mounted signs, except marquee signs, shall not exceed:
 - 1) Five percent of the area of the facade to which it is applied; the lower thirty feet are excluded from the calculation of the facade area.
 - 2) Ten percent of the area of the facade to which it is applied in the lower 30 feet of the facade if the sign is not wholly visible from an abutting arterial or collector street; or
 - 3) Fifteen percent of the area of the facade to which it is applied in the lower 30 feet of the facade if the sign is wholly visible from an abutting arterial, collector street or freeway.
4. Height.
- a) Height of a free standing sign shall not exceed 10 feet.
 - b) Height of canopy signs, marquee signs. No limit apart from general regulations.
 - c) Wall signs may extend to the top of the facade.
5. Illumination, Motion. No regulations apart from those in Section 14-16-3-5.
6. All free standing signs shall incorporate the street address of the property.
- E. Architectural Character shall be diverse overall though high quality, providing variety, interest and vitality. To achieve integrity, individual buildings will be designed to relate to adjacent buildings as well as to the street and pedestrian areas as described above.
- F. Requirements for Storm Drainage, Sewer, Water Facilities
- 1. A site development plan shall not be approved unless the applicant demonstrates that either:
 - a) the configuration of uses proposed in a site development plan would not have a significant negative impact on storm drainage facilities, sewers, and water lines beyond their capacity in the Uptown Sector Development Plan Area, or
 - b) there is a public or private project for storm facilities, sewers, or water lines which has secure funding and would accommodate the impact proposed.
 - 2. When storm drainage detention facilities are required for development in this area, they should be primarily met through use of shallow

ponding areas landscaped with plant materials maintained in an appropriate manner.

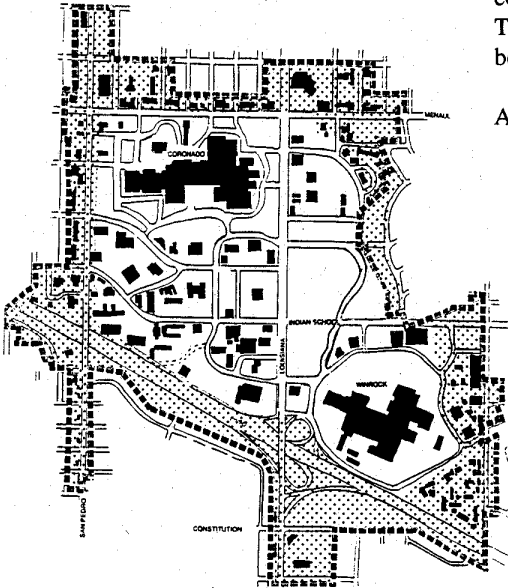
- G. Environmental Performance Objectives. These guidelines shall be followed when the Planning Director determines there may be a significant environmental impact on neighboring development or on the whole area. The Planning Director can require compliance with any or all of the following items.
1. The applicant shall demonstrate the effect of shadows cast on areas open to the public including parks, plazas, streets, and adjacent property particularly as related to the winter sun shadow. Plazas should be situated so as to have reasonable solar access on the Winter Solstice, so that seating areas are attractive places for people, and so that landscaped areas should be situated so as to provide shade for seating areas during the summer. Adjacent property zoned R-1 should have solar access for 2/3 of the daylight hours on Winter Solstice.
 2. The applicant shall demonstrate that the proposed facade materials do not generate glare or increase solar heat build up in public right-of-way, residential development, non-residential open spaces, or any property zoned R-1. Glare generated by reflective glass or expanses of light colored facade materials that is visually discomforting, distracting, or temporarily blinding is not acceptable. Heat build up from facade materials that increases the temperature of a particular site beyond the temperature of the general area is not acceptable.
 3. The applicant shall consider the effect of wind conditions on the major elements of the site plan including building entrances, pedestrian areas, plazas, landscaping so as to make positive use of breezes and natural ventilation during the summer and to block cold fall and winter winds and gusting spring winds. Vegetation or other appropriate structures should be placed to block prevailing winds or to break up turbulence caused by buildings.
 4. The applicant shall demonstrate through view corridor diagrams how a reasonable portion of the view to the Sandia Mountains from any plaza space and any residential development is maintained and the extent to which major views between plaza spaces, major buildings and monuments, and residential areas are created and maintained.
- H. Site Development Plan approval. A site development plan and landscaping plan shall be approved by the Planning Director for each new building, building addition, or major use of open space on any site in the SU-3 zone. The Planning Director shall use the following procedures in reviewing site development and landscaping plans:
1. Prospective applicants should discuss their situations with City Planning staff before making application so as to familiarize themselves with City plans, policies, regulations and standards.
 2. Approvals of a Site Development Plan are initiated by application to the City on prescribed forms. Each application shall be accompanied by sufficient copies of an accurate site plan, building development plan, sketch, evidence of interest in property, or other related information as may be required by the City. Submission of inaccurate information with an application is grounds for denial.

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3. Applications for approval of a site development plan may not be filed within 12 months from the date of final denial action by the City on a prior application for substantially the same plan. This limitation shall not apply to applications by a representative of the City.
 4. Fees for site development plan review and appeal are as specified in Sections 14-16-4-1(B) and 14-16-4-4(D) of the City Zoning Code, except when the fee is waived for a representative of the City.
 5. A duly filed application for a site development plan shall be decided upon the record after a public hearing.
 6. Notice:
 - a. Upon receipt of an application for approval of a site development plan, the Planning Director shall immediately send a copy of the application form to the president and one additional duly authorized representative of any properly registered neighborhood association within or contiguous to the Uptown SU-3 or SU-2 zones. A copy shall also be sent to any person who has so requested, as specified in c(5) of this paragraph.
 - b. Prior to a hearing, City departments and other agencies which the Planning Director judges to be interested will be requested to comment on the application. Comments received shall be part of the hearing record.
 - c. At least 15 days in advance of a hearing, the Planning Director shall publish notice of the hearing in a newspaper of general circulation in the City of Albuquerque, and at least six days in advance of a hearing shall mail notice individually to the following:
 - (1) the applicant;
 - (2) the applicant's agent;
 - (3) the owners, as shown by the records of the County Assessor, of lots comprising the application site and lots within 100 feet, excluding public right-of-way, of the application site;
 - (4) the president and one duly authorized representative of any properly registered neighborhood association within or contiguous to the Uptown SU-3 or SU-2 zones; and
 - (5) any other person, agency, or organization that has filed with the Planning Director a request to receive notices of Uptown site development plan hearings and has paid a reasonable fee therefor.
 - d. The notice specified in c above shall:
 - (1) give the time and place of hearing;
 - (2) contain a statement describing location of the property, the requested use, and building size; and

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- (3) specify how additional information can be obtained.
- e. The applicant shall post and maintain one or more signs, as provided and where instructed by the Planning Director, at least 15 days before the date of the hearing. The applicant is responsible for removing such sign within five days after the hearing is completed. Failure to properly post signs is grounds for deferral.
 - f. When any site development plan is approved, approved with conditions, or denied, as provided in this subsection, written notification of the action listing any conditions imposed shall be sent promptly to the applicant and to any other person who has so requested, as specified in c(5) of this paragraph.
- 7. Site development plans typically raise significant policy issues that can be best resolved through a decision by the Environmental Planning Commission; the Planning Director will normally refer site development plans to the Commission.
 - 8. A certified copy of the site development plan shall be kept in the Planning Director's records so that it may be reviewed against an application for a building permit for any part or all of new development on a site in this zone.
 - 9. The Planning Director may approve minor changes to an approved site development plan or landscaping plan without a public hearing if it is consistent with the use and other written requirements approved by the City at a prior public hearing, if the buildings are of the same general size and use, the vehicular circulation is similar in its effect on adjacent property and streets, and he/she finds that neither the City nor any person will be substantially aggrieved by the altered plan.
 - 10. No subdivision or building permit shall be approved for a property until the conditions of the site development plan for that property have been met.
 - 11. The portions of site development plans showing structures that have not obtained building permits within two years of site plan approval shall be void, but may be reapproved following standard procedure. For site development plans approved prior to this Plan, the two-year period starts with the adoption of this Plan. The Planning Director may give one six-month extension to each two-year approval; this extension may be given without public notice or hearing but the Planning Director shall record it in the Planning Department's files; extension may be given when the Planning Director finds that a building permit for all of a major part of approved development will probably be obtained within the six months and that there is no public purpose in holding a hearing on the site development plan prior to such extension.
 - 12. Appeal procedures shall be those established for site development plans in Section 14-6-4-4 of the City Zoning Code.

