HEARING DATE: 10-19-11 (SBP)

DRB CASE ACTION LOG
(Site Plan - Building Permit)

This sheet *must* accompany your plat or site plan to obtain delegated signatures. Return sheet with site plan/plat once comments have been addressed.

DRB Application No.: 11DRB-70281 Project # 1007316
Project Name: Hunt Spectrum Development Site
Agent: DEKKER, PERICH, SABATINI Phone No.:

Your request was approved on 11-16-11 by the **DRB with delegation of signature(s) to the following departments.**

OUTSTANDING SIGNATURES COMMENTS TO BE ADDRESSED:

☐ **TRANSPORTATION**:

☐ **ABCWUA**:

☑ **CITY ENGINEER / AMAFCA**: SIA

☐ **PARKS / CIP**:

☑ **PLANNING (Last to sign)**: - Comply w/ Comments
15 day Deferral

☑ **Planning must record this plat. Please submit the following items:**

-The original plat and a mylar copy for the County Clerk.
-Tax certificate from the County Treasurer.
-Recording fee (checks payable to the County Clerk). **RECORDED DATE**: _____
-Tax printout from the County Assessor.

- ☐ **3 copies of the approved site plan. Include all pages.**
- ☐ **County Treasurer's signature must be obtained prior to the recording of the plat with the County Clerk.**
- ☐ **Property Management's signature must be obtained prior to Planning Department's signature.**
- ☐ **AGIS DXF File approval required.**
- ☐ **Copy of recorded plat for Planning.**

Z

DRB CASE ACTION LOG
(Preliminary/Final)

This sheet *must* accompany your plat or site plan to obtain delegated signatures. Return sheet with site plan/plat once comments have been addressed.

DRB Application No.: *11DRB-70303* Project # *1007316*

Project Name: *Hunt -Spectrum Development Site*

Agent: *Hunt Uptown, II, LLC* Phone No.:

Your request was approved on 11-16-11 by the **DRB with delegation of signature(s) to the following departments.**

OUTSTANDING SIGNATURES COMMENTS TO BE ADDRESSED:

- ☐ **TRANSPORTATION**:
- ☐ **ABCWUA**:
- ☐ **CITY ENGINEER / AMAFCA**:
- ☐ **PARKS / CIP**:
- ☒ **PLANNING (Last to sign)**: 15 days, -bzf
- ☐ **Planning must record this plat. Please submit the following items:**

  -The original plat and a mylar copy for the County Clerk.
  -Tax certificate from the County Treasurer.
  -Recording fee (checks payable to the County Clerk). **RECORDED DATE**: _____
  -Tax printout from the County Assessor.
  - ☐ **3 copies of the approved site plan. Include all pages.**
  - ☐ **County Treasurer's signature must be obtained prior to the recording of the plat with the County Clerk.**
  - ☐ **Property Management's signature must be obtained prior to Planning Department's signature.**
  - ☒ **AGIS DXF File approval required.**
  - ☐ **Copy of recorded plat for Planning.**

City of Albuquerque Planning Department

DEVELOPMENT AND BUILDING SERVICES

STANDARD APPLICATION, Paper Plans Required

DEVELOPMENT REVIEW BOARD

Category Code 910
2012 070 007

01/06/2012 Issued By: E08375 132878

Application Number: **12DRB-70007**, Amended Sdp For Bp

Address:

Location Description: INDIAN SCHOOL RD NE BETWEEN LOUISIANA BLVD NE AND UPTOWN LOOP RD NE

Project Number: 1007316

Applicant
HUNT UPTOWN II, LLC

201 3RD ST NW SUITE 1150
ALBUQUERQUE NM 87102
243-4868

Agent / Contact
LAWRENCE A CATES AND ASSOCIATES, LLP

14800 QUORUM DR SUITE 200
DALLAS TX 75254
972-385-2272

Application Fees

441018/4943000	APN Fee	
441032/3416000	Conflict Mgmt Fee	**$20.00**
441006/4958000	DRB Actions	**$50.00**
	TOTAL:	**$70.00**

City Of Albuquerque
Treasury Division

1/6/2012 9:40AM LOC: ANNX
WS# 008 TRANS# 0004
RECEIPT# 00142643-00142643
PERMIT# 2012070007 TRSSVG
Trans Amt $70.00
Conflict Manag. Fee $20.00
DRB Actions $50.00
CK $70.00
CHANGE $0.00

Thank You

City of Albuquerque Planning Department

DEVELOPMENT AND BUILDING SERVICES

STANDARD APPLICATION, Paper Plans Required

DEVELOPMENT REVIEW BOARD

Category Code 910
2011 070 284

10/07/2011 Issued By: BLDAVM 125065

Application Number: **11DRB-70284**, Minor - Sdp For Building Permit

Address:

Location Description: INDIAN SCHOOL BETWEEN LOUISIANA AND UPTOWN

Project Number: 1007316

Applicant
HUNT UPTOWN II, LLC

201 3RD ST NW, SUITE 1150
ALBUQUERQUE NM 87102
505-243-4868

Agent / Contact
DEKKER/PERICH/SABATINI

7601 JEFFERSON NE SUITE 100
ALBUQUERQUE NM 87109

Application Fees

441018/4943000	APN Fee	
441032/3416000	Conflict Mgmt Fee	**$20.00**
441006/4958000	DRB Actions	**$385.00**
	TOTAL:	**$405.00**

City Of Albuquerque
Treasury Division

10/7/2011 11:29AM LOC: ANNX
WS# 006 TRANS# 0005
RECEIPT# 00139725-00139725
PERMIT# 2011070284 TRSMCS
Trans Amt $405.00
Conflict Manag. Fee $20.00
DRB Actions $385.00
CK $405.00
CHANGE $0.00

Thank You

City of Albuquerque Planning Department

DEVELOPMENT AND BUILDING SERVICES

STANDARD APPLICATION, Paper Plans Required

DEVELOPMENT REVIEW BOARD

Category Code 910
2011 070 303

10/24/2011 Issued By: BLDAVM 126611

Application Number: **11DRB-70303**, Minor - Preliminary/ Final Plat Approval

Address:

Location Description: LOUISIANA BETWEEN INDIAN SCHOOL AND UPTOWN LOOP

Project Number: 1007316

Applicant
HUNT UPTOWN II, LLC

201 3RD ST NW, SUITE 1150
NM

Agent / Contact
SURV-TEK INC
RUSS HUGG
9384 VALLEY VIEW DR NW
ALBUQUERQUE NM 87114

RUSSHUGG@SURVTEK.COM

Application Fees

441018/4943000	APN Fee	
441032/3416000	Conflict Mgmt Fee	**$20.00**
441006/4958000	DRB Actions	**$215.00**
	TOTAL:	**$235.00**

City Of Albuquerque
Treasury Division

10/24/2011 1:55PM LOC: ANNX
ISH 008 TRANS# 0048
RECEIPT# 00139420-00139420
PERMIT# 2011070303 TRSLNP
Trans Amt $235.00
Conflict Manag. Fee $20.00
DRB Actions $215.00
CK $235.00
CHANGE $0.00

Thank You

Current DRC
Project Number: 786782

Figure 12

Date Submitted: 2/22/2012
Date Site Plan Approved: 11/16/2001
Date Preliminary Plat Approved:
Date Preliminary Plat Expires:
DRB Project No.: 1007316
DRB Application No.:

ORIGINAL

INFRASTRUCTURE LIST
EXHIBIT "A"
TO SUBDIVISION IMPROVEMENTS AGREEMENT
DEVELOPMENT REVIEW BOARD (D.R.B.) REQUIRED INFRASTRUCTURE LIST

TARGET @ ABQ UPTOWN

PROPOSED NAME OF PLAT AND/OR SITE DEVELOPMENT PLAN

TRACT A - HUNT SPECTRUM DEVELOPMENT SITE

EXISTING LEGAL DESCRIPTION PRIOR TO PLATTING ACTION

Following is a summary of PUBLIC/PRIVATE Infrastructure required to be constructed or financially guaranteed for the above development. This Listing is not necessarilly a complete listing. During the SIA process and/or in the review of the construction drawings, if the DRC Chair determines that appurtenant items and/or unforseen items have not been included in the infrastructure listing, the DRC Chair may include those items in the listing and related financial guarantees. Likewise, if the DRC Chair determines that appurtenant or non-essential items can be deleted from the listing, those items may be deleted as well as the related portions of the financial guarantees. All such revisions require approval by the DRC Chair, the User Department and agent/owner. If such approvals are obtained, these revisions to the listing will be incorporated administratively. In addition, any unforeseen items which arise during construction which are necessary to complete the project and which normally are the Subdivider's responsibility will be required as a condition of project acceptnce and close out by the City.

SIA Sequence #	COA DRC Project #	Size	Type of Improvement	Location	From	To	Private Inspector	City Inspector	City Cnst. Engineer
			Water						
	786782	8"	New Water Line w/ Appertenances - 76 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1	/	/	/
	786782	6"	New Water Line w/ Appertenances - 87 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Uptown Loop Rd. NE	/	/	/
	786782	2"	New Water Service Line (Domestic) w/ Meter - 61 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1	/	/	/
			Storm Sewer						
	786782	24" Ø	New Storm Drain Connection	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1	/	/	/
			Sanitary Sewer						
	786782	4' Ø	Sanitary Sewer Manhole	Uptown Loop Rd. NE			/	/	/
			Paving						
	786782	12' Width	New Concrete Deceleration & Right Turn Lane	Louisiana Blvd. NE			/	/	/
	786782		Enhanced Crosswalk	Intersections of Indian School Rd. NE / Louisiana Blvd. NE & Indian School Rd. NE / Uptown Loop Rd. NE			/	/	/

NOTES

1

2

3

AGENT / OWNER	DEVELOPMENT REVIEW BOARD MEMBER APPROVALS

Daniel B. Stewart, P.E.
NAME (print)

Lawrence A. Cates & Assoc., LLP
FIRM

02/21/12
SIGNATURE - date

MAXIMUM TIME ALLOWED TO CONSTRUCT THE IMPROVEMENTS WITHOUT A DRB EXTENSION: _____

2-22-12
DRB CHAIR - date

02-22-12
TRANSPORATION DEVELOPMENT - date

02/22/12
UTILITY DEVELOPMENT - date

2-22-12
CITY ENGINEER - date

2-22-12
PARKS & RECREATION - date

_____
AMAFCA - date

_____
_____ - date

_____
_____ - date

DESIGN REVIEW COMMITTEE REVISIONS

REVISION	DATE	DRC CHAIR	USER DEPARTMENT	AGENT / OWNER

Current DRC
Project Number: 786782

Figure 12

Date Submitted: 1-18-12
Date Site Plan Approved: 11/16/2001
Date Preliminary Plat Approved:
Date Preliminary Plat Expires:
DRB Project No.: 1007316
DRB Application No.:

ORIGINAL

INFRASTRUCTURE LIST
EXHIBIT "A"
TO SUBDIVISION IMPROVEMENTS AGREEMENT
DEVELOPMENT REVIEW BOARD (D.R.B.) REQUIRED INFRASTRUCTURE LIST

TARGET @ ABQ UPTOWN

PROPOSED NAME OF PLAT AND/OR SITE DEVELOPMENT PLAN

TRACT A - HUNT SPECTRUM DEVELOPMENT SITE

EXISTING LEGAL DESCRIPTION PRIOR TO PLATTING ACTION

Following is a summary of PUBLIC/PRIVATE Infrastructure required to be constructed or financially guaranteed for the above development. This Listing is not necessarilly a complete listing. During the SIA process and/or in the review of the construction drawings, if the DRC Chair determines that appurtenant items and/or unforseen items have not been included in the infrastructure listing, the DRC Chair may include those items in the listing and related financial guarantees. Likewise, if the DRC Chair determines that appurtenant or non-essential items can be deleted from the listing, those items may be deleted as well as the related portions of the financial guarantees. All such revisions require approval by the DRC Chair, the User Department and agent/owner. If such approvals are obtained, these revisions to the listing will be incorporated administratively. In addition, any unforeseen items which arise during construction which are necessary to complete the project and which normally are the Subdivider's responsibility will be required as a condition of project acceptnce and close out by the City.

