

Roadway cross sections to be considered as the basis for roadway design options within this planning or study area



SECTOR DEVELOPMENT PLAN

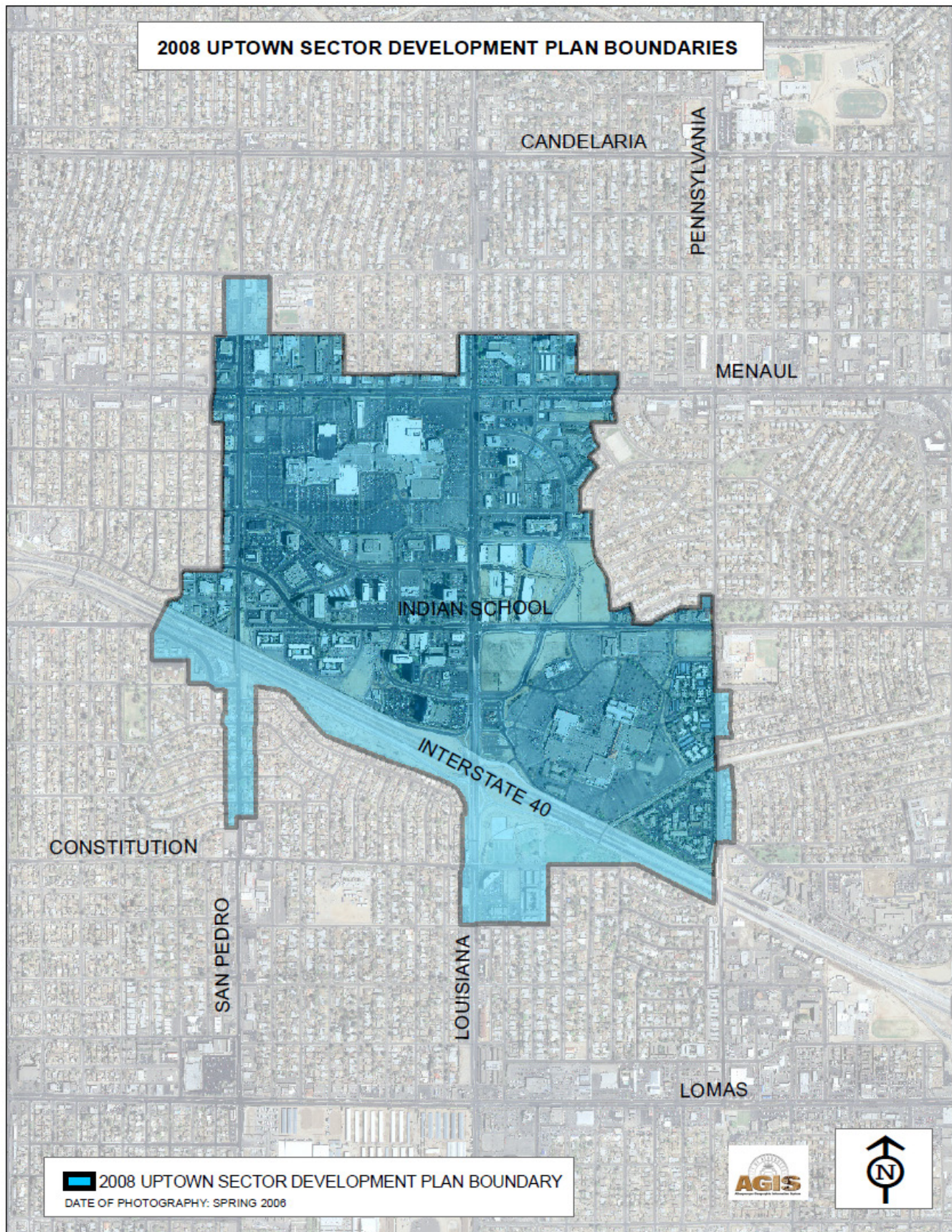


Adopted January 15, 2009

Amended through December 2013

Repealed - R-17-213. For the full Sector Development Plan, see:
<http://www.cabq.gov/planning/plans-publications/area-sector-development-plans>