Section 4. SU-2 Zone for the periphery of the Uptown Urban Center:

This zone provides suitable sites for a low to medium intensity mixture of office, service, institutional, and residential uses as a transition area between the core of the Uptown Urban Center and surrounding low density residential uses. The design and general layout of these uses shall be controlled by Subsection F below, Site Development Standards.



A. Permissive Uses:

1. Permissive uses of the R-2 and C-2 zones as provided in the City Zoning Code are allowed for property mapped SU-2 for R-2 and C-2, excluding drive-in or drive-through business facilities (apart from accessory parking lot facilities).
2. Permissive uses of the R-2 and O-1 zones as provided in the City Zoning Code are allowed for property mapped SU-2 for R-2 and O-1, excluding drive-in or drive-through business facilities (apart from accessory parking lot facilities); however, they may be allowed when replacing condemned, legally non-conforming facilities within the Uptown Sector Development Plan Boundaries.
3. Permissive uses of the R-1 zone as provided in the City Zoning Code are allowed for property mapped SU-2 for R-1.

B. Special Conditional Uses. The following uses are to be approved by the Environmental Planning Commission according to the criteria for decisions established by the City Zoning Code for conditional uses.

1. Conditional uses of the R-2 and C-2 zones as provided in the City Zoning Code are allowed for property mapped SU-2 for R-2 and C-2.
2. Conditional uses of the R-2 and O-1 zones as provided in the City Zoning Code are allowed for property mapped SU-2 for R-2 and O-1.
3. Conditional uses of the R-1 zone as provided in the City Zoning Code are allowed for property mapped SU-2 for R-1.

C. Height. Structure height up to 36 feet is permitted at any legal location. The height and width of the structure over 36 feet shall fall within a plane elevated at a five-to-one slope (an 11 degree 18' angle above the horizontal), the base of the plane being at average grade along the near lot lines of lots zoned R-1 or used as City-owned parks. In addition, any building within the space occupied by a building as of November 2, 1981 shall be deemed conforming as to height.

D. Lot Size, Setback, Density, Off-street Parking, and Usable Open Space. See Subsection F, Site Development Plan Standards.

E. Site Development Plan Approval. A site development plan and landscaping plan shall be approved by the Environmental Planning Commission for each new building, building addition, or major use of open space on any site in the SU-2 zone. The Environmental Planning Commission shall use

the following procedures in reviewing site development and landscaping plans:

1. Prospective applicants should discuss their situations with Planning Division staff before making application so as to familiarize themselves with City plans and policies.
2. Approvals of a site development plan are initiated by application to the City on prescribed forms. Each application shall be accompanied by sufficient copies of an accurate site plan, building development plan, sketch, evidence of interest in property, or other related information as may be required by the City. Submission of inaccurate information with an application is grounds for denial.
3. Applications for approval of a site development plan may be made only by a person with direct financial, contractual, or proprietary interest in the affected property.
4. Applications for approval of a site development plan may not be filed within 12 months from the date of final denial action by the City on a prior application for substantially the same plan. This limitation shall not apply to applications by a representative of the City.
5. Fees for site development plan review and appeal are as specified in Sections 14-16-4-1(B) and 14-16-4-4(D) of the City Zoning Code, except when the fee is waived for a representative of the City.
6. A duly filed application for a site development plan shall be decided upon the record after a public hearing.
7. Notice:
 - a. Upon receipt of an application for approval of a site development plan, the Planning Director shall immediately send a copy of the application form to the president and one additional duly authorized representative of any properly registered neighborhood association contiguous to the Uptown SU-3 or SU-2 zones. A copy shall also be sent to any person who has so requested, as specified in c.(5) of this paragraph.
 - b. Prior to a hearing, City departments and other agencies which the Planning Director judges would be interested will be requested to comment on the application. Comments received shall be part of the hearing record.
 - c. At least 15 days in advance of a hearing, the Planning Director shall publish notice of the hearing in a newspaper of general circulation in the City of Albuquerque, and at least six days in advance of a hearing shall mail notice individually to the following:
 - (1) the applicant;
 - (2) the applicant's agent;

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- (3) the owners, as shown by the records of the County Assessor, of lots comprising the application site and lots within 100 feet, excluding public right-of-way, of the application site;
 - (4) the president and one duly authorized representative of any properly registered neighborhood association contiguous to the Uptown SU-3 or SU-2 zones; and
 - (5) any other person, agency, or organization that has filed with the Planning Director a request to receive notices of Uptown site development plan hearings and has paid a reasonable fee therefore. The notice specified in c above shall:
 - i. give the time and place of hearing;
 - ii. contain a statement describing location of the property, the requested use, and building size; and
 - iii. specify how additional information can be obtained.
 - e. The applicant shall post and maintain one or more signs, as provided and where instructed by the Planning Director, at least 15 days before the date of the hearing. The applicant is responsible for removing such sign within five days after the hearing is completed. Failure to properly post signs is grounds for deferral.
 - f. When any site development plan is approved, approved with conditions, or denied, as provided in this subsection, written notification of the action listing any conditions imposed shall be sent promptly to the applicant and to any other person who has so requested, as specified in c(5) of this paragraph.
8. Site development plans typically raise significant policy issues that can be best resolved through a decision by the Environmental Planning Commission. The Planning Director will normally refer site development plans to the Commission.
 9. The Environmental Planning Commission may delegate approval of site development plans to the Planning Director on a case by case basis. A final landscaping plan shall be approved by the Planning Director prior to the issuance of a building permit.
 10. A certified copy of the site development plan shall be kept in the Planning Director's records so that it may be reviewed against an application for a building permit for any part or all of new development on a site in this zone.
 11. The Planning Director may approve minor changes to an approved site development plan or landscaping plan without a public hearing if it is consistent with the use and other written requirements approved by the City at a prior public hearing, if the buildings are of the same general size and use, the vehicular circulation is similar in its effect on adjacent property and streets, and he/she finds that neither the City nor any person will be substantially aggrieved by the altered plan.

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12. No subdivision or building permit shall be approved for a property until the conditions of the site development plan for that property have been met.
 13. A site development plan for a specific building shall become void two years after approval unless a building permit for the structure has been issued. For site development plans approved prior to this Plan, the two-year period starts with the adoption of this Plan. The Planning Director may give one six-month extension to each two-year approval; this extension may be given without public notice or hearing but the Planning Director shall record it in his files; this extension may be given when the Planning Director finds that a building permit for all of a major part of approved development will probably be obtained within the six months and that there is no public purpose in holding a hearing on the site development plan prior to such extension.
 14. Appeal procedures shall be those established for site development plans in Section 14-16-4-4 of the City Zoning Code.
- F. Site Development Plan Standards. Site development plans for property in the area zoned SU-2 shall meet the following standards.
1. Buildings shall have a front or corner side setback of not less than 15 feet where the lot is across the street from any property zoned R-1. The clear sight triangle (as defined in the Comprehensive City Zoning Code) shall not be infringed upon. Other setbacks shall be established in the site development plan for a project.
 2. Off-street parking regulations shall be as provided in Section 14-16-3-1 of the City Zoning Code. The number of required parking spaces for each development shall be established in each site development plan depending on the exact nature and relationship of uses; however, the number required in Section 14-16-3-1 of the City Zoning Code shall serve as a norm. Traffic reduction plans are encouraged as one alternative to expanded parking. Shared parking among proximate uses is another technique encouraged as a means of restricting the number of parking spaces per business to that approved in its original site plan or development permit.
 3. Specific sign regulations for each development shall be established in the site development plan depending upon the exact nature and relationship of uses, with the goal of being minimally intrusive to surrounding neighborhoods without being overly restrictive. However, as a norm, the signs for commercial uses should follow C-2 sign controls, signs for office uses should follow O-1 sign controls, and signs for residential uses should follow the General Sign Regulations (Section 14-16-3-5, City Zoning Code, particularly Section 14-16-3-5(c)).
 4. Site plans should not allow the generation of traffic patterns that would have a deleterious effect upon adjacent residential streets. Vehicle access to the west side of Española Street between an extension of Cutler Street and Indian School Road shall not be allowed.
 5. Development controls such as lot size, density, and usable open space

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5. Development controls such as lot size, density, and usable open space shall be specified individually in each site development plan. The controls that govern the proposed use in the City Zoning Code shall be used as a norm.
 6. There shall be a minimum 30 foot landscaping buffer on the eastern border of the Uptown Urban Center fronting on Española.

Section 5. R-1 rezoning for property along San Pedro Blvd between Indian School Road and Constitution Ave.