SIA Sequence #	COA DRC Project #	Size	Type of Improvement	Location	From	To	Private Inspector	City Inspector	City Cnst. Engineer
			Water						
	786782	8"	New Water Line w/ Appertenances - 76 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1	/	/	/
	786782	6"	New Water Line w/ Appertenances - 87 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Uptown Loop Rd. NE	/	/	/
	786782	2"	New Water Service Line (Domestic) w/ Meter - 61 L.F.	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1	/	/	/
	786782		**Storm Sewer**				/	/	/
		24" Ø	New Storm Drain Connection	Uptown Loop Rd. NE	Uptown Loop Rd. NE	Tract A-1			
			Sanitary Sewer				/	/	/
	786782	4' Ø	Sanitary Sewer Manhole	Uptown Loop Rd. NE					
			Paving				/	/	/
	786782	12' Width	New Concrete Deceleration & Right Turn Lane	Louisiana Blvd. NE					
	786782	2 EA.	Pedestrian Refuge Area	Indian School Rd. NE	Q Street	Tract A-1	/	/	/

NOTES

1 _____

2 _____

3 _____

AGENT / OWNER	DEVELOPMENT REVIEW BOARD MEMBER APPROVALS

Daniel B. Stewart, P.E.
NAME (print)

Lawrence A. Cates & Assoc., LLP
FIRM

D. Daniel Stewart 1/17/12
SIGNATURE - date

MAXIMUM TIME ALLOWED TO CONSTRUCT THE IMPROVEMENTS WITHOUT A DRB EXTENSION:_____

1-18-12
DRB CHAIR - date

01-18-12
TRANSPORATION DEVELOPMENT - date

01/18/12
UTILITY DEVELOPMENT - date

1-18-12
CITY ENGINEER - date

Carol S. Dumont 1-18-12
PARKS & RECREATION - date

_____
AMAFCA - date

_____
_____ - date

_____
_____ - date

DESIGN REVIEW COMMITTEE REVISIONS

REVISION	DATE	DRC CHAIR	USER DEPARTMENT	AGENT / OWNER

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
November 2, 2011
DRB Comments

ITEM # 5

PROJECT # 1007316 **APPLICATION # 11-70284**

RE: Tract A, Hunt-Spectrum Development Site

The proposed circulation plans for pedestrians and vehicles still does not appear to demonstrate suitable interconnectivity with one of the major, other sites of the Uptown Area, Winrock Center (Ch. V.H.11). The existing grades do not present a major obstacle to utilizing the full intersection at approximately the midpoint of the Uptown Loop Road between Louisiana Boulevard and Indian School Road. This remains an ideal location to provide for easy access to the other site (Ch. VI.A), as well providing parking structures in such a manner to reduce vehicle miles traveled (Ch. VI.C); alternatives to the proposed parking structure orientation need to be further discussed and reviewed.

The pedestrian linkage in the parking lot on the south of Building 1 might be served with a transverse connection at some point to be in the 3rd row; connection to the sidewalk near the vehicular entry remains preferable. (Ch. V.J.18.e).

Major revisions have been made for more Articulation elements as well as a greater scale and contrast; however, varying parapet heights and additional openings would substantially enhance the articulation for this size of building, particularly for the east and south.

Jack Cloud, DRB Chairman
924-3880/ jcloud@cabq.gov

DRB PUBLIC HEARING SIGN IN SHEET

Project #: 1007316

Date: _____

NAME: JOHN SALAZAR (SBP) ADDRESS: P.O. BOX 1888, ALB. NM ZIP: 87103

NAME: _____ ADDRESS: _____ ZIP: _____

NAME: _____ ADDRESS: _____ ZIP: _____

NAME: _____ ADDRESS: _____ ZIP: _____

NAME: _____ ADDRESS: _____ ZIP: _____

NAME: _____ ADDRESS: _____ ZIP: _____

NAME: _____ ADDRESS: _____ ZIP: _____

#1007316

#4

Date: 10-19-11

DRB PUBLIC HEARING
SIGN IN SHEET

Please proved your name and address for an opportunity to speak and/or receive an *official notice of decision*

1. Name: Erelyn Feltner Address: 2014 Utah NE
2. Name: Jim Dobbie Address: 201 Third St NW
3. Name: Cary Goodman & Darin Sand Address: 100 Sun Ave NE Ste 100
4. Name: _____ Address: _____
5. Name: _____ Address: _____
6. Name: _____ Address: _____
7. Name: _____ Address: _____

Send Notices !

DRB CASE ACTION LOG

(Site Plan – Building Permit)

This sheet *must* accompany your plat or site plan to obtain delegated signatures. Return sheet with site plan/plat once comments have been addressed.

DRB Application No.: 11DRB-70284 Project # 1007316

Project Name: DeKker, Perich, Sabatini

Agent: Hunt Site Spectrum Development Phone No.:

Your request was approved on _____ by the **DRB with delegation of signature(s) to the following departments.**

OUTSTANDING SIGNATURES COMMENTS TO BE ADDRESSED:

- ❑ **TRANSPORTATION**: _____
- ❑ **ABCWUA**: _____
- ❑ **CITY ENGINEER / AMAFCA**: _____
- ❑ **PARKS / CIP**: _____
- ❑ **PLANNING (Last to sign)**: _____
- ❑ **Planning must record this plat. Please submit the following items:**

-The original plat and a mylar copy for the County Clerk.
-Tax certificate from the County Treasurer.
-Recording fee (checks payable to the County Clerk). **RECORDED DATE**: _____
-Tax printout from the County Assessor.

- ❑ **3 copies of the approved site plan. Include all pages.**
- ❑ **County Treasurer's signature must be obtained prior to the recording of the plat with the County Clerk.**
- ❑ **Property Management's signature must be obtained prior to Planning Department's signature.**
- ❑ **AGIS DXF File approval required.**
- ❑ **Copy of recorded plat for Planning.**

OFFICIAL NOTICE OF DECISION

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DEVELOPMENT REVIEW BOARD

November 16, 2011

Project# 1007316
11DRB-70284 SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
11DRB-70303 MINOR - PRELIMINARY/ FINAL PLAT APPROVAL

DEKKER/PERICH/SABATINI and SURV-TEK INC, agent(s) for HUNT UPTOWN II, LLC request(s) the referenced/ above action(s) for all or a portion of Tract(s) A, **HUNT-SPECTRUM DEVELOPMENT SITE** zoned SU-3 MU-UPT, located on the south side of INDIAN SCHOOL RD NE between LOUISIANA BLVD NE and UPTOWN LOOP RD NE containing approximately 7.467 acre(s). (J-19)*[Deferred from 10-19-11, 11/2/11]*

The Site Development Plan for Building Permit was presented to the Development Review Board in compliance with the Uptown Sector Development Plan. Additionally, an Updated Traffic Impact Study was submitted and accepted by the City's Transportation Development Division.

With the signing of the infrastructure list dated November 16, 2011, the Site Development Plan for Building Permit was approved with final sign off delegated to City Engineer for recording of the Subdivision Improvement Agreement and to Planning to comply with the following conditions and expiration of the 15 day appeal period; the preliminary/final plat was approved with final sign off delegated to Planning:

1. The pedestrian linkage in the parking lot on the south of Building 1 shall have a flared/ split concrete connection to the public sidewalk on the Uptown Loop Road, to direct pedestrians west or east.
2. A contrasting color (and/ or material) shall be used as a major façade change over the new vehicular access on the east elevation.
3. An informational note shall be provided regarding care for delivery allocation to minimize semi-trailer conflicts with vehicular customer traffic.

Any person with standing who is aggrieved with any determination of the Development Review Board may file an appeal, but it must be within 15 days of the Development Review Board's decision. If you wish to appeal this decision you must do so by December 1, 2011, on the Planning Department appeal forms with the appropriate fee, to the Planning Department Front Counter. Appeal is to the Land Use Hearing Officer, who will make a recommendation to the City Council.

You will receive notice if any other person files an appeal. Successful applicants are reminded that other requirements of the City must be complied with, even after approval of the referenced application(s).

Jack Cloud, DRB Chair

Cc: Hunt Uptown II, LLC – 201 3rd St NW Ste 1150 – Albuquerque, NM 87102
Cc: Dekker/Perich/Sabatini – 7601 Jefferson St NE – Albuquerque, NM 87109
Cc: Gary Goodman – 100 Sun Ave NE St 100 – Albuquerque, NM 87109
Cc: John Salazar – P.O. Box 1888 – Albuquerque, NM 87103
Cc: Evelyn Feltner – 2014 Utah St NE – Albuquerque, NM 87110
Cc: Dave Harman – 2938 La Palomita Rd NE – Albuquerque, NM 87111
Cc: Dave Dekker – 2101 Mountain Rd NW – Albuquerque, NM 87104
Marilyn Maldonado

OFFICIAL NOTICE OF DECISION

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DEVELOPMENT REVIEW BOARD

November 16, 2011

Project# 1007316
11DRB-70284 SITE DEVELOPMENT PLAN FOR BUILDING PERMIT
11DRB-70303 MINOR - PRELIMINARY/ FINAL PLAT APPROVAL

DEKKER/PERICH/SABATINI and SURV-TEK INC, agent(s) for HUNT UPTOWN II, LLC request(s) the referenced/ above action(s) for all or a portion of Tract(s) A, **HUNT-SPECTRUM DEVELOPMENT SITE** zoned SU-3 MU-UPT, located on the south side of INDIAN SCHOOL RD NE between LOUISIANA BLVD NE and UPTOWN LOOP RD NE containing approximately 7.467 acre(s). (J-19)*[Deferred from 10-19-11, 11/2/11]*

The Site Development Plan for Building Permit was presented to the Development Review Board in compliance with the Uptown Sector Development Plan. Additionally, an Updated Traffic Impact Study was submitted and accepted by the City's Transportation Development Division.