2008 UPTOWN SECTOR DEVELOPMENT PLAN BOUNDARIES




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



TABLE OF CONTENTS

Map: Uptown Sector Development Plan Regional Context	7
Map: Uptown Sector Development Plan Boundaries	8
Chapter I. Introduction and Purpose	9
Chapter II. Definitions	12
Chapter III. Intent and Goals	28
A. Zoning	28
B. Design	28
C. Open Space	29
D. Pedestrians	29
E. Environment	30
F. Parking	31
G. Transportation	32
H. Bicycle Circulation	33
I. Wayfinding	33
J. Public Connectivity Infrastructure	34
K. Funding Opportunities	34
Map: Uptown Sector Development Plan – Zoning	37
Chapter IV. Mixed-Use Zones	38
A. SU-3 for MU-UPT and SU-3 for MU-UPT/Buffer	38
B. Permissive Uses	38
C. Prohibited Uses	43
D. Lot Size	45
E. Building Size	45
F. Floor Area Ratio (FAR)	45
G. Height	45
H. Setbacks	46

Chapter V. Zoning and Design Regulations	49
A. Buildings	49
B. Screening	50
C. Fencing and Walls	51
D. Open Space	51
E. Pedestrian Plazas and Playgrounds	54
F. Landscape	55
G. Trees	57
H. Walkways	60
I. Landscape Buffers	61
J. Parking	62
K. Landscape Plan	65
L. Signage	66
M. Wireless Telecommunication Facilities (WTFs)	73
N. Single-Level, Single-User Retail Facilities (SLSURFs)	73
 Chapter VI. Public Connectivity Infrastructure	 75
A. Pedestrian Circulation System (PCS)	75
B. Bicycle Circulation System (BCS)	75
C. Parking Structures	76
D. Wayfinding System	77
E. Circulator	77
F. The Basics – Infrastructure	77
 Chapter VII. Review and Approval Process	 82
A. Site Development Plans for Building Permit	82
B. Review and Approval Process	82
C. Site Development Plan Denial	84
D. Appeal Process	85
E. Administrative Amendment	85
F. Deviation Process	86
 Chapter VIII. Appendixes	 88
Appendix A Tree List for Shade, Signature and Evergreen Trees	89
Appendix B Planting Guides	90
Appendix C Border Design	96

intent of the 2008 USDP to restrict Parking in such a way as to make the Uptown Area less marketable than other parts of the City.

The Parking goals include:

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

G. Transportation

The intent of the 2008 USDP in regard to transportation is to create a safe environment for people to travel in and around the Uptown Area using various modes of transportation. It is important that everyone involved works to mitigate traffic congestion and safeguard air quality. The Uptown Progress Team Neighborhood Association (UPTNA) through the formation of a Business Improvement District (BID) should be the force behind achieving many of the following goals.

The transportation goals include:

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

H. Bicycle Circulation

The intention of the 2008 USDP is to encourage bicycling in the Uptown Area and to make it a more safe and enjoyable experience.

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

1. Encouraging the Uptown Area property/business owners to install bicycle racks and covered bicycle storage where possible and desirable.
2. Planning bicycle activities for all ages to entice bicyclists to the Uptown Area.
3. Building the Bicycle Circulation System (BCS) described in the Public Connectivity Infrastructure, Chapter VI. of the 2008 USDP.

I. Wayfinding

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

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

The goals for the Wayfinding System include:

1. Creating an Uptown logo with the help of the UPTNA. This will be the symbol that gives the Uptown Area a “sense of place”. It is a visual presence that ties the whole Uptown Area together but does not interfere with other commercial identities.
2. Developing an overall signage package for pedestrians, drivers and bicyclists that provide directional signage to all areas and uses in the Uptown Area, incorporating the logo.
3. Providing Kiosks or other signage at various locations for the purpose of posting information on current Community Activities.
4. Developing a Wayfinding System as described in Public Connectivity Infrastructure, Chapter VI. of the 2008 USDP.