The single family homes along San Pedro Drive between Indian School Road and Constitution Avenue, zoned R-3 prior to the November 2, 1981 adoption of this sector plan, are rezoned R-1. (See Figure 8) Such a rezoning protects the existing uses and forestalls the intrusion of the Urban Center into this neighborhood. The zone map adopted as part of the 1981 Uptown Sector Development Plan amended from R-3 to R-1:

- A. Lots 2 and 44, Block 5; Lots 1, 2, 40, 41, Block A; Lots A, B, 11, 12, Block 6; Lots 1, 2, 34, 35, Block 5; Lots 1, 2, 19, 20, Block 4; and Lots 1 and 2, Block 1; all in the Beverly Wood Addition; and also
- B. Lots 1, 2, and 11, Block 12; Lots 1, 2, 26, and 27, Block 8; Lots 1, 2, 29, and 30, Block 6; Lots 1, 2, 29, and 30, Block 5; and Lots 14, 15, 16 and 17, Block 2; all in the Bellamah Addition.

Mobility

The Circulation system proposals presented here have two primary objectives: (1) to relieve current traffic congestion and air quality problems in the Uptown area and stay abreast of future development via a program of circulation improvements, and (2) to promote the development of Uptown as an Urban Center by developing an integrated circulation system which provides for the needs of automobiles, transit, bicycles, and pedestrians, and which provides a design focus for Uptown.

To achieve these objectives, the following circulation improvements have been proposed and/or constructed.

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

1. Widen Louisiana Boulevard

The recommended improvements to Louisiana north of America's Parkway have been designed and implemented. The street section as built varies from four through lanes in each direction with a single left-turn lane, a total of nine lanes, to a maximum of four through lanes in each direction with a double left-turn lane and right-turn lane, a total of 11 lanes. This included widening Louisiana north of Menaul for approximately 175 feet, and double left turn lanes on Menaul Boulevard at the Louisiana intersection.

In addition, Louisiana Boulevard north of Menaul Boulevard to Candelaria Road now provides three northbound lanes and two south-bound lanes with a narrower median and narrower lanes than before.

2. Widen the Louisiana Bridge at I-40

The bridge on Louisiana is currently five lanes, three northbound and two south-bound. In order to accommodate the laneage from the proposed widening of Louisiana Boulevard and to prevent creation of a bottleneck, the bridge shall be widened by one additional lane in each direction. It is anticipated that no right-of-way is required for this bridge widening.

New Mexico State Highway and Transportation Department and the City's Public Works Department have identified a need to lengthen the span under the bridge to provide for additional travel lanes along the Interstate mainline. The layout of the ramp system at the interchange may also contribute to the need for increasing the length of the bridge spans. Design and implementation of the modifications to the Louisiana bridges await final determination of the interstate mainline and ramping requirements in the vicinity of the interchange.

3. Improve the San Pedro Boulevard/Menaul Boulevard intersection

The double left turn lanes for all four legs of the San Pedro/Menaul intersection have been designed and implemented.

4. Construct a loop road with ramp connections to I-40

The loop road system will serve internal traffic and will remove through traffic from Louisiana while allowing direct access to Interstate 40.

The loop road, about 1.5 miles in length, will encircle the intersection of Louisiana and Indian School. The right-of-way is 86' and development shall be as shown in Figure 2. The right-of-way could be reduced to 76', where existing development creates particular difficulty in acquiring necessary right-of-way, but the roadway shall in no case be reduced to less than 56' and ideally should be no less than 64 feet in order to accommodate four foot bike lanes. Median cuts will be limited to 300 foot intervals, curb cuts to 150 feet.

The west half of the loop road was completed in 1992, in keeping with design requirements of the Uptown Sector Development Plan.

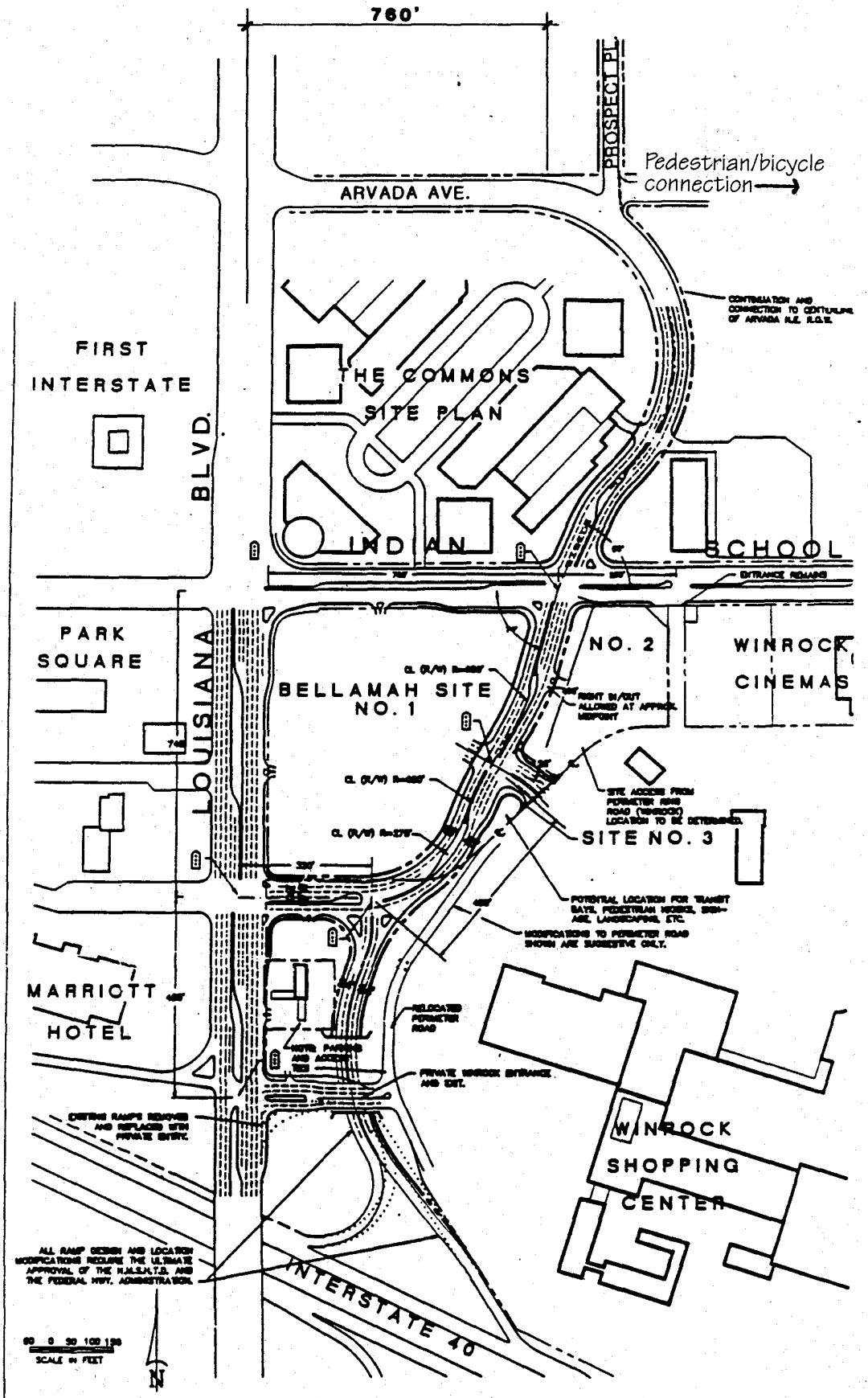
The general alignment of the eastern half of the loop road is shown on Figure 3.

Precise alignment of the eastern half of the loop road, its right-of-way, median design and location, utilities, driveway access, intersection treatments and other associated details will be established by construction drawings to be approved by the City Public Works Department, in conformance with the configuration described in a March 30, 1988 amendment (Committee Substitute/R-356 and R-14) to the Uptown Sector Plan:

At the northeast corner of the intersection of Louisiana Boulevard and Arvada Avenue, the loop road shall take no more than five parking spaces from the United New Mexico Bank at Albuquerque property. Following the centerline of the present Arvada Avenue right-of-way, the loop road will continue east to a point approximately 760 feet east of the centerline of Louisiana Boulevard. The loop road will curve to the southeast with a radius that varies between 280 and 500 feet from varying centerpoints for approximately 760 feet along the centerline arc continuing to the southwest. The centerline arc will meet a tangent point of a reverse curve (center point southeast of arc), with a radius of approximately 1,300 feet and an arc length of approximately 290 feet.