With the signing of the infrastructure list dated November 16, 2011, the Site Development Plan for Building Permit was approved with final sign off delegated to City Engineer for recording of the Subdivision Improvement Agreement and to Planning to comply with the following conditions and expiration of the 15 day appeal period; the preliminary/final plat was approved with final sign off delegated to Planning:

1. The pedestrian linkage in the parking lot on the south of Building 1 shall have a flared/ split concrete connection to the public sidewalk on the Uptown Loop Road, to direct pedestrians west or east.
2. A contrasting color (and/ or material) shall be used as a major façade change over the new vehicular access on the east elevation.
3. An informational note shall be provided regarding care for delivery allocation to minimize semi-trailer conflicts with vehicular customer traffic.

Any person with standing who is aggrieved with any determination of the Development Review Board may file an appeal, but it must be within 15 days of the Development Review Board's decision. If you wish to appeal this decision you must do so by December 1, 2011, on the Planning Department appeal forms with the appropriate fee, to the Planning Department Front Counter. Appeal is to the Land Use Hearing Officer, who will make a recommendation to the City Council.

You will receive notice if any other person files an appeal. Successful applicants are reminded that other requirements of the City must be complied with, even after approval of the referenced application(s).

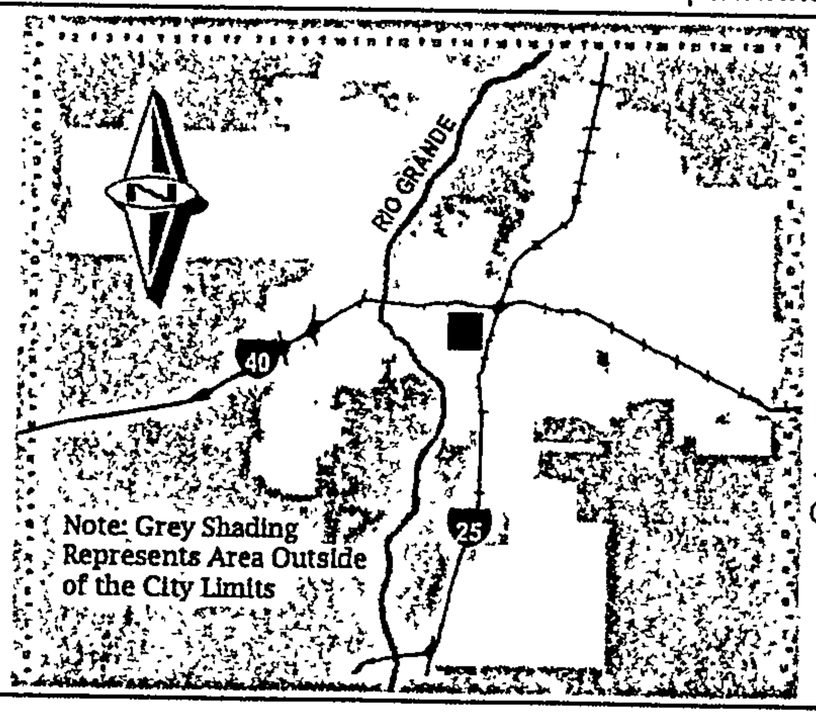
Jack Cloud, DRB Chair

Cc: Hunt Uptown II, LLC – 201 3rd St NW Ste 1150 – Albuquerque, NM 87102
Cc: Dekker/Perich/Sabatini – 7601 Jefferson St NE – Albuquerque, NM 87109
Cc: Gary Goodman – 100 Sun Ave NE St 100 – Albuquerque, NM 87109
Cc: John Salazar – P.O. Box 1888 – Albuquerque, NM 87103
Cc: Evelyn Feltner – 2014 Utah St NE – Albuquerque, NM 87110
Cc: Dave Harman – 2938 La Palomita Rd NE – Albuquerque, NM 87111
Cc: Dave Dekker – 2101 Mountain Rd NW – Albuquerque, NM 87104
Marilyn Maldonado

For more current information and more details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 2/4/2010



Zone Atlas Page:

J-14-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet

tan pants
sweats
s-suit
b/k shorts
cotton "

gray sweater
green vest
sv fleece

CLOUD48

Conlin

6851344 1

10 C4
T
C7 C2

C2 C1 C1 C2

Wireless
860.828.2000

Dkt Inv
860.828.4181
194

Wi Fi
or
relay

NAVAJO

SECTOR DEVELOPMENT PLAN

Adopted January 15, 2009

CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL

COUNCIL BILL NO. R-08-141 ENACTMENT NO. R-2009-001

SPONSORED BY: Sally Mayer

RESOLUTION

FOR AN AREA OF APPROXIMATELY 460 ACRES AS DEPICTED IN ATTACHMENT B AND BORDERED GENERALLY BY MENAUL NE ON THE NORTH, PENNSYLVANIA NE AND ESPANOLA NE ON THE EAST, CONSTITUTION NE AND INTERSTATE 40 ON THE SOUTH, AND SAN PEDRO NE ON THE WEST; REPEALING THE 1995 UPTOWN SECTOR DEVELOPMENT PLAN; ADOPTING THE REVISED 2008 UPTOWN SECTOR DEVELOPMENT PLAN AS A RANK 3 PLAN; CHANGING EXISTING ZONING FROM SU-3; SU-2/R-2 O-1; SU-2/R-2 C-2; SU-2/R-1; R-1 TO SU-3/MU-UPT AND SU-3/MU-UPT/BUFFER.

WHEREAS, there is a request to rescind the 1995 Uptown Sector Development Plan (1995 USDP) and adopt the Revised 2008 Uptown Sector Development Plan (2008 USDP); and

WHEREAS, the primary purpose of the 2008 USDP is to provide new zoning and design regulations to facilitate opportunities for development and redevelopment of Uptown as an economically and environmentally sustainable, business and pedestrian friendly Major Activity Center where people can live, work and play; and

WHEREAS, the boundaries of the 2008 USDP are the same as for the 1995 USDP, approximately Interstate 40 (south), Pennsylvania and Espanola (east), Phoenix Avenue and Menaul Boulevard (north), and San Pedro (west) as depicted on Attachment B attached hereto; and

WHEREAS, the public planning process for the 2008 USDP included four public meetings in the Uptown Area to which all affected Neighborhood Associations were invited, and the involvement of representatives from the

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

Uptown Progress Team Neighborhood Association, Otak, Inc. Consultants, and the Planning Department; and

WHEREAS, the City Council has reviewed the staff reports, the record from the Environmental Planning Commission (EPC), the transcripts from the EPC's hearing; and

WHEREAS, the 2008 USDP was considered at two Land Use, Planning and Zoning Committee meetings in October 2008 and the City Council meeting at which this Resolution was adopted.

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

SECTION 1. The City Council makes the following findings:

A. The City Council has provided notice of the proposed adoption of the 2008 USDP to all property owners within the boundaries of the plan, all property owners within 100 feet of the boundaries of the property covered by the plan and to all neighborhood associations within 100 feet of the boundaries of the property covered by the plan.

B. The hearings conducted by the Land Use, Planning and Zoning Committee and the City Council with respect to adoption of the 2008 USDP provided all owners of property directly impacted by the plan and all persons who demonstrated that they were or could be aggrieved by the adoption of the plan the opportunity to participate and present their position on the issue.

C. Under the City of Albuquerque's Comprehensive Plan, Uptown is a designated Major Activity Center.

D. The 2008 USDP facilitates the goal for Major Activity Centers by allowing mixed-use concentrations of interrelated activities that promote multi-modal access both to and within the Activity Center.

E. The 2008 USDP proposes new zoning and design regulations that identify design elements, appropriate uses, transportation service, and other details of implementation to help facilitate development of the Uptown Area into a Major Activity Center.

F. The 2008 USDP proposes public connectivity infrastructure that will help transform Uptown into a true Major Activity Center. The infrastructure includes a Pedestrian Circulation System, a Bicycle Circulation System, a

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

Localized Transportation System, Parking Structures, a Wayfinding System, and Civic Spaces. In order to obtain this infrastructure, the USDP encourages public/private partnerships to help finance the costs.

G. The 2008 USDP furthers the following policies for Major Activity Centers per the Comprehensive Plan:

Policy a: The 2008 USDP provides opportunities for highly concentrated commercial, service and employment uses in conjunction with area-wide needs.

Policy c: The 2008 USDP allows structures whose height, mass and volume would be significantly larger than any others in their surroundings.

Policy j. The 2008 USDP promotes public/private cooperation to support the development and function of the Uptown Major Activity Center.

H. The Uptown Area is located in the area designated Established Urban by the Comprehensive Plan. The 2008 USDP is consistent with the goal for Established Urban Areas by promoting a quality urban environment that enables Uptown to be identifiable, individual, and integrated within the metropolitan area. The 2008 USDP offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

I. The 2008 USDP does not specifically address air quality, however, it proposes a balanced land use/transportation system which will result in improved air quality (Comp Plan, Air Quality, II.C.1).

J. The 2008 USDP furthers the goals of the Comprehensive Plan for Developed Landscape (II.C.8) and Community Identity and Urban Design (II.C.9) by proposing design standards that will help improve the developed landscapes' quality. The Sector Plan requires extensive landscaping and encourages plazas and parks to create a pleasing visual environment.

K. The 2008 USDP does not specifically address energy management, however, it proposes a transportation system that is intended to be more energy efficient (Comp Plan, Energy Management, II.D.3).

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

L. The 2008 USDP emphasizes public/private partnerships in order to develop transportation improvements called for in the Transportation and Transit Goal of the Comprehensive Plan (II.D.4). Recognizing the limitations on funding for such public/private partnerships rather than establishing specific goals or requirements, the 2008 USDP provides for transportation planning to proceed "when acceptable funding has been arranged...."

M. The 2008 USDP provides two new zones for the entire Uptown Area: SU-3/MU-UPT for the core area and SU-3/MU-UPT/Buffer for the periphery. The new zoning is less prescriptive and more flexible than the current zoning to help encourage infill development and redevelopment in the Uptown Area.

N. The proposed zone change is consistent with the requirements of Resolution 270-1980 as follows:

1. The 2008 USDP contains zoning and design regulations that will promote the health, safety, morals, and general welfare of the City.

2. The 2008 USDP establishes zoning that is more flexible and in tune with the current needs of the area, which will promote more stability and sustainability of the area.

3. The 2008 USDP is in compliance with applicable goals and policies of the Comprehensive Plan for Major Activity Centers as set out above.