J. Public Connectivity Infrastructure

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

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

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

In order to finance and build the Public Connectivity Infrastructure it is necessary to create Public/Private Partnerships between the City of Albuquerque, Bernalillo County, the State of New Mexico and the landowners in the Uptown Area. The 2008 USDP recognizes that without a Public/Private Partnership this level of new public infrastructure might not be achieved and redevelopment efforts could be stifled.

K. Funding Opportunities

It is the intent of the 2008 USDP to facilitate the successful growth and evolution of Uptown. To allow Uptown to realize its potential it is necessary to provide new public infrastructure that will draw people to the Uptown Area.

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

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

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

Chapter VI. PUBLIC CONNECTIVITY INFRASTRUCTURE

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

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

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

Some of the enhancements listed here are currently required on a smaller scale in the Chapter V. of the 2008 USDP. However, in order to finance all of the much needed new infrastructure it is necessary to create Public/Private Partnerships between the City of Albuquerque, Bernalillo County, the State of New Mexico and the landowners in the Uptown Area. The 2008 USDP recognizes that without a Public/Private Partnership the level of public infrastructure described in this chapter probably cannot be achieved or required and redevelopment efforts could be stifled.

Because the Uptown Area has so many owners and stakeholders it is imperative that all new infrastructure be planned and executed in a coordinated manner. This Chapter of the 2008 USDP is just a framework. The Public Connectivity Infrastructure, used as a guiding document, sets out the various elements necessary to accomplish the creation of a safe, cohesive, dynamic, exciting “place to be” identity for Uptown. Specific goals and regulations will be written later as part of any development agreement that involves Public/Private funding. This chapter is intended to give the public an idea of what is envisioned for Uptown and what Uptown’s potential truly is. If TIDD funding is approved the Public Connectivity Infrastructure will be included in the TIDD Development Agreement. The Public Connectivity Infrastructure includes but is not limited to the following elements:

A. The Pedestrian Circulation System (PCS)

The Pedestrian Circulation System is designed to make walking in Uptown a safer, more enjoyable experience. This infrastructure creates a park-like experience in and around the built environment of Uptown. The PCS provides pedestrians with easy access to the whole Uptown

Area; offices, businesses, restaurants, entertainment venues, the Uptown Circulator, City bus stops, Parking Lots and eventually Parking Structures.

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

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

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

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

B. The Bicycle Circulation System (BCS)

The Bicycle Circulation System is designed and implemented to enhance and connect bicycle lanes, routes and trails in order to increase bicycle travel and make it safer and more enjoyable. Bicycle lanes, routes and trails should all be clearly marked and striped or re-striped when necessary. All Bikeways should display ample Wayfinding signage.

Parking for bicycles should be provided inside Parking Structures which have connectivity to Bikeways. Bicycle rentals should be encouraged and facilitated.

C. Parking Structures

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

Below and above ground Parking Structures are encouraged in order to maximize land use, emphasize environmentally responsible "Park Once" behavior and to lessen the need for large areas of Surface Parking. As Uptown redevelops, hopefully, the existing Surface Parking will transition more towards Parking Structures but that is not likely to happen without Public/Private Partnership funding. Public Connectivity Infrastructure establishes Parking Basins in order to ensure logical placement of Parking Structures. Coordination between Site owners in each

Parking Basin is encouraged in order to help choose the best location for each Parking Structure. Parking Structures should be located within each Basin in such a manner to reduce vehicle miles traveled but should also be located in places that the public will be inclined to use the Structures.