The centerline of the loop road will then proceed on a straight tangent for approximately 150 feet to intersect the centerline of Indian School Road. The distance from the point of intersection of the centerlines of the loop road and Indian School Road to the east right-of-way line of Louisiana Boulevard, measured along the centerline of Indian School Road, shall be approximately 700 feet (770 feet from centerline of the loop road to centerline of Louisiana Boulevard). The northeast angle of the loop road and Indian School Road intersection shall be approximately 66 degrees. The southwest angle of the loop road and Indian School Road intersection shall be approximately 74 degrees. The intersection of the loop road and Indian School Road shall be signalized.

The future Prospect connection to the loop road will be centered at a point located approximately 920 feet east of the centerline of Louisiana Boulevard measured along the centerline of the loop road. Median openings and curb cuts in the northeast quadrant of the loop road will be located according to the Uptown Sector Development Plan.



UPTOWN SECTOR DEVELOPMENT PLAN
 STREET SYSTEM IMPROVEMENTS
 SOUTHEAST QUADRANT LOOP ROAD

FIGURE 3

FAMILY OF ALTERNATE D-S DRAWINGS, JANUARY 20, 1968 (C.S.C. 73-83-084)

There shall be a right turn deceleration lane for traffic traveling east on Indian School Road and turning south onto the loop road. The existing Indian School Road entrance into the Winrock Shopping Center shall remain at its present location, the centerline of which is 280 feet east of the point of intersection of the centerlines of Indian School Road and the loop road and shall have a median opening and full access (right in/right out, left in/left out) to Indian School Road.

After crossing Indian School Road, the loop road shall continue in a southwesterly direction. Approximately 230 feet south of the point of intersection of the centerlines of the loop road and Indian School Road, Bellamah Community Development's site to the east shall have right in/right out access to the loop road. At this location, the centerline of the right-of-way of the loop road shall have a radius of approximately 650 feet., Bellamah Site no. 2 shall have access from Winrock's existing internal perimeter road at a location to be agreed upon by Bellamah Community Development and Winrock.

The loop road shall continue in a southwesterly direction. Approximately 460 feet south of the point of intersection of the centerlines of Indian School Road and the loop road, a median opening and a signalized intersection shall provide full access (right in/right out, left in/left out) to the loop road for the Bellamah Site to the west of the loop road and for the Winrock Shopping Center to the east of the loop road. The distance from the existing internal perimeter road of the Winrock Shopping Center to the loop road shall be at least 126 feet as measured in a straight line between the north curb return at the Winrock internal perimeter road to the north curb return at the loop road. The Winrock entrance/exit shall have five lanes, two inbound lanes and three outbound lanes. Traffic traveling north on the loop road will enter the Winrock Shopping Center by a right turn only bay. Traffic traveling north on the loop road will enter Bellamah Site No. 1 by a left turn only bay. The centerline of the right-of-way of the loop road at the location of the left turn bay shall have a radius of approximately 650 feet.

The loop road shall continue in a southwesterly direction. At approximately 920 feet south of the point of intersection of the centerlines of the loop road and Indian School Road, the loop road shall connect with the Interstate 40 access ramps. The curve of the loop road as it moves from a southwesterly to westerly direction shall have a radius of approximately 275 feet.

From the Interstate 40 access ramps, the loop road shall continue in a westerly direction to Louisiana Boulevard. The point of intersection of the centerlines of the loop road and Interstate 40 access ramps shall be 320 feet from the point of intersection of the centerlines of Louisiana Boulevard and loop road. The City shall acquire the portion of the Winrock property required for the loop road as part of the public right-of-way of the loop road.

The point of intersection of the centerlines of Louisiana Boulevard and the loop road shall be approximately 745 feet south of the point of intersection of the centerlines of Indian School Road and Louisiana Boulevard. Bellamah Site No. 1 shall have right in/right out access to the loop road between the Interstate 40 access ramps and Louisiana Boulevard. The Winrock site to the south of the southern leg of the loop road (the former Chevron site) shall have right in/right out access to the loop road between

the Interstate 40 access ramps and Louisiana Boulevard. However, the City can refuse such access points during the site plan approval process for Bellamah Site No. 1 and the old Chevron site if it is determined that such access points would cause a safety problem or would severely impede the flow of traffic. The Chevron site shall also have right in/right out access to Louisiana Boulevard between the southern leg of the loop road and Winrock's private entrance/exit to and from Louisiana Boulevard.

Dimensions discussed herein with respect to the southeast loop road quadrant shall be permitted a tolerance up to 2% of the dimensions identified on figure 8, but not to exceed 4 feet.

Pending design, location and modification approvals by the New Mexico State Highway and Transportation Department and the Federal Highway Administration, the following modifications to the Interstate 40 access ramps shall be made:

The existing Interstate 40 loop ramp which provides access to west-bound Interstate 40 for traffic traveling north on Louisiana Boulevard shall be removed in whole or in part. A signalized private entrance/exit into the Winrock Shopping Center from Louisiana Boulevard shall be located in this area. This entrance/exit shall align with the west-bound Interstate 40 access ramp west of Louisiana Boulevard and shall have two inbound lanes and three outbound lanes. The Chevron site to the north of this Winrock entrance/exit shall have right in access from the Winrock exit. The necessary property rights and air rights, if necessary, for this private Winrock entrance/exit shall be secured by or under the auspices of the City.

The loop road shall tie to Interstate 40 with a modified ramp system. The current ramp service to and from west-bound Interstate 40 shall be redesigned and the ramps south of the Winrock entrance/exit to and from Louisiana Boulevard shall be shifted slightly to the west. The Interstate 40 access ramps shall connect directly with the loop road rather than Louisiana Boulevard and shall allow direct access between west-bound Interstate 40 and the loop road. Traffic traveling north on Louisiana Boulevard can also access west-bound Interstate 40 by a left turn bay on Louisiana Boulevard. The Interstate 40 access ramps and the Winrock entrance/exit to and from Louisiana Boulevard shall be grade separated with the ramps being depressed so as to allow direct at-grade access to the extent possible between Louisiana Boulevard and the Winrock Shopping Center. Parking and access ties, grade separated from the Interstate 40 access ramps, between Winrock's existing internal perimeter road and the Chevron site shall be allowed north of the Winrock entrance/exit to and from Louisiana Boulevard.

Prior to the reconstruction of the existing Winrock entrance/exit off Louisiana Boulevard, the sequence of construction in the southeast loop road quadrant of the intersection of Louisiana Boulevard and Indian School Road shall provide for 1) the development, construction and operation of the new private entrance/exit to the Winrock Shopping Center south of the loop road and off Louisiana Boulevard, or 2) reasonable, temporary, and full access (right in/out, left in/out) acceptable to Winrock, to the Winrock Shopping Center off Louisiana Boulevard that is, at a minimum, equivalent to the existing Winrock entrance/exit off Louisiana Boulevard. However, temporary access shall not be considered acceptable unless Winrock receives written assurances reasonably satisfactory to Winrock that the access is truly temporary and that the new permanent private entrance/exit

to the Winrock Shopping Center off Louisiana Boulevard will be constructed within a reasonable period of time after the reconstruction of the existing Winrock private entrance/exit off Louisiana Boulevard. The northern portion of the loop road from Indian School Road to the extension of the southern property line of Bellamah Site No. 1 across the loop road can be constructed at any time as long as the loop road and construction thereof does not interfere with the existing Winrock entrance/exit off Louisiana Boulevard and/or the existing Winrock internal perimeter road.

The extension of Prospect Place from Cutler Avenue, through La Mesa Medical Center property shall have a 76' right-of-way with curb lines matching Prospect Place to the north and the loop road to the south. The loop shall tie to I-40 with a new ramp system. It is proposed that additional freeway ramps be developed in the northwest and northeast quadrants of the interchange, which would divert traffic away from Louisiana Boulevard. The current ramp service to and from west bound Interstate 40 shall be redesigned so that the ramps connect directly with the proposed loop road, rather than with Louisiana Boulevard. Since most ramp traffic has destinations within the Coronado/Winrock area, such redesign would improve the service provided for most users. A collector/distributor roadway will facilitate approval of the ramp modifications and will accommodate weaving movements on the collector/distributor rather than on Interstate-40.

5. Menaul/loop road link

From the extension of Prospect Place through La Mesa Medical Center to Menaul Boulevard there is roadway (Prospect Place and Chama Street) that would allow traffic on the east side of the loop road to continue north to Menaul Boulevard and avoid the Menaul/Louisiana intersection. In the future a traffic signal on Menaul, additional right-of-way along Chama Street and the intersection of Chama Street and Prospect Place may be needed for this link.