4. The proposed zoning in the 2008 USDP is more advantageous to the community and to the city as a whole because it will allow mixed-use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center.

5. There has been no demonstration that any of the permissive uses in the MU/Buffer zone would be harmful to adjacent property owners, the neighborhood or the community.

6. The 2008 USDP encourages public/private partnerships to fund the necessary infrastructure in the plan area. However, the proposed zoning is not tied to the funding and the City is not bound to provide the capital improvements on any special schedule.

7. Economic factors were considered in determining the proposed zones. However, they are not the sole factor for a change of zone.

[+ Bracketed/Underscored Material +] - New
[- ~~Bracketed/Strikethrough Material~~ -] - Deletion

8. Although the new zones in the 2008 USDP abut major streets, this is not the sole justification of the mixed-use zones.

9. The new zones do not constitute a "spot" or "strip" zone since the zones involve more than one premise and one strip of land along a street.

SECTION 2. The Revised Uptown Sector Development Plan, Attachment A hereto and made a part hereof, is adopted as a Rank Three Plan, as a regulatory guide to the implementation of the Albuquerque / Bernalillo County Comprehensive Plan.

SECTION 3. All development and redevelopment activities within the area shall be guided and regulated by the provisions of the Revised Uptown Sector Development Plan.

SECTION 4. The Zone Map, adopted by Article 14-16-4-9 ROA 1994, is hereby amended to reflect the rezoning in the map shown in Attachment B hereto.

SECTION 5. EFFECTIVE DATE AND PUBLICATION. This legislation shall take effect five days after publication by title and general summary.

SECTION 6. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

X:\SHARE\Legislation\Eighteen\R-141final.doc

PASSED AND ADOPTED THIS 5th DAY OF January, 2009
BY A VOTE OF: 9 FOR 0 AGAINST.

Isaac Benton, President
City Council

APPROVED THIS 15th DAY OF January, 2009

Bill No. R-08-141

Martin J. Chávez, Mayor
City of Albuquerque

ATTEST:

City Clerk

[+ Bracketed/Underscored Material +] - New
[- Bracketed/Strikethrough Material -] - Deletion

Acknowledgements

Mayor

Honorable Martin J. Chávez

City Council

District 4 Honorable Brad Winter, President
District 2 Honorable Debbie O'Malley, Vice President
District 1 Honorable Ken Sanchez
District 3 Honorable Isaac Benton
District 5 Honorable Michael J. Cadigan
District 6 Honorable Rey Garduño
District 7 Honorable Sally Mayer
District 8 Honorable Trudy Jones
District 9 Honorable Don Harris

Environmental Planning Commission

District 7 Laurie Moye, Chairman
District 6 Judy Kowalski, Vice-Chair
District 1 Vacant
District 2 Jonathan Siegel
District 3 Jamie Jett-Walker
District 4 Joe Yardumian
District 5 Richard Shine
District 8 Doug Peterson
District 9 Michael Dickson

City of Albuquerque

Richard Dineen, AIA, Director, Planning Department
Neal Weinberg, Associate Director, Planning Department
Carmen Marrone, Division Manager, Advance Planning
Kevin Broderick, Manager, Traffic Engineering
Neal Butt, Environmental Health Scientist, Air Quality Division
Mathew Conrad, Code Compliance Official, Zoning Enforcement
Andrew de Garmo, Transit Department
Ramona Gabaldon, Administrative Assistant, Planning Department
Juanita Garcia, Assistant Planning Manager, Zoning Code Services
Jesse Garves, Graphic Artist
Colleen Griever, Web Manager, AGIS
Nicholas Kuhn, City Forester, Parks Department

Catalina Lehner, Senior Planner
Crystal Metro, Transportation Planning
Lorena Patten-Quintana, Associate Planner
Michael Polikoff, Planning Department
Alfredo Salas, Printer, Copy Center
Chuck Thompson, Department of Municipal Development

Uptown Progress Team Board of Directors

Louis Abruzzo, President
Marti Partridge, Vice President
David Campbell, Secretary
Mickey Gowdy, Treasurer
Marcy Cook, Executive Director
Paul Silverman, Past President
Sandy Arnold
Mark Bidwell
Robert Garcia
Gary Goodman
Michael Kelly
Aleem Kassam
Ron Nelson
Randy Sanchez
Trent Stafford
Jeff Stuve

Advisory Committee

Doug Antoon, Attorney
James Boley, Architect/Planner
Ignacio Correa-Ortiz, Architect/Planner
Lawrence Kline, Planner
Karen Marcotte, AICP, Consensus Planning
Bob McCabe, Architect/Planner
Richard Sertich, Planner, Retired Assoc. Director City Planning Department
Mark Wade, Architect
Eric Webster, Transportation Planner, MRCOG

Special Gratitude to:

Gilbert Montano, Policy Analyst, Council Services
Debbie Stover, ASLA, Planner, Senior Policy Analyst, Council Services
Kelley Chavez, Council Services

Consultants

OTAK, Inc. Tempe Arizona
Professor Mark Childs, University of New Mexico

TABLE OF CONTENTS

Map: Uptown Sector Development Plan Regional Context 8

Map: Uptown Sector Development Plan Boundaries 9

Chapter I. Introduction and Purpose 10

Chapter II. Definitions 14

Chapter III. Intent and Goals 33

A. Zoning 33
B. Design 33
C. Open Space 34
D. Pedestrians 35
E. Environment 36
F. Parking 37
G. Transportation 38
H. Bicycle Circulation 39
I. Wayfinding 39
J. Public Connectivity Infrastructure 40
K. Funding Opportunities 41

Map: Uptown Sector Development Plan – Zoning 44

Chapter IV. Mixed-Use Zones 45

A. SU-3 for MU-UPT and SU-3 for MU-UPT/Buffer 45
B. Permissive Uses 46
C. Prohibited Uses 51
D. Lot Size 53
E. Building Size 53
F. Floor Area Ratio (FAR) 53
G. Height 54
H. Setbacks 55

Chapter V. Zoning and Design Regulations **57**

A. Buildings 57
B. Screening 59
C. Fencing and Walls 59
D. Open Space 60
E. Pedestrian Plazas and Playgrounds 63
F. Landscape 64
G. Trees 66
H. Walkways 70
I. Landscape Buffers 71
J. Parking 73
K. Landscape Plan 76
L. Signage 78
M. Wireless Telecommunication Facilities (WTFs) 85

Chapter VI. Public Connectivity Infrastructure **87**

A. Pedestrian Circulation System (PCS) 88
B. Bicycle Circulation System (BCS) 88
C. Parking Structures 89
D. Wayfinding System 89
E. Circulator 90
F. The Basics – Infrastructure 90

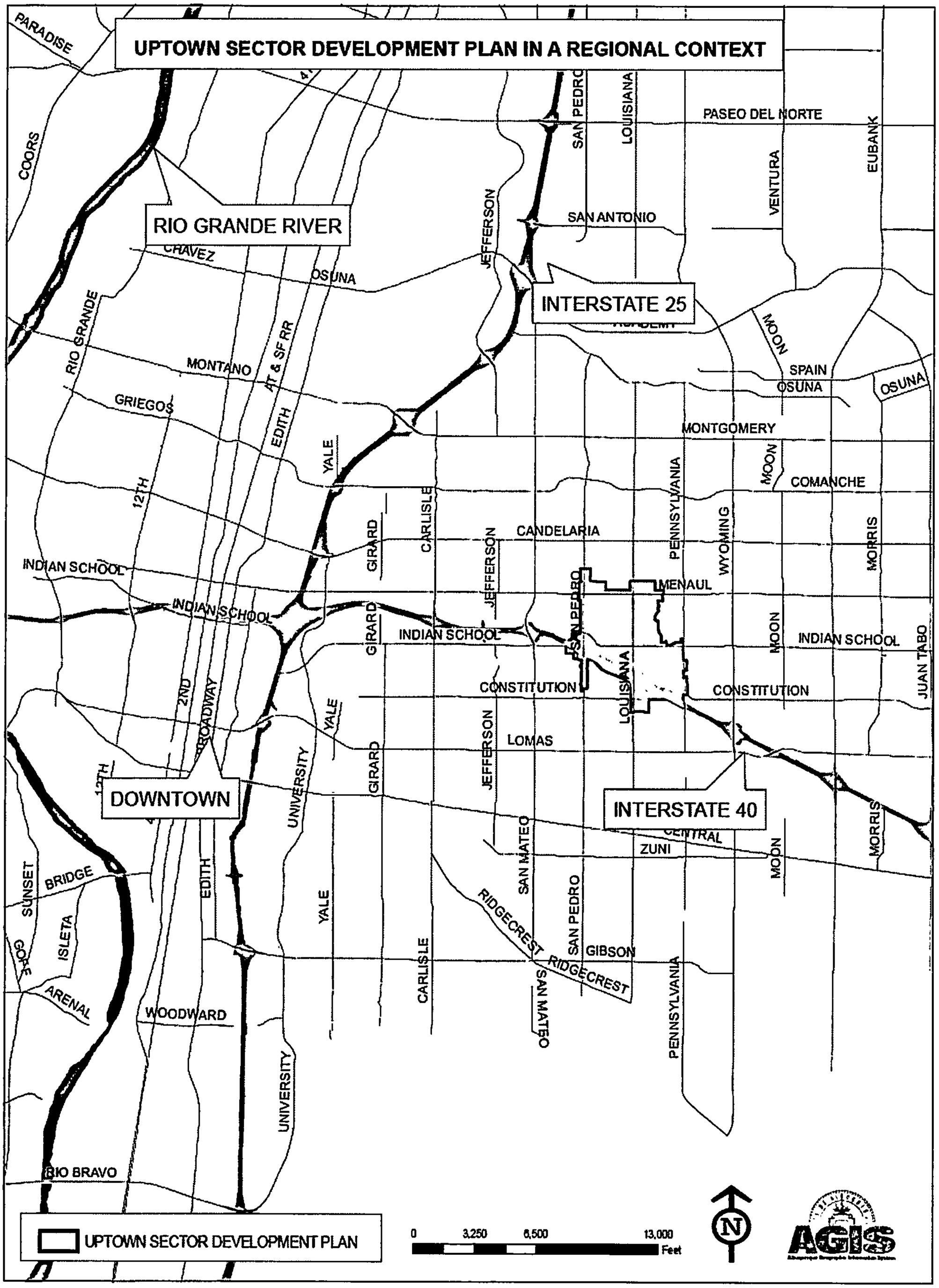
Chapter VII. Review and Approval Process **95**