D. The Wayfinding System

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

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

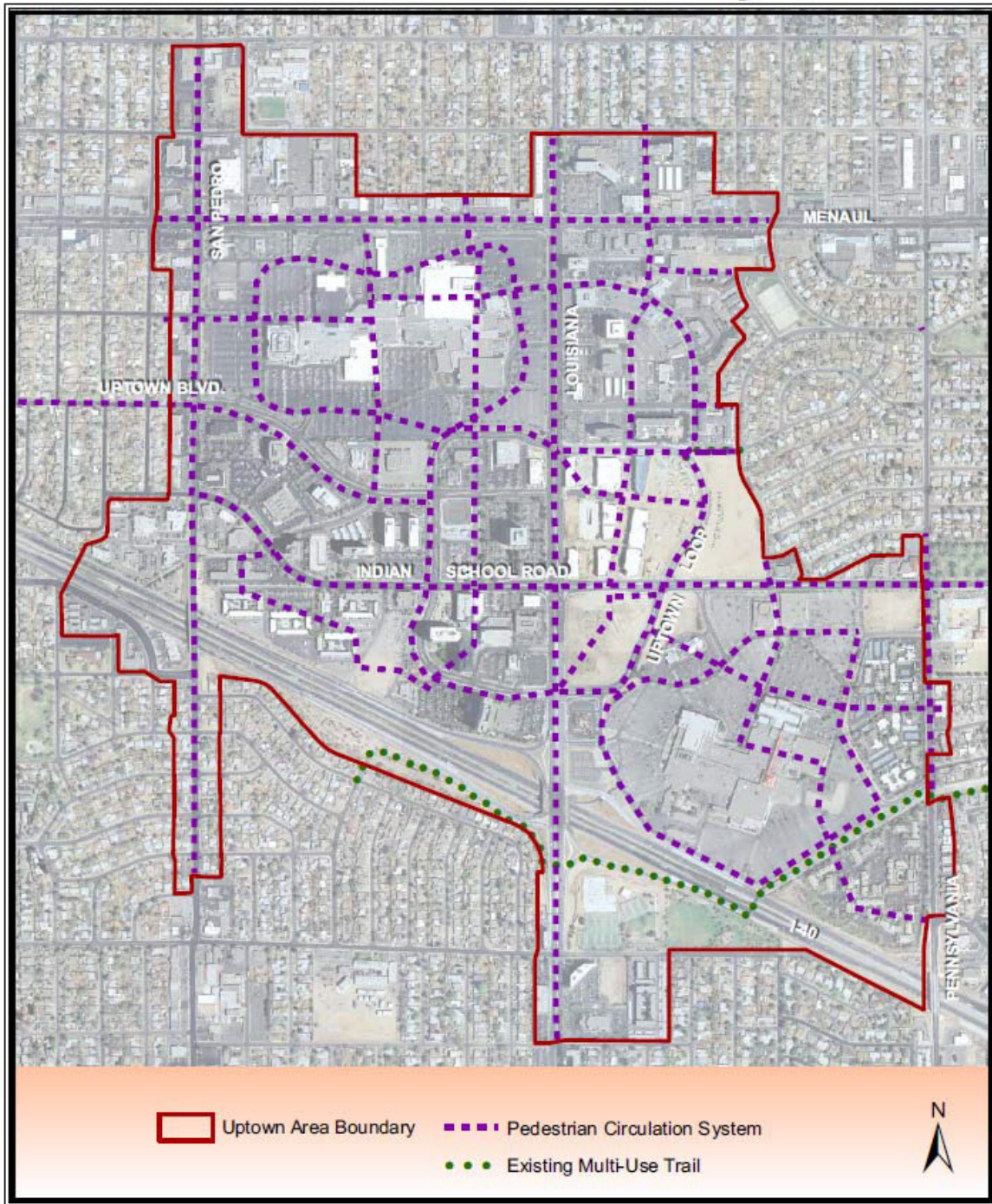
E. Circulator

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