6. Close Arvada Avenue at Española

A portion of Arvada between Española Street and the loop road shall be retained and used for pedestrian and other non-vehicular purposes. All utility easements and traffic rights for bicycles and pedestrians shall be retained. Closure to motorized traffic will limit traffic through the neighborhood east of the Urban Center without substantially reducing the neighborhood's accessibility.

7. Pennsylvania Street/Indian School Road intersection

The approaches to the Indian School/Pennsylvania intersection have been widened to provide left turn lanes.

8. Limit Uptown Street Improvements

Street improvements serving private automobile trips to and through Uptown will be limited to those listed in this Plan. Emphasis mobility improvements will shift to transit, pedestrian, bicycling and ridesharing options upon completion of the above-listed Uptown street improvements. Means of improving pedestrian/handicapped safety and attractiveness of Louisiana Boulevard is a high priority for implementation upon completion of the Loop Road.

B. Requirements for Traffic Mitigation

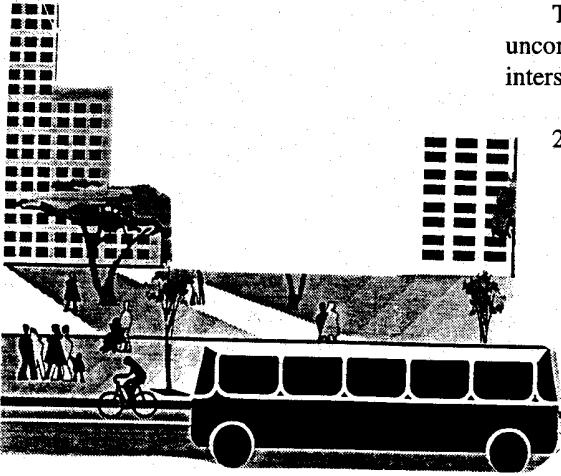
1. An applicant for site development plan approval in the Uptown SU-3 area shall demonstrate to the satisfaction of the Mayor that the proposed non-residential uses 1) do not have trip generation characteristics which would place the intersections of San Pedro/Menaul, Louisiana/Menaul, San Pedro/Indian School, Louisiana/Indian School, and Pennsylvania/Indian School at a level of Service E (Highway Capacity Manual, Transportation Research Board, Special Report 209, 1985 or current method of LOS determination as defined by the City Public Works Department) or worse at peak hours, or 2) that mitigation to that level is achievable through traffic reduction measures or transportation management techniques as described in this sector plan. The Traffic Impact Assessment shall assume that:
 - a) the improvements to Louisiana Boulevard from Constitution Avenue to Candelaria Road, to the San Pedro/Menaul intersection, to the Pennsylvania/Indian School intersection, and the Loop Road as described in this Plan, are in place, and
 - b) site plans approved and not subsequently voided are in place.

The City shall provide to an applicant a description of the particulars of the uncompleted approved site development plans and the vehicle counts at the intersections listed above.

2. If a proposed development exceeds the capacity of one or more of the intersections in the manner described above, and the applicant wants a building permit, then the applicant shall, with a traffic reduction plan* approved by the Traffic Engineer, Planning Director and Director of Environmental Health, reduce the impact of the proposed development to meet the standard described above in item 1.

The degree of circulation improvements and/or Transportation Demand Management measures shall be determined by the City. Approval requires the development's participation in a Transportation Management Organization (TMO).

3. Public sidewalks shall be installed four feet back from the planned curb and six feet wide on Menaul Boulevard, Uptown Boulevard, Indian School Road, Louisiana Boulevard, San Pedro Drive, and Pennsylvania Street. Where public right-of-way is insufficient, a public sidewalk easement shall be dedicated.
4. Right-of-way required for the street improvements as outlined in this Plan and the subsequent engineering plans shall be dedicated.
5. Driveway cuts should be at least 150 feet apart on the loop road.
6. Trip Reduction



**Traffic Reduction Plan (also Traffic Impact Mitigation Plan)* a detailed statement of techniques proposed by an applicant for new or expanded development to reduce the amount of traffic and parking associated with the proposed development, e.g. car/van pooling incentives, bicycle facilities, work hours management, telecommuting, transit passes.

The TMO will be an umbrella organization that will fund transportation services in Uptown and coordinate traffic reduction measures with Uptown businesses. Initiating a TMO for Uptown will benefit not only the Uptown area, but also serve as a model for other points of concentrated land use and employment across the metropolitan area. As such, its costs will be shared by Uptown employers and the City. A bus stop improvement program should be funded by the City to upgrade the existing bus stops in the area. To reduce car trips among uses along the Uptown Loop Road, the City will seek to establish a year-round shuttle service on the road similar to that operated annually during the December holiday season.

The City will implement the Level 1 Trip Reduction Strategies proposed by the Parsons Brinckeroff consulting firm. Furthermore, the City and the TMO for Uptown shall review and evaluate the Level 2 and Level 3 Trip Reduction Strategies should implementation of Level 1 Strategies fail to meet the objectives of this Plan.

7. Bicycle Facilities

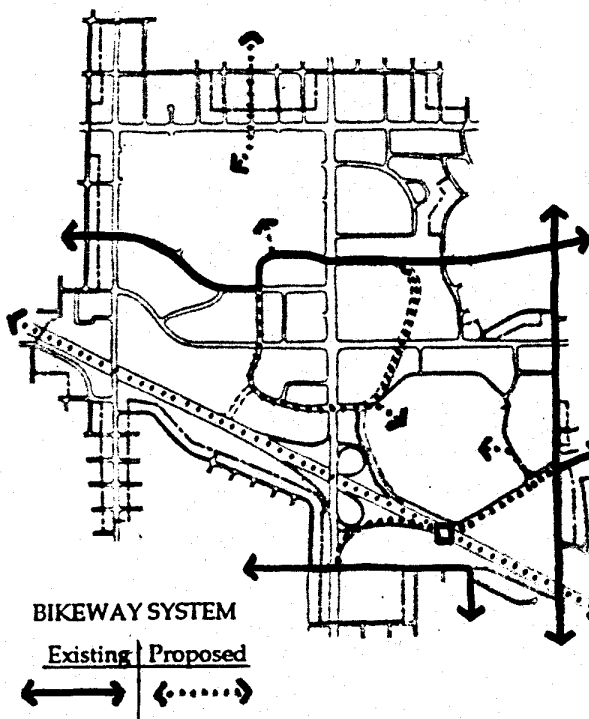
Bicycle usage is not encouraged by the existing pattern of land use and street development in Uptown, or by making obvious provision for their use. When Type I and II streets are resurfaced or re-striped in the future, wider striping of curb lanes should be done to facilitate safe usage of bikes next to the curb and gutter. Inner lanes should be made as narrow as 10 or 11 feet in order to give extra width to curb lanes. The loop road should be built with a four foot bike lane on each side of the road. Other facilities which should be installed to encourage bicycle use in Uptown include standard bicycle storage facilities within 100 feet of public building entrances, and 10 foot wide trails to connect the area to other parts of the system. Standards for bicycle storage associated with new development shall be devised for use in the Uptown area. Both actions could help promote more and safer bicycle commuting.

New development and redevelopment should provide four feet of right-of-way on either side of all interior vehicle parking area roads for bicycle travel.

One important bikeway corridor in the Uptown area requiring study is Pennsylvania NE connecting the Paseo de las Montañas trail near Winrock to the Hahn Arroyo trail west of Sandia High School. The Paseo trail should be extended southwesterly along the Embudo Arroyo drainage easement across I-40 and around Cline Park to Constitution Boulevard as soon as funded.

8. Neighborhood Traffic Management Program

The City, at the request of the Zuni Neighborhood Association and any other neighborhood association adjoining Uptown, shall initiate a Neighborhood Area Study to describe any impacts of Uptown development and identify mitigation measures.



C. *Provide an improved level of transit service in Uptown to capture an increased percentage of the work trips, to reduce congestion and improve air quality.*

1. As a matter of policy, the City will utilize the loop road to whatever extent feasible for all bus routes into the Uptown area. The City will also attempt to locate the Uptown Transit Center within the "Intense Core" area inside the Loop Road, and to establish a year-round transit shuttle on the Loop Road.
2. Implement the **Uptown Transit Study** recommendations (Transit and Parking Department, 1991).
3. A Transportation Management Organization (TMO) will be formed within the Uptown Plan area. The City will work with the business organizations in Uptown to implement the TMO and promotional program, including user incentives the City may help with. At least 20% of home-based work trips into the Uptown Sector Plan SU-3 area will be modes other than single-occupant vehicles (transit and other modes such as ridepooling, bicycling and walking; the present proportion is 13%).