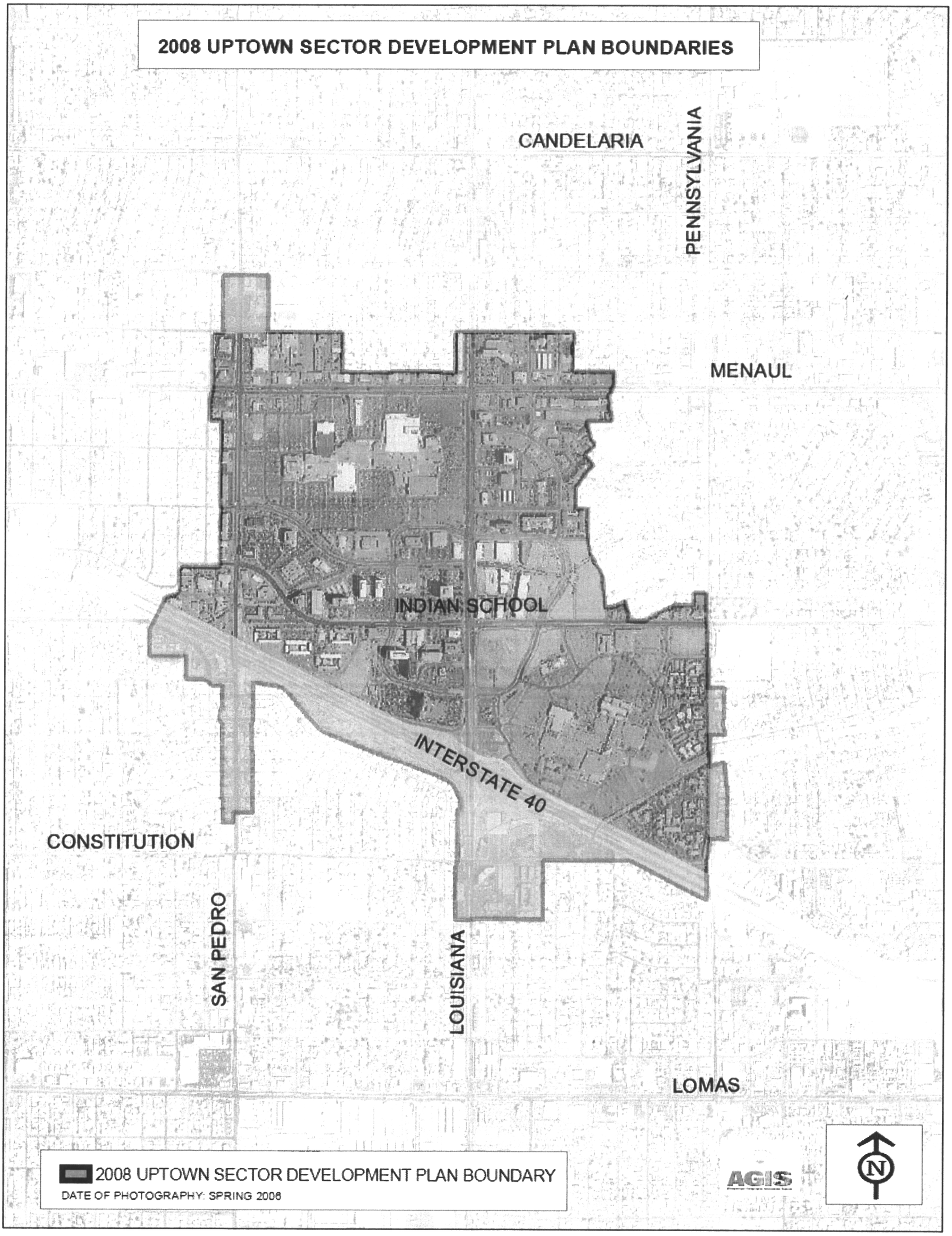
A. Site Development Plans for Building Permit 95
B. Review and Approval Process 95
C. Site Development Plan Denial 98
D. Appeal Process 98
E. Administrative Amendment 99

Chapter VIII. Appendixes **101**

Appendix A Tree List for Shade, Signature and Evergreen Trees 102
Appendix B Planting Guides 103
Appendix C Border Design 109

Blank page between chapters


UPTOWN SECTOR DEVELOPMENT PLAN IN A REGIONAL CONTEXT
RIO GRANDE RIVER
INTERSTATE 25
INTERSTATE 40
DOWNTOWN
PARADISE
COORS
CHAVEZ
OSUNA
RIO GRANDE
MONTANO
GRIEGOS
AT & SF RR
EDITH
12TH
YALE
JEFFERSON
SAN PEDRO
LOUISIANA
PASEO DEL NORTE
VENTURA
EUBANK
SAN ANTONIO
MOON
SPAIN
OSUNA
MONTGOMERY
COMANCHE
PENNSYLVANIA
WYOMING
MORRIS
CANDELARIA
GIRARD
CARLISLE
MENAUL
INDIAN SCHOOL
CONSTITUTION
LOMAS
2ND
BROADWAY
UNIVERSITY
CENTRAL
ZUNI
SAN MATEO
RIDGECREST
GIBSON
JUAN TABO
SUNSET
BRIDGE
ISLETA
GOFF
ARENAL
WOODWARD
RIO BRAVO
UPTOWN SECTOR DEVELOPMENT PLAN
0
3,250
6,500
13,000
Feet
N
AGIS


2008 UPTOWN SECTOR DEVELOPMENT PLAN BOUNDARIES
CANDELARIA
PENNSYLVANIA
MENAUL
INDIAN SCHOOL
INTERSTATE 40
CONSTITUTION
SAN PEDRO
LOUISIANA
LOMAS
2008 UPTOWN SECTOR DEVELOPMENT PLAN BOUNDARY
DATE OF PHOTOGRAPHY: SPRING 2006
AGIS
N

Chapter I. INTRODUCTION and PURPOSE

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

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

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

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

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

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

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

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

The purpose of the 2008 USDP is to encourage and facilitate the infill redevelopment of the Uptown Area as an economically and environmentally sustainable, business and pedestrian-friendly area where people can ***live, work and play***. The 2008 USDP is the

guiding document that unites the Uptown Area as a cohesive, definable, dynamic area. New Construction, Redevelopment and the use of Public/Private Partnerships will build new infrastructure and amenities that define the Uptown Area as ***the place to be.***

The overarching goal of this Uptown Sector Development Plan is to ensure the Uptown Area thrives economically, provides exciting opportunities for the public and creates an attractive built environment for everyone to enjoy. With the adoption of the 2008 USDP, the future of Uptown has never been brighter.

There is another broad public purpose served by investing and revitalizing Uptown. New Walkways, Bikeways, Open Space, a Wayfinding System, transit facilities and Parking Structures create a reinvigorated Mixed-Use area that can help stave off the blight that is so often found in the aging parts of all cities.

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

The 1995 Uptown Sector Development Plan was repealed with the adoption of the 2008 USDP.

Blank page between chapters

Chapter II. DEFINITIONS

The following definitions are not merely advisory but are intended as an integral part of the regulations in the 2008 USDP. These definitions are necessary to the understanding and interpretation of the 2008 USDP. These definitions shall apply in all cases unless the context clearly indicates or requires a different meaning and in such cases every effort shall be made to maintain the intent of this definition. When a word is defined in the 2008 USDP and also used elsewhere in the Zoning Code, the definition written here shall be the overriding definition for the purposes of the 2008 USDP. When a word is not defined in the 2008 USDP but is defined elsewhere in the Zoning Code, the Zoning Code definition shall be used. Words used in present tense include the future tense, words in the plural number include the singular number, words in the singular number include the plural number, and the masculine gender includes the feminine gender. The words "shall", "will" and "must" are mandatory; "may" and "should" are suggestive.

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

Adequate Parking: Parking that meets the needs of a particular business or Establishment and in an amount to best ensure that no situation shall arise that would create over-flow Parking into the surrounding residential neighborhoods that are not within the 2008 USDP Area.

Administrative Amendment: A change to an approved Site Development Plan granted by the Planning Director. [The Planning Director shall grant an Administrative Amendment only if the change requested is consistent with the Administrative Amendment criteria set out in Chapter VII, Section E. of the 2008 USDP.]

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

1. A live performance, act or escort service distinguished or characterized by an emphasis on the depiction, description, exposure, or representation of "Specified Anatomical Areas" or the conduct or simulation of "Specified Sexual Activities" as those terms are defined in Section 14-16-1-5 ROA 1994.

2. Audio or video displays, computer displays, films, motion pictures, slides or other visual representations or recordings characterized or distinguished by an emphasis on the depiction, description, exposure or representation of "Specified Anatomical Areas" or the conduct or simulation of "Specified Sexual Activities" as defined in Section 14-16-1-5 ROA 1994. [Adult Amusement Establishments are a Prohibited Use in the 2008 USDP.]

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

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

Appeal Process: The process by which a declaratory ruling made by the Development Review Board (DRB) may be challenged.

Applicant: An Applicant is a person applying for Site Development Plan Approval. This person may be the owner or the owner's representative.

Application: A submittal of a Site Development Plan for Building Permit to the DRB for Approval.

Approval: An action taken by the DRB of signing and dating a Site Development Plan as Approved. [An Approval grants an Entitlement to obtain a Building Permit from the Building and safety Division.]

Approved: The status of a Site Development Plan that has been given an Approval by the DRB.

Assigned Case Planner: A planner assigned by the Director of Planning to scrutinize a Application for Site Development Plan Approval when the Site is located within the Uptown Area. [The Assigned Case Planner shall be very familiar with the 2008 USDP and will attend all Project Review Meetings and DRB Hearings regarding the specific Application for Site Development Plan the planner was assigned to monitor. The Assigned Case Planner is advisory and will communicate any issues of non-compliance to the Applicant, the URT and to the DRB. The Assigned Case Planner will stay involved until there is an Approval or a Denial of the Site Development Plan.]

Arena or Stadium: A large space for athletic games or performance events, surrounded by tiers of seats for more than 1,000 spectators. [A Stadium and/or an Arena is a Prohibited Use.]

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

Awning: A decorative feature extending from the exterior of a Building that may serve as a shelter from the sun, rain or wind.

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

BID: see "Business Improvement District"

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

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

Building Permit: An official certificate of Entitlement issued by the City to an Applicant in order to construct, enlarge or alter a Structure.

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

Business Improvement District (BID): A type of assessment district in which property owners and/or business owners choose to be assessed a fee, collected on their behalf by the City, for use in promoting, maintaining and improving a specific business area. [The recognized Neighborhood Association, the Uptown Progress Team, will administer BID funds through a separate agreement with the City of Albuquerque.]

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

Caliper: The diameter of a tree trunk measured six inches above grade.

Canopy: A roof-like decorative feature projecting from the exterior of a Building that may serve as a shelter from the sun, rain or wind. For landscaping usage see "Tree Canopy".

Canopy Sign: A type of sign mounted under and supported by a permanent Canopy, arcade, or portal, or signage printed directly on the Canopy itself.