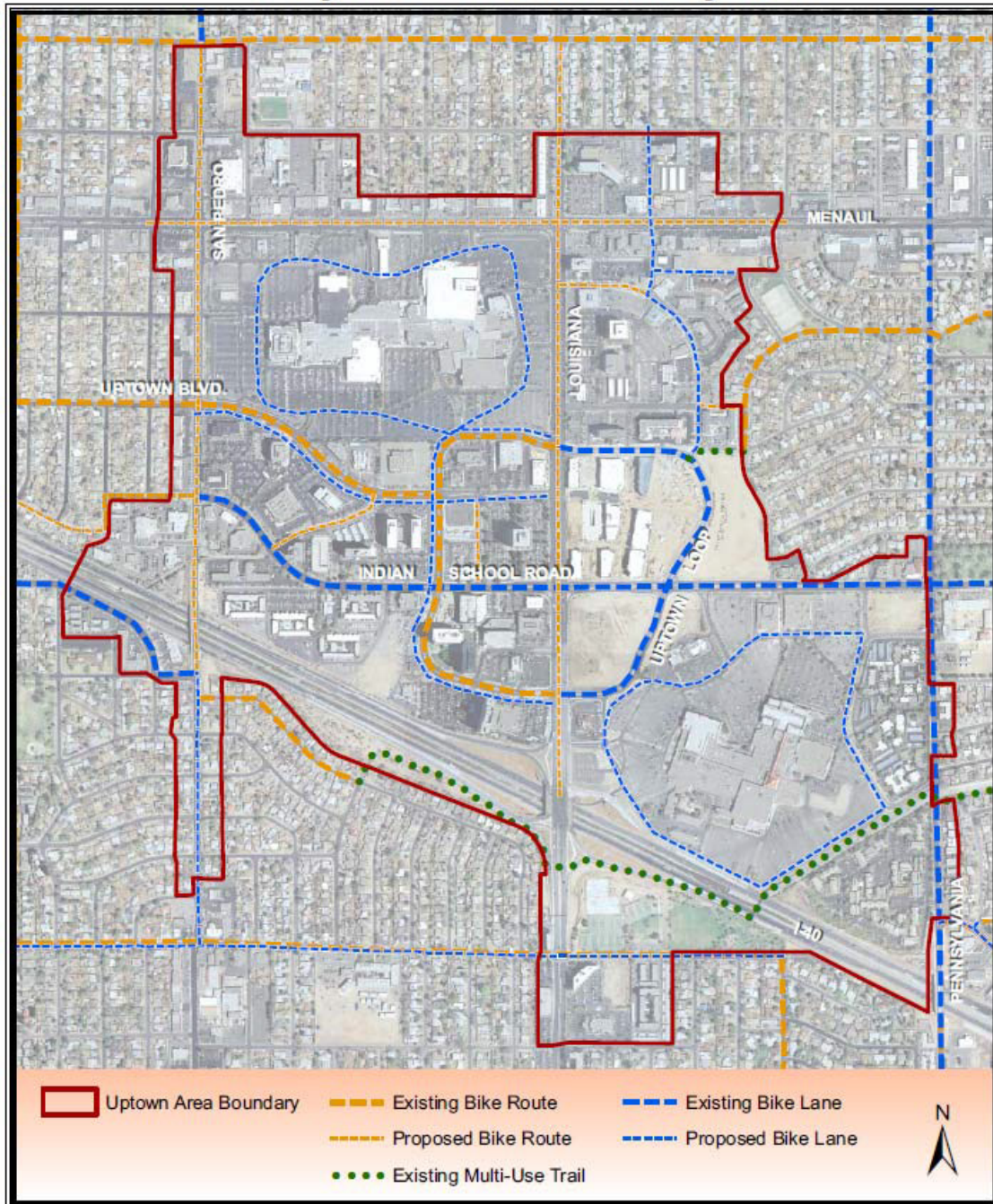
F. The Basics – Infrastructure

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

Pedestrian Circulation System



Bicycle Circulation System



Uptown Parking Basins