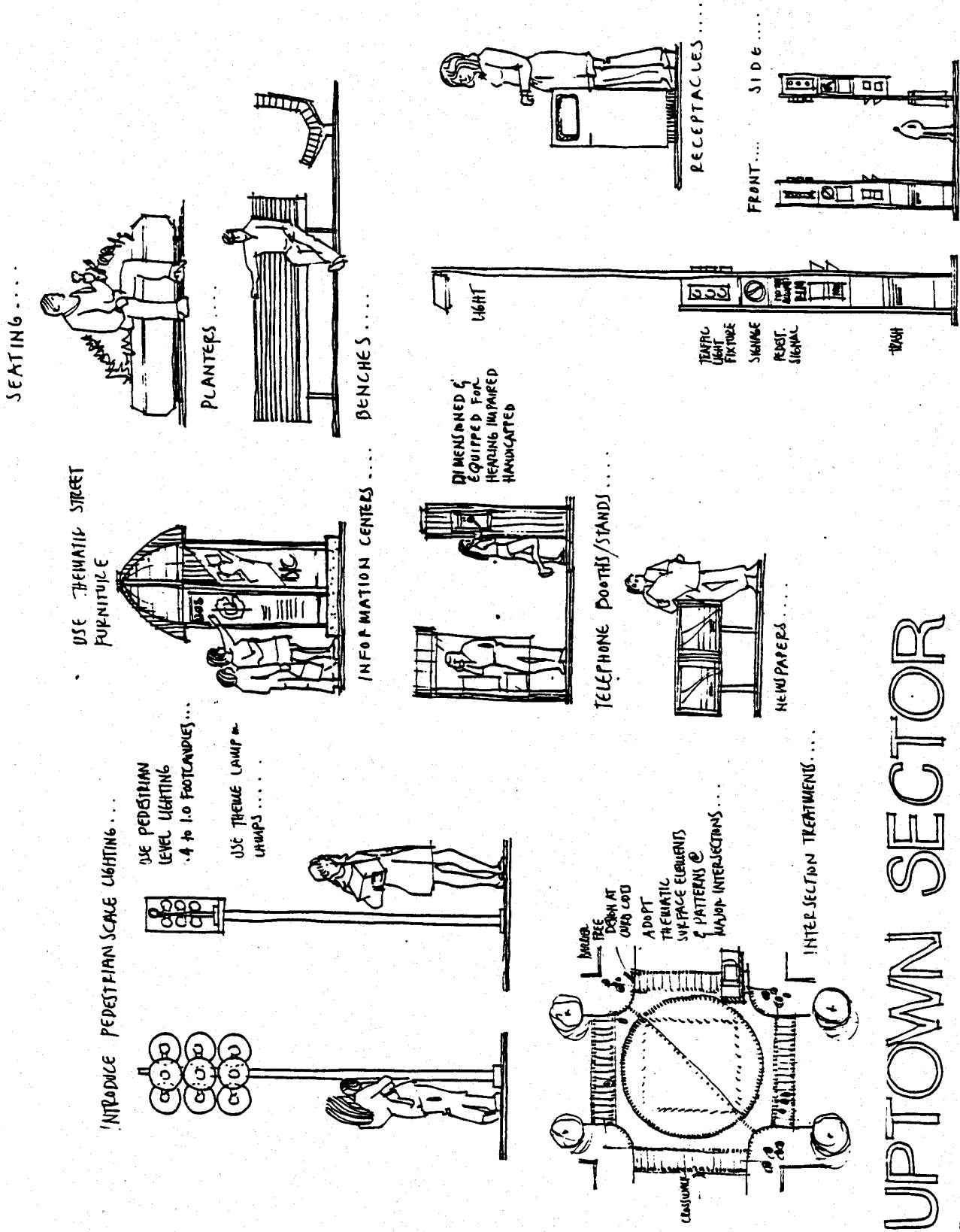
Each 10% of Uptown work trips captured on alternate modes results in a 9% reduction in peak trips by single-occupant vehicles, excluding through traffic. Generally, a 10% reduction in traffic at an intersection will cause the level of service to improve by one level. While Uptown trip reductions will occur with increased alternative mode usage, a direct correlation between reduced single-occupant use in Uptown and level of service will not occur.

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

1. Orient future development at Uptown toward the loop road.

The loop road will serve as a uniform design element for Uptown, as well as a key element in the area's circulation system, including pedestrians. Future development in Uptown shall be oriented toward the loop, with building entrances and site landscaping relating consciously to the pedestrian character of the street. The loop and the roads within it will be heavily landscaped, and new development will be required to provide small pedestrian plazas along the loop sidewalk. These features should create a park or campus-like ambience at the heart of the Urban Center. There can be beauty here, as well as economic vitality, and a sense that people need to be accommodated as well as cars.

2. Developing Uptown's highest land use intensities inside the Loop Road will further reinforce human activity and urban character in the core of the SU-3 area. New development or redevelopment inside the Loop will achieve a minimum floor area ratio of 0.7. (See Policy and Design Controls, Land Use, Section 1).
3. Implement design objectives of this sector plan on the street system in Uptown. The specific design controls applicable to each type of street are discussed in the "Pedestrian Environment" section of this sector plan.



UPTOWN SECTOR PLAN

DEVELOPMENT SECTOR PLAN

TYPE: ONE & TWO STREET TREATMENT

FIGURE 4

E. Divert through-traffic around Uptown

A long-standing problem contributing to congestion and car-generated air pollution in the Uptown area is that much through-traffic bound for destinations other than Uptown mix in with that which is Uptown-oriented. Signage or other techniques directing some of this through-traffic more clearly around Uptown could help reduce the total number of cars on its arterials, and will be explored by the City.

F. Continue the public/private financing of mobility improvements

1. Street Improvements

- a. Improvements outlined in the 1981 Uptown Sector Development Plan totalled nearly \$11,000,000, and most have been completed.

Not included among the listings were public sector improvements to the Interstate system other than the ramp modifications, such as: reconstruction of the San Pedro and Pennsylvania crossing structures, construction of auxiliary lanes between Louisiana and San Mateo, and addition of travel lanes both east- and west-bound. In all, considerable public and private investment has been and will continue to be made in Uptown's arterial streets and Loop Road.

- b. Financing

The proposed improvements to the street system benefit not just the City as a whole but also property owners and businesses in Uptown. The cost of street improvements shall be shared by these groups.

Traditional City policy is to assess nearby (normally, abutting) private property for benefits from street improvements, but only up to 24 feet of street paving width, curb and gutter and sidewalk per side, with the City paying for cost of street improvements in excess of this.

The City plans to establish a special assessment district to finance the loop road and freeway ramps to the loop road. The San Pedro/Menaul intersection improvements, the Pennsylvania/Indian School intersection improvements, the Louisiana widening and alterations, and the pedestrian additions to the new San Pedro Bridge were built by the public sector using General Obligation bond funds. The Louisiana Bridge widening and pedestrian additions to the Pennsylvania bridge when reconstructed are still proposed.

Spreading the benefits related to such special assessment district(s) providing street improvements in the Uptown area requires special care and formulas other than the City's traditional front-foot basis. The City retains a qualified engineer in collaboration with a qualified appraiser to recommend an appropriate benefit formula. Factors considered for the formula included frontage distance, distance from improvement, land area, improvement (building) area, land value, improvement value, trip generation, and combinations of these formulas. Through a process of elimination, land area was chosen as the most valid and appropriate basis.

The rationale behind the land area/equal build-out approach chosen is that the proposed street improvements allow for an increase in the quantity - and by implication the intensity - of development in Uptown while still providing a particular level of service.

This means that the proposed projects result in an increase in the potential value of the land. Thus, a density bonus is conferred on each property owner as a result of the street improvements, and the value of this bonus can be estimated using land area data.

When the capacity of the street improvements outlined in this Plan have been absorbed and additional traffic mitigation measures are considered necessary, the local share of the costs of these additional measures shall be met through a Traffic Impact Fee. This fee shall be determined through analysis as outlined in Appendix A.

An applicant for site development plan approval must either:

- (1) demonstrate that the proposed non-residential uses would not place the intersections of San Pedro/Menaul, Louisiana/Menaul, San Pedro/Indian School, Louisiana/Indiana School, and Pennsylvania/Indian School at a level of service E or worse at peak hours, or
- (2) the applicant shall either:
 - (a) Submit a Traffic Reduction Plan to reduce the traffic impact of the proposed development to meet the standard described above, or
 - (b) give the City money equal to its fair share of the cost of improving the capacity of impacted intersection(s) or implementing other traffic reduction measures.