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

Clear Site Triangle: An area of unobstructed vision at Street intersections between three and eight feet above the gutter line and within a triangular area at the Street corner, which area is bounded by:

a. The Street property lines of the corner lot and a line connecting points 25 feet distant from the intersection of the property lines of such a lot; or

b. The curb lines of an intersection and a line connecting points 35 feet distant from the corner of the intersection, such corner determined by projecting the curb lines out to a specific point, whichever is the lesser.

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

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

Denial: A refusal by the DRB to approve a Site Development Plan because of non-compliance with the requirements, regulations and/or standards of the 2008 Uptown Sector Development Plan and applicable City codes.

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

Development Review Board (DRB): A board established by the Planning Department made up of representatives from various City departments charged with granting Approval or Denial of Site Development Plans. [The DRB holds Hearings approximately every week]

DRB Hearing: The quasi-judicial Hearing held for the purpose of reviewing Site Development Plans and taking public comment on proposed projects.

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

while patrons remain in their vehicles. [Drive-in Restaurants are a Prohibited Use in the 2008 USDP.]

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

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

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

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

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

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

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

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

Freestanding Sign: A sign attached to or supported from the ground and not attached to a Building; signs on walls or fences that are not an integral part of a Building are Freestanding Signs. Freestanding Signs shall be used to identify only the businesses on the Premise where the Freestanding Sign is located. Non-commercial signs such as "Sense of Place", Wayfinding Signage, and Kiosks may be structured as Freestanding Signs but are not included in Freestanding Sign allowances.

Goal: A statement describing a desired outcome or condition. A Goal does not require specific actions unless the mandatory words "shall", "will" or "must" are specifically used in the statement of the Goal.

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

Hearing: DRB Hearing

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

Iconic Signs: Signs that are different than the commonly seen square or rectangular signs, signs that have elements of highly recognizable or identifiable features, facades or are otherwise distinguished from the average square or rectangular boxed design. Examples of allowable iconic signage would be the bowling pin on Menaul and San Pedro, the tall "Q" sign at ABQ Uptown or the large red arrow at Carlisle and Indian School. They typically have characteristics of art, going beyond simply advertising the why and where. The iconic sign typically refers to its/an object by actually resembling it like a picture, such as a bicycle as a sign for a bicycle shop.

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

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

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

Intent: A clarifying statement preceding a planning Goal that sets forth a broad desired outcome. [A statement of Intent does not require specific actions unless the mandatory words "shall", "will" or "must" are specifically used in the statement describing an Intention.]

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

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

Landscape Area: The area, optional or required, that is landscaped with living vegetative materials, such as trees, grasses, vines, spreading shrubs or flowers. Landscape Area is required to have seventy-five (75%) percent of the ground level covered in vegetative materials. Planter boxes and large planting pots may also be considered as Landscape Area if approved on a Site Development Plan and not within a Planting Strip. Trees are strongly encouraged in Landscape Areas.

Landscape Buffer: A required piece of land in a specific location used to physically separate or screen one land use or piece of property from another. [A Landscape Buffer shall be used to satisfy the "10% of Site" Open Space requirement.]

Landscape Plan: A plan that must be submitted to the Planning Department along with a Site Development Plan for approval. [The Landscape Plan will show the proposed and required landscape including the landscape details listed in Chapter V. of the 2008 USDP.]

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

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

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

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

Marquee Sign: A type of Building-Mounted Sign, parallel to the Façade it is mounted on, horizontal in nature as it is wider than it is tall may be designed with the ability to change text or message.

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

Mixed-Use Zone (SU-3 for MU-UPT): The Mixed-Use Uptown Zone is a zone where a mixture of commercial, housing and civic uses including, but not limited to: retail, wholesale, Institutional, restaurants, offices, hospitality and entertainment are allowable. These uses may be located on the same Site and may be contained in the same Building. There are no specific Mixed-Use requirements for each Site and single land use Sites are allowed.

Mixed-Use Buffer Zone or SU-3 for MU-UPT Buffer Zone: The Mixed-Use Uptown Buffer Zone is a zone in the Uptown Area that abuts single-family residential zoning not within the Uptown Area. The Buffer Zone is intended to provide a transition between the surrounding neighborhoods and the more intense Uptown Area.

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

Mulch: A protective organic covering spread or left on the ground to reduce evaporation, moderate soil temperature, retain moisture, and add nutrients to soil. Many materials are available for use but should not have undesirable odors, particle size over 6 inches, be applied at a thickness over 4 inches, should not touch plant material, no metal or trash in the mix, or placed in areas of directed rainwater flow. Mulch shall be organic and not include: rubber, pavement, rocks, crusher fine or gravel. Areas landscaped with a spreading groundcover are not required to apply or re-apply mulch under existing groundcover.

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

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

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

Nonconforming: see "Legally Nonconforming"

Notification: Notification is the requirement of an Applicant to notify, by certified/return receipt mail, two duly authorized representatives of any recognized Neighborhood Association and/or non-recognized neighborhood or homeowner association, which is located within, contiguous to, or across public Right of Way from the area covered by the Site Development Plan. A list of these people shall be provided by the ONC, this list shall also include anyone in the area that has requested Notification from the ONC . For projects located within the SU-3 for MU-UPT Buffer Zone, Notification is also the requirement that the Planning Director shall mail written notice to property owners within one-hundred (100) feet of the exterior boundaries of the project Site.

Oasis: A fertile place in the desert

Off-Premise Sign: A sign where the content of the sign does not refer to a business or merchant doing business on the Premise where the sign is displayed

Off-Street Parking: Off-Street Parking is not required Parking and shall be referred to as Parking.

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

On-Street Parking: On-Street Parking shall be referred to as Parking.

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

Parcel: A part or portion of land, a Lot

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

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

Park Once: "Park Once" is a behavior typified by parking ones' car at a single location, possibly a Parking Structure, and accessing several other locations by other means such as a Walkway or an Uptown Circulator. "Park Once" is a behavior that is encouraged in the Uptown Area in order to lessen traffic and conserve fuel.

Parking: A suitable space for temporary vehicular storage. Parking may consist of any combination of Parking Lots, Parking Spaces and/or Parking Structures.

Parking Basin: Areas within the 2008 USDP that have been designated for a minimum of one Parking Structure predicated upon a funding source being available. Parking Basins are included in Public Connectivity Infrastructure.

Parking Lot: An area of ground level Parking Spaces including drive aisles for circulation not in a Parking Structure used for temporary parking of personal vehicles not within the public Right-of-Way. [Parking Lots do not abut Walkways that abut Buildings]

Parking Lot Trees: Trees required in Parking Lots

Parking Space: Single space for Parking not located in the public Right-of Way Parking Spaces may be single or grouped together as in Parking Lots or Parking Structures. [The 2008 USDP does not distinguish between Off-Street or On-Street parking.]

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

Pedestrian Circulation System (PCS): Uptown infrastructure consisting of enhanced Walkways, and Pedestrian Plazas, designed to connect the entire Uptown Area with

pedestrian features intended to make walking in Uptown a safer more enjoyable experience. [The Pedestrian Circulation System (PCS) allows pedestrians to access all major Uptown uses: offices, businesses, restaurants and entertainment venues. The Pedestrian Circulation System is included in Public Connectivity Infrastructure.]

Pedestrian Plaza: An outdoor space open to and easily accessible by the public that contains seating, landscaping, shade or other amenities such as water features and/or art. [Pedestrian Plazas are typically privately owned and maintained but Pedestrian Plazas may also be publicly owned and publicly or privately maintained. Design Regulations for Pedestrian Plazas are included in Chapter V. of the 2008 USDP. Pedestrian Plazas are an enhancing element of the Pedestrian Circulation System.]

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

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

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

Permissive Use: Any use that is established as lawful in a particular zone, provided the use conforms with the regulations applicable to that zone. [Permissive Uses allowed in the SU-3 for MU-UPT Zone and/or the SU-3 for MU-UPT Buffer Zone are listed in Chapter IV. of the 2008 USDP.]

PID: see "Public Improvement District"

Plan: A single word used interchangeably with the defined phrase "Site Development Plan for Building Permit" ["Plan" cannot be used interchangeably with a Site Development Plan for Subdivision].

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

Planting Strip: A Planting Strip is a continuous area a minimum of four (4) feet wide that adjoins a ten (10) foot wide Walkway. A Planting Strip is not hardscape and is in addition

to the required 10 foot wide Walkway. [Planting Strips are not within the 10 foot Walkways. All new Street Trees shall be planted in either a four (4) foot wide or a six (6) foot wide Planting Strip depending on the Street. Planting Strips shall be covered with either sixty (60%) or seventy-five (75%) percent living vegetative material depending on their location. Design should include water harvesting and soil protection methods.]

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

Prohibited Use: Any use not allowed in a zoning district [Prohibited Uses are listed in Chapter IV. of the 2008 USDP.]

Project Review Meeting: The first step in the Site Development Plan Review and Approval Process [The first Project Review Meeting is a discussion between the Applicant and the Uptown Review Team (URT) before an Application for Site Development Plan Approval has been submitted to the Planning Department.]

Projecting Sign: A type of Building-Mounted Sign that is perpendicular to the Façade where it is mounted, vertical in nature as it is taller than it is wide.

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

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

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

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

Raze: To tear down or demolish

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

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

Restaurant: An establishment that serves food and beverages which are consumed on its Premises by customers seated at tables and/or counters either inside or outside the building thereon, and which may be engaged in providing customers with take-out service of food and/or non-alcoholic beverages for off-site consumption. Sale of alcoholic drink is controlled by other provisions in the City of Albuquerque Zone Code and the New Mexico State statutes regarding alcoholic drink sales.

Review and Approval Process: The process by which Site Development Plans located within the Uptown Area are reviewed and either approved or denied.

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

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

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

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

Signage Plan: A plan submitted along with a Site Development Plan indicating the dimensions, location, colors, lighting, motion and materials of all proposed signage. Elevation drawings of all signs shall be included on the Signage Plan.

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

Site: An area governed by a Site Development Plan.

Site Development Plan: A shortened phrase, which can be used interchangeably with the defined phrase "Site Development Plan for Building Permit" [Site Development Plan cannot be used interchangeably with "Site Development Plan for Subdivision".]

Site Development Plan for Building Permit: An accurate Plan at a scale of at least 1 inch to 100 feet, which covers a specific Site. The Site Development Plan shall allow land uses, exact structure locations, structure elevations and dimensions, parking, loading facilities, any energy conservation features of the Site Plan and the proposed schedule for development including any phases. A Site Development Plan for Building Permit shall also include a Landscape Plan and a Signage Plan as described in Chapter V. of the 2008 USDP.

Site Development Plan for Subdivision: A Plan (to scale) indicating the division of a Lot, tract or Parcel of land into two or more Lots, plats, Sites or other divisions of land for the purpose of sale, rent, lease or building development. [A Site Development Plan for Subdivision does not allow an applicant to apply for a Building Permit as it is usually not as definite and/or detailed as a Site Development Plan for Building Permit.]