2. Transit Improvements

Transit capital improvements made necessary by Uptown development shall be funded by the local Capital Improvements Program in combination with federal capital assistance from the Intermodal Surface Transportation Efficiency Act (ISTEA). Operating funds, in addition to coming from the Transit and Parking Department's annual operating budget, may be contributed through an Uptown Business Improvement District (BID).

3. Streetscape and Sidewalk Improvements

The abutting property owner shall pay for curb, gutter, and sidewalks up to six feet in width. Special assessment districts can be used for this purpose. The City shall establish one or more landscaping assessment districts for all the costs of street trees and irrigation along the Type 1 and Type 2 streets. Spreading the benefits related to such special assessment district(s) providing street improvements in the Uptown area will require special care and formulas other than the City traditional front-foot basis. The City shall pay any differential cost for improvements for extra sidewalk treatment, special lighting, trash containers, and kiosks within the public right of way when installation of such systems result in higher than the prevailing private costs required for such improvements elsewhere in the community.

Pedestrian Environment

The establishment of an effective pedestrian environment is consistent with the theme of an urban center. The anticipated outcome of a successful pedestrian environment is a lesser dependence on the automobile for local travel. Intense development, such as that which would typify an Urban Center, necessarily involves degraded air quality, noise, extensive hard surfaces, with little land that is not given over to buildings, and vehicles. To counterbalance the hardness, to dampen the noise and cleanse the air, to provide pathways for people to walk, places to sit, and opportunities for visual enjoyment, areas of intense development require open space. Open space, in its broadest sense, is defined as space which is not used for buildings or other types of structures. Generally, it refers to areas which are open to choice and spontaneous action by people.

Because Uptown will be an intensely developed area, its open space needs are substantial. These needs should be met in five ways:

A. *Designate certain Uptown streets as pedestrian carriers and develop those streets with wider sidewalks with handicap access, more intensive landscaping, and other pedestrian-oriented amenities.*

1. Type One streets (all of the loop road system, see Figure 8) are designated as pedestrian carriers. As such they will have 10 foot wide sidewalks and 5 foot parkway lined with trees planted about every 30 feet along each curb and in the median.

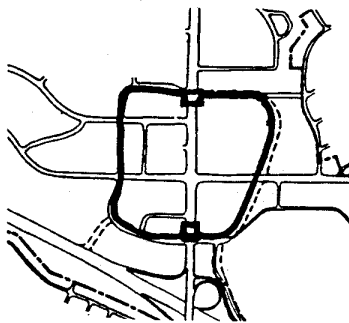
The streets are developed with pedestrian safety in mind: pedestrians are buffered from the four lanes of traffic in the streets by trees. Only a limited portion of any parking area should abut the pedestrian paths. Barrier curbs along many streets present an impassable barrier for wheelchair-bound pedestrians. All streets and intersections will be constructed for wheelchair accessibility.

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

Finally, these streets shall be designed to offer comfort and convenience to the pedestrian. Street furniture, including mailboxes, phones, drinking fountains, refuse containers, transit information and other signs, shall be attractively designed and arranged. (See Figure 4.)

Right-of-way shall be acquired at the two intersections of the Loop Road with Louisiana Boulevard for potential pedestrian bridges. These bridges will create a major pedestrian link between the east and west portions of Uptown. Any at-grade pedestrian crossings of the Loop Road will be clearly marked with enhanced paving materials and appropriate signage.

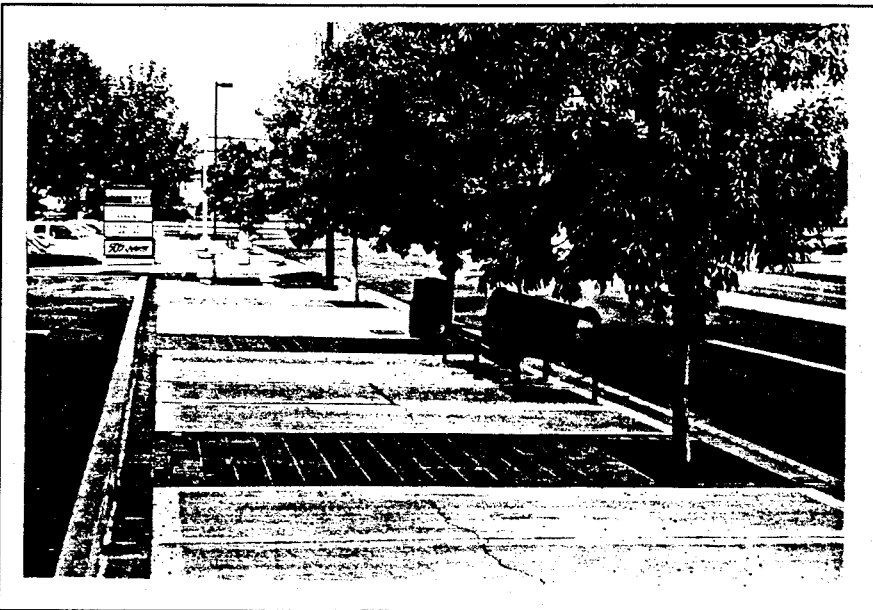
The roads interior to the loop (portions of Louisiana, Indian School and Uptown Boulevard) and the Menaul/Loop link shall have improved facilities that will also provide for safe and pleasant pedestrian travel.



DO THIS

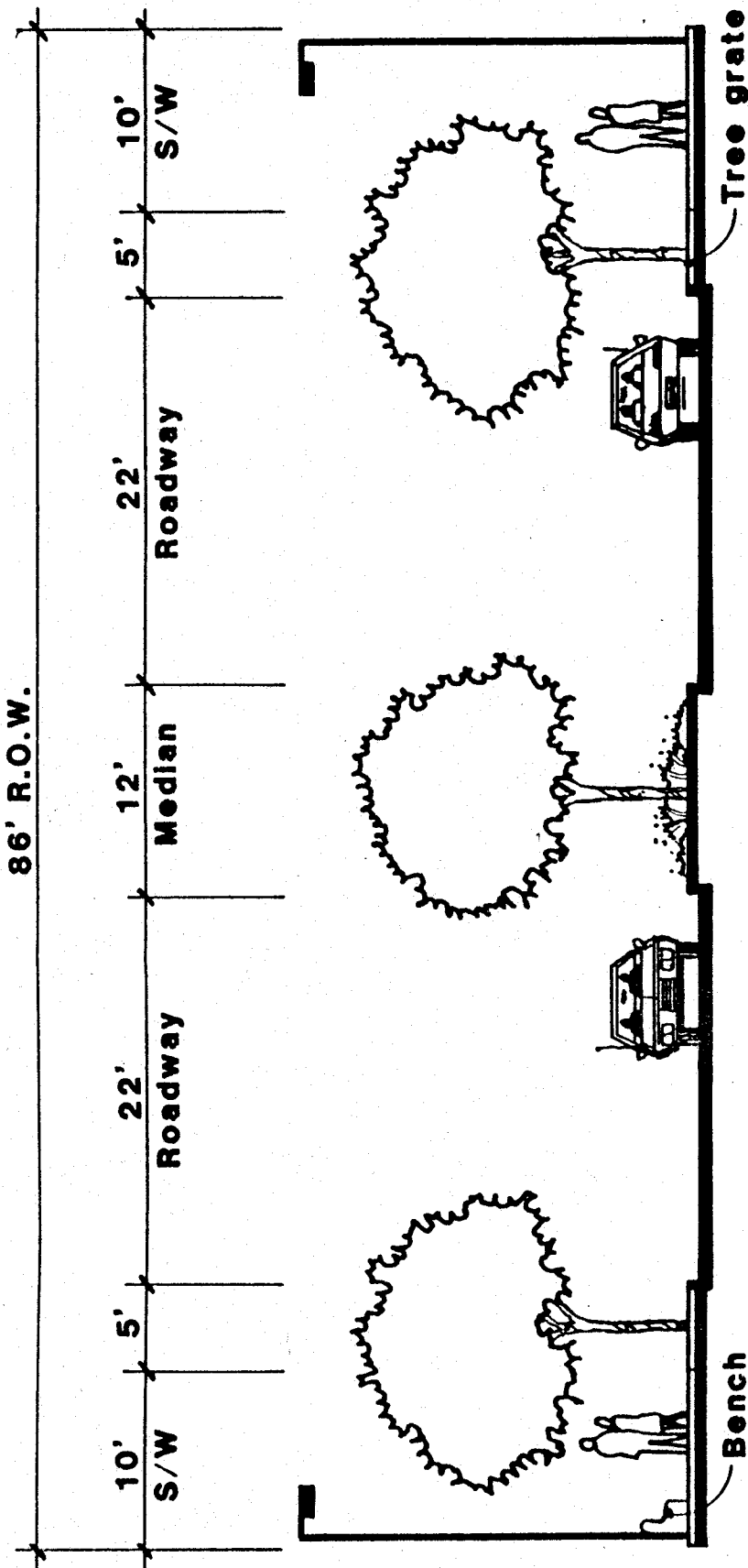


DON'T DO THIS



Benches should face the street or activity focus.

2. Type Two streets (Louisiana Boulevard, Indian School Road and Uptown Boulevard within the loop road) will have the same 10' sidewalk as Type One streets; however, the 5' parkway and street furniture are not provided. Development along Type Two streets will not be subject to the regulations proposed for Type One streets. These streets will be lined with trees planted every 30 feet in tree wells along the curb.
3. Type Three streets (Menaul Boulevard, San Pedro Boulevard, and Louisiana Boulevard, Indian School Road and Uptown Boulevard outside the loop road) will continue to function primarily as auto carriers. However, the existing sidewalk ordinance shall be strictly enforced. Street trees shall be by the property owner and planted every 30 feet between the sidewalk and the curb.
4. In order to create a sense of pedestrian scale and safety, Indian School Road should have a raised landscaped median designed to be accommodated within the existing right-of-way.



Loop Road Section
 UPTOWN SECTOR PLAN FIGURE 5

B. Require open space for new non-residential development

New non-residential development in Uptown will be required to preserve and develop open space in the form of pedestrian plazas, which are to be located at about 1,000 foot intervals along the pedestrian avenues. (See Section 3.C. of the Land Use Section for specific requirements.)

C. Encourage the creation of pedestrian paths through developments, linking surrounding residential areas and commercial/office developments to the pedestrian carrier streets

Provide for pedestrians paths linking land uses, including surrounding residential neighborhoods, to the loop road. New site development plans shall be required to include interior, private pedestrian paths as well.

The San Pedro bridge crossing of Interstate 40 has been replaced and now includes improved pedestrian facilities. The State Highway and Transportation Department has plans to replace the Pennsylvania bridge over Interstate 40 in the next five years. This will allow the opportunity to improve pedestrian circulation over Interstate 40 with a similar facility to the San Pedro bridge.

D. In keeping with the Americans with Disabilities Act (ADA), ensure that all pedestrian facilities meet the needs of handicapped persons with respect to curb ramp dimensions, slope, and surface. Eliminate all obstacles to provide barrier-free access to all pedestrian systems and buildings.

E. Emphasize trees as an integral element of the public right-of-way landscape theme

The landscape theme for Type One streets will be consist of three rows of trees providing shade and comfort for the pedestrian path system. Provisions of the Street Tree Ordinance require one tree for every thirty linear feet of right-of-way. In addition, to mitigate the visual effect of large expanses of pavement, parking areas will be required to provide one tree for every 10 parking spaces with no parking space being more than 100 feet from a tree trunk. A regimented spacing of trees and vehicle spaces is not implied here. It is expected that plantings will be clustered in natural groupings. Seventy-five percent of the required parking area trees are to be pollution-resistant deciduous specimens. All selected tree types shall be capable of reaching a canopy spread of twenty-five feet or more.

The trees which line the streets and pedestrian areas will be deciduous varieties, such as green and modesto ash, London plane, and honey locust. The maintenance of these trees and additional landscape shall be by the adjacent property owner.

DO THIS



DON'T DO THIS



Street trees provide protection, shade, and a more pleasant environment for the pedestrian.

F. Financing for open space

The capital cost for open space development presented here was estimated in 1981 to be \$5.8 million exclusive of design and land acquisition costs. The public share of these costs was to be approximately \$5.0 million; the private share, as described in the original sector plan, approximately \$800,000. Not all of the landscaping and park development is taking place at once; the pedestrian improvements are being made when street system improvements are undertaken. The capital costs associated with these proposed projects are being financed through the issuance of general obligation bonds.

Maintenance costs and water requirements for the proposed open space development are kept to a minimum by using trees, rather than grass or shrubbery, as the primary landscaping element. In addition, all open space areas are to be watered with a drip irrigation system and/or water-efficient sprinkler system. Even with these cost saving measures, however, maintenance of the City projects requires significant expenditures from the operating budget. These operating costs are justified if thought of as utilization of the property tax revenues from Uptown. Commercial properties in Uptown generate over \$2 million in property taxes yearly. Of this amount, more than \$70,000 is available to the City's operating budget.

APPENDIX A

Guidelines for Traffic Impact Studies

The policy direction suggested by the Mobility Study places great emphasis on the process by which proposals for commercial expansion are reviewed and approved, with mitigation. In this section, a general discussion of the requirements of the Traffic Impact Assessment is provided.

Traffic Impact Study requirements and procedures for use in the analysis of Uptown development proposals are specified in the Development Process Manual.

Traffic Mitigation Plans and Traffic Reduction Plans

Proposed developments found to cause traffic conditions on Uptown streets and intersections to fall below existing levels, or level of service D, whichever is worse, require traffic mitigation plans. Mitigation plans will represent the project sponsor's proposal for how substandard traffic operations will be offset by other types of mobility improvements. Mitigation plans may incorporate these elements:

1. The project sponsor may offer to underwrite a traffic reduction program which will seek to reduce peak traffic loads which otherwise would be generated by the development. The scope of the traffic reduction program may include existing properties in Uptown Center, not just the proposed site.
2. Local improvements to the traffic circulation system. The project sponsor may offer to implement various combinations of widening projects, signalization projects, intersection improvement projects, or other improvements to mitigate the effects of the proposed development.

The Traffic Mitigation Plan should include:

1. A description of the proposed projects and programs.
2. An assessment of the proposed impact on trip generation, both for the properties affected as well as for Uptown as a whole.
3. An assessment of traffic service levels resulting from the proposed development, as mitigated by the traffic mitigation plan.
4. A financial plan. Total capital outlay required to install infrastructure components of the programs. For projects involving ongoing management and operations, estimates of annual operating costs associated

with the program. For measures which will be taken after project approval, the financial plan will indicate the amount of performance bond which will be posted and the conditions by which performance will be considered attained.

5. Traffic reduction elements of a traffic mitigation plan should address these elements:
 1. The types of tactical measures which will be implemented by tenants of the development. (See list of tactics below.)
 2. Performance targets, expressed in terms of auto occupancy, modal shifts, peak hour vehicle generation reductions, or other such measures by which to judge the performance of the program.
 3. The ongoing organizational mechanism by which management of the traffic reduction program will be administered.
 4. Ongoing monitoring and reporting responsibilities which will be honored.
 5. In cases where other property owners or tenants will be party to the mitigation program, written commitments will be incorporated into the plan.

Potential Traffic Demand Reduction Measures

Organizational Support

*Transportation Management Association Support
On-Site Transportation Coordinator and Transportation Office*

Work Hours Management

*Staggered Work Hours
Flex-time
4-40 Work Week*

Ridesharing

*Rideshare Matching Services
Vanpool Cash Subsidy Program
Ridesharing Advertising, Promotions, and Prizes
Travel Allowance*

Parking Programs

*Preferential Parking for Carpoolers and Vanpoolers
Pay Parking for Employees
Discounts for Parking for Carpoolers*

Transit Tactics

*Free or Discounted Transit Passes
Direct Subsidy for Expanded Transit Operations
Transit Infrastructure Improvements: bus stops, bus stop amenities, park-and-ride lots, transportation centers*

Other

Facilities for Bicyclists

Appendix B

Definitions and Abbreviations

1. BID - Business Improvement District
2. TMO and TMA - Transportation Management Organization and Transportation Management Association
3. Traffic Reduction Plan and Traffic Impact Mitigation Plan
4. TRO - Traffic Reduction Ordinance
5. TSM - Traffic Systems Management
6. SOV- Single-Occupant Vehicle
7. Retail/Commercial uses - Stores of 20,000 square feet or less which specialize in quality apparel or hard goods as opposed to a wide variety of general merchandise. May also include business services, art galleries, import shops, book stores, travel agencies and uses of a similar nature which generate similar traffic demand, and which are essentially supportive of primary uses on the site. Their design should be very pedestrian-oriented.

Appendix C

UPTOWN SECTOR DEVELOPMENT PLAN PARCEL ZONING