Site Plan: A shortened phrase, which can be used interchangeably with the defined phrase "Site Development Plan for Building Permit" [Site Plan" cannot be used interchangeably with "Site Development Plan for Subdivision"]

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

Solid Fence or **Solid Wall:** A continuous non-transparent vertical surface kept in good repair. A fence with inserts, non-rigid or cloth-like materials attached to the fence does not constitute a solid wall or fence.

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

Stadium or Arena: A large space for athletic games or performance events, surrounded by tiers of seats for more than 1,000 spectators [A Stadium and/or an Arena is a Prohibited Use.]

Staging Yard: Temporary construction storage for equipment, material or activity incidental to a specific construction project [A Staging Yard is Permissive Use provided it is temporary]

Stepback: An indentation on a Façade, adjacent to the Right-of-Way, eliminating the "canyon effect" of the Building. A Stepback is the upper portion of a Building that is offset in comparison to the lower portion of the Building. For the purposes of the 2008 USDP, a Stepback may occur at a minimum height of 26 feet but the Building can go no taller than 52 feet without a Stepback. The minimum depth of a Stepback is 12 feet.

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

Street: That portion of a public Right-of-Way or private way including internal Site Streets or thoroughfare which is primarily devoted to vehicular movement. Such Right-of-Way or thoroughfare normally provides access to abutting property.

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

Structure: Anything constructed or erected above ground-level which requires location on the ground but not including a tent, vehicle, vegetation, public utility pole or line or attached to something having a location on the ground. [A Building is a Structure but a Structure is not necessarily a Building.]

Suite Liner: see "Wrap"

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

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

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

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

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

Tree Well: A thirty-six (36) square foot space created in paved areas for tree planting in order to provide desirable rooting volume in a confined area. Organic Mulch shall be applied over the entire Tree Well surface but not touching the tree trunk. Tree wells should be created so finish grade will maximize rainwater usage for vegetation. Soil Connections should be used to increase rooting volume. A Tree Well can be designed for rooftop Parking Structures for small trees and shrubs using Engineered Soil basically as a large container.

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

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

Uptown Review Team (URT): A group of representatives from various City departments assembled by the Planning Director for the purpose of reviewing projects within the Uptown Area for eventual Site Development Plan Approval. [The URT will ensure compliance with the 2008 USDP and other applicable City regulations and requirements.]

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

URT: see "Uptown Review Team"

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

Walkway Trees: Trees planted along Walkways to provide a shady and inviting environment.

Wall Sign: A sign parallel to the exterior surface of a Building, applied directly on the Building, in a window, or a signboard attached flush to the Building, projecting no more than 6 inches from the Building surface. Light sources aimed at the Wall Sign may extend farther.

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

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

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

Blank page between chapters

Chapter III. INTENT and GOALS

A. Zoning

The intent of the 2008 USDP is to create two new zones for the entire Uptown Area. The new zoning throughout the Uptown Area is a less prescriptive, more flexible Mixed-Use Zone with an expedited approval process for Site Development Plans that meet the zoning and design regulations set forth in the 2008 USDP.

Zoning goals of the 2008 USDP include:

1. Creating new Mixed-Use Zoning that promotes integrated, economically viable and sustainable land uses that include: commercial, civic, office, restaurant, hotel, housing and entertainment.

2. Protecting existing neighborhoods by maintaining the Buffer Zone protections from the 1995 USDP with regard to setbacks and height restrictions between Uptown Mixed-Use and existing single family residential not within the Uptown Area.

3. Encourage desired New Construction and/or Redevelopment by allowing an expedited review and approval process for projects that support the purpose and meet the regulations of the 2008 USDP.

B. Design

The intent of the design regulations of the 2008 USDP is to create a unique, quality environment that unifies the Uptown Area for the enjoyment of everyone.

The design regulation goals of the 2008 USDP include:

1. Enhancement of the aesthetic conditions of the Uptown Area

2. Requirement of architectural design and building materials that create quality Buildings that will stand the test of time, attractive on all visible sides and welcoming to visitors and residents.

3. Encouraging LEED and Green designs

4. Creating a "sense of place" that include Walkways that are 10 feet wide with a unifying design element (Appendix C) for connectivity within the Uptown Area, enhanced landscaping, Wayfinding signage and public spaces throughout the entire Uptown Area. All Site Development Plans shall clearly demonstrate the interconnectivity from each site to the rest of the Uptown Area.

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

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

C. Open Space

Open Space areas are spaces intended to provide the public with a respite, visual and/or physical, from the built environment. These spaces are required in order to satisfy the visual and psychological needs of the community.

The goals for Open Space include:

1. When a required Open Space area is a physical place like a Pedestrian Plaza, it shall be ADA compliant, have a Landscaped Area equal to 40% of the required Open Space and include amenities.

2. 15% of all Open Space shall provide shade from the summer sun.

3. Requiring all New Construction or Redevelopment in the Uptown Area to provide attractive and enjoyable Open Space.

4. Encouraging different types of Open Space areas: developed areas such as Pedestrian Plazas where the public can gather and smaller Landscaped Areas for the public to enjoy visually as they move through the Uptown Area.

5. Ensuring that enhanced landscaping and shade are included in Developed Open Space areas.

6. Allowing sites to combine required Open Space in order to create more usable, quality Open Space for the community to enjoy.

7. Connecting Open Space areas to Walkways throughout the Uptown Area.

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

9. Designing Landscaped Areas as focal points throughout a Site.

D. Pedestrians

The intent of the 2008 USDP is to make the Uptown Area a safe and enjoyable place to walk. There is a focus on creating a very special experience for pedestrians making the Uptown Area a unique pedestrian destination. Many pedestrian amenities are required for Redevelopment and New Construction such as Open Space, enhanced trees, enhanced landscaping and 10 foot wide Walkways.

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

1. Facilitating pedestrian safety by allowing more mid-block signalized crossings of major Streets and providing, wherever possible, areas of "safe haven" for pedestrians to use while crossing the Streets in the Uptown Area.

2. Encouraging pedestrians to walk between sites in the Uptown Area by requiring New Construction and/or Redevelopment to provide 10 foot wide Walkways with enhanced landscaping and trees.

3. Designing New Construction or Redevelopment with overhangs, Awnings, Canopies, portals, trees and landscaping to shelter pedestrians from extreme weather or intense sun. Considering wind conditions (both westerly and east canyon winds) when designing Building entrances, Pedestrian Plazas and Walkways, etc. Promoting positive use of breezes and natural ventilation during the summer. Protecting pedestrians from fall or winter winds and gusting spring winds whenever possible.

4. Designing doorways and entries to be inviting and easy to find. Doorways and entryways should add interest to the overall Building Façade.

5. Planning pedestrian scale activities such as street fairs, art shows, sidewalk sales, farmers markets and/or other events for people to enjoy . Providing music and art to enhance the excitement of being in the Uptown Area.

6. Building the Pedestrian Circulation System (PCS) described in the Public Connectivity Infrastructure in Chapter VI. of the 2008 USDP. The PCS facilitates access to all parts of Uptown by connecting Walkways to Pedestrian Plazas, Parking Structures and other areas of interest created to excite people who are walking in Uptown. The complete Pedestrian Circulation System can only be achieved through Public/Private Partnership funding sources such as a TIDD and cannot be required or fully realized without such funding.

E. Environment

It is the intention of the 2008 USDP to protect the environment while still allowing people to maintain their lifestyles. Cars, City Buses, bicycles and pedestrians are all welcome in Uptown but it is important to mitigate any negative effects on the environment when possible. The Public Connectivity Infrastructure encourages "Park Once" behavior through the use of the Pedestrian Circulation System, Parking Structures and the Uptown Circulator.

The environmental goals for Uptown include:

1. Continuing to meet and maintain Federal standards for air quality in Uptown.

2. Promoting the use of City Transit, Uptown Circulators, bicycles, Ridesharing programs and pedestrian Walkways.

3. Continuing to improve traffic conditions to reduce automobile emissions in Uptown.

4. Requiring enhanced landscaping and trees as a major element in maintaining a healthy environment.

a. Shaded Parking reduce temperatures and the formation of ground level ozone and smog.

b. All vegetation filters storm water before it reaches the river or infiltrates into the soil.

c. Trees, especially large shade trees, help reduce wind speed and remove dust and other air pollutants.

5. Protecting landscaping by using organic mulch and providing ample Rooting Volume and permeable areas for tree roots to ensure that the trees and landscaping flourish.

6. Identifying areas that will lack solar access in the winter or that will cause excessive outdoor heat accumulation in the summer. Conserving energy by mitigating these effects through design, materials or vegetation where feasible.

7. Utilizing water harvesting techniques and water reuse systems when possible for trees and landscaping to reduce municipal water use. Maximizing water relocation to the root zones of trees for better overall health of the trees.

8. Using solar energy or other alternative energy systems and energy efficient design when possible. LEED and Green Building methods are strongly encouraged.

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

F. Parking

The intention of the 2008 USDP is to ensure Adequate Parking for the Uptown Area while being sensitive to the environmental goals of "Park Once" behavior. Adequate Parking is essential for the Uptown Area to successfully develop into a dynamic Mixed-Use area.

A Public/Private Partnership funding source such as a TIDD could enable Parking Structures to be built throughout the Uptown Area eliminating the need for "a sea of Parking". Parking Structures are the solutions to many issues facing the Uptown Area. However, the existing Parking Spaces and Parking Lots in the Uptown Area are allowed to remain and new Parking Spaces and Parking Lots may be built so long as all Parking follows the Design Regulations set out in Chapter V. of the 2008 USDP. When Parking Structures are built they must follow the Design Guidelines in Chapter V. If Public/Private Funding is used to build a Parking Structure it should be located in accordance with Public Connectivity Infrastructure, Chapter VI. of the 2008 USDP.

Parking solutions should reflect a realistic range of Parking options and regulations. It is not the 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 Plazas and Parking Structures.

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

A BID should be established by the UPT to maintain and foster the overall success of the Uptown Area.

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

The goals for creating funding opportunities include:

1. The Uptown Progress Team should establish an Uptown Business Improvement District (BID) to maintain and promote Uptown.

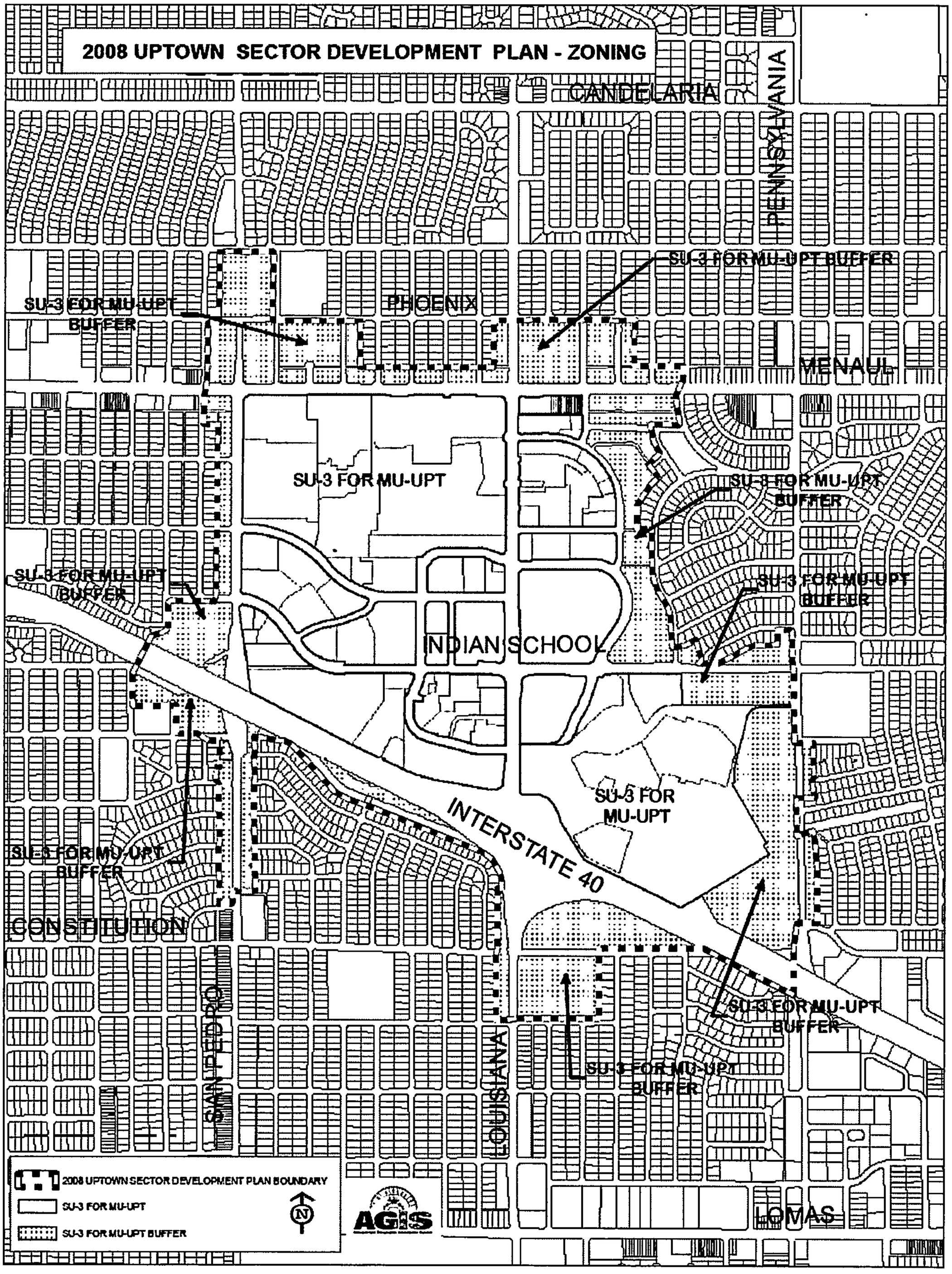
2. City support for the establishment of one or more Tax Increment Development Districts (TIDDs) to facilitate and foster construction of the new Public Connectivity Infrastructure needed in Uptown.

3. City support for the creation of an Uptown Progress Team BID.

4. Establishing TIDDs that meet State, County and City laws regarding their formation in order to promote the Uptown Area's redevelopment as a premiere Mixed-Use economic development area that will benefit Albuquerque, Bernalillo County and the entire State.

Blank page between chapters

2008 UPTOWN SECTOR DEVELOPMENT PLAN - ZONING



Chapter IV. Mixed-Use Zone

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

1. All properties within the Uptown Sector Development Plan boundaries shall be zoned SU-3 for MU-UPT or SU-3 for MU-UPT/Buffer. Because of the new Mixed-Use Zones created in the 2008 USDP, terms such as "Large Retail Facility" or "Shopping Center" are not applicable to this Sector Development Plan and neither are regulations written for those facilities such as Section 14-8-2-7 ROA 1994 and Section 14-16-3-2 ROA 1994.

2. Upon adoption of the 2008 USDP, all existing Buildings which do not conform to the 2008 USDP are permitted as Legally Nonconforming as to the use of the Building and Legally Nonconforming as to the design of the Building.

3. All New Construction and/or Redevelopment must comply with all the zoning and design regulations of the 2008 USDP except where specifically exempted.

4. If an existing Building, with a use that becomes Legally Nonconforming upon adoption of the 2008 USDP, is Razed voluntarily or involuntarily, the rebuilt Building can continue as a Legally Nonconforming Use, but must come into compliance with all other regulations and requirements in the 2008 USDP. For example if a hotel in the SU-3 for MU-UPT Buffer Zone is destroyed or torn down it is allowed to rebuild as a Legally Nonconforming hotel, but the new Building must comply with all other regulations in the 2008 USDP including the required Building design, landscaping and Parking. Section 14-16-3-4 (A) (8) ROA 1994 of the zone code limits the amount of time in which the rebuild must begin and that regulation is incorporated into the 2008 USDP.

5. SU-3 for MU-UPT and SU-3 for MU-UPT/Buffer Zone are Mixed-Use Zones that allow housing, civic and commercial uses including: retail, wholesale, restaurants, offices, hospitality and entertainment. These uses may be located on the same Site and may be contained in the same Structure. There are no specific Mixed-Use requirements for each Site and single land use Sites are allowed. Each New Construction or Redevelopment Site shall be governed by a Site Development Plan that has been approved by the City using the process described in Chapter VII. of the 2008 USDP.

6. All uses within SU-3 for MU-UPT and SU-3 for MU-UPT/ Buffer Zone are either Permissive or Prohibited as described in this Chapter. There are no conditional uses in the 2008 USDP. Uses that are not listed in the 2008 USDP shall not be governed by R-3, Section 14-16-2-12 ROA 1994 or C-2, Section 14-16-2-17 ROA 1994.

7. All properties zoned SU-3 for MU-UPT/Buffer shall follow the regulations for the SU-3 for MU-UPT zone, except where different regulations are listed as exemptions in this Chapter with regard to uses, setbacks, height and required Landscape Buffers. In addition, vehicle access to and from the west side of Española Street between Cutler Street and Indian School Road shall not be allowed.

8. New Construction or Redevelopment shall be allowed to occur in multiple phases provided that the phasing is clearly delineated on an approved Site Development Plan and provided that each individual phase meets the regulations of the 2008 USDP as that phase is developed.

B. Permissive Uses

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

1. Amphitheater

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

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

3. Animal Grooming

4. Animal Kennel, provided:

a. The kennel is in a completely enclosed Building.

b. The facility is no closer than 30 feet from any residential zone outside the 2008 USDP Area.

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

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

a. The carnival or circus is located at least 300 feet from a residential zone outside of the 2008 USDP Area

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

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

d. There is sufficient Parking available on the Premise. The Code Compliance Official shall approve a Site plan which shall demonstrate Adequate Parking and vehicle circulation;

e. There are public toilet facilities on the Premise;

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

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

6. Day Care Center, public or private

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

8. Garage or yard sales provided:

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

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

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

9. Gasoline, oil and liquefied petroleum gas retailing, including outdoor sales, but not truck plazas, provided that the facility meets all Design Regulations in Chapter V. of the 2008 USDP. **Exception:** Gasoline, oil and liquefied petroleum gas retailing, including outdoor sales, and truck plazas are Prohibited Uses in the SU-3 for MU-UPT Buffer Zone.

10. Helipad but only if the landing pad is a minimum of 60 feet above ground level. **Exception:** A Helipad is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone.

11. Hotels and motels that are full service, selective service or boutique hotels as defined by the Planning Director and so long as all guest rooms are accessed by an interior corridor. **Exception:** after adoption of the 2008 USDP, any new hotel and/or motel of any type is a Prohibited Use in the SU-3 for MU-UPT Buffer Zone.

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

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

b. community center

c. cultural center

d. libraries

e. museums

f. police substation

g. schools – public or private

13. Kiosks

14. Mortuaries

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

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

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

17. Pedestrian Plazas, Parks and other outdoor public gathering places provided they meet the Design Regulations in Chapter V. of the 2008 USDP.

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

19. Public Utility Structure, provided its location is in accordance with an adopted facility plan or an approved Site Development Plan for Building Permit. Public Utility Structures must comply with the regulations in Chapter V. of the 2008 USDP.

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

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

a. baseball batting cages

b. bowling alleys

c. golf driving range
d. miniature golf course
e. swimming pool
f. tennis club

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

23. Restaurants

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

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

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

c. Hospitals for human beings provided the main vehicular access to the Site is from Louisiana, Menaul, Indian School or San Pedro and the Site is a minimum distance of 500 feet from a residential zone, school or park located outside the 2008 USDP Area. Urgent Care facilities have no location restrictions.

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

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

f. Photography, except as an Adult Amusement Establishment

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

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

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

a. All activities are conducted within a completely enclosed Building

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

26. Signage as described in Chapter V. Section L.

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

a. All activities are conducted within a completely enclosed Building, the scale and style of which fits its location in addition to meeting all Design Regulations listed in Chapter V. of the 2008 USDP

b. Individual storage cubicles, units or facilities are not each directly accessible from outside the enclosed Building

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

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

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

31. Tents, uses or activities in a tent, if the uses or activities are permitted in the 2008 USDP, provided:

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

b. There is adequate paved Parking available on the Premise. The Code Compliance Official shall approve the Site Plan for the tent, which shall demonstrate Adequate Parking and vehicle circulation, prior to erection of the tent.

c. There are toilet facilities on the Premise available to the users of the tent

d. The City Fire Marshal or his authorized representative gives prior approval of the tent as meeting the requirements of Sections 14-2-1 et seq. ROA 1994.

32. Theater except as an Adult Amusement Establishment.

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

33. Wireless Telecommunication Facility provided the WTFs are concealed facilities integrated into the building, face mounted or roof mounted, not freestanding and as required in the current zone code Section 14-16-3-17 ROA 1994.

C. Prohibited Uses

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

1. Adult Amusement Establishments, adult bookstores, adult photo studios or adult theaters

2. Agricultural animals

3. Automobile or other motorized vehicle painting, dismantling or tire recapping or tire re-treading, even if completely enclosed within a structure

4. Cold storage plant

5. Crematorium

6. Drive-up service windows are not permitted except as part of a bank or pharmacy and shall not exceed three lanes

7. Equestrian activities or facilities

8. Firewood sales and related storage as a primary use

9. Ground mounted antenna

10. Industrial - all uses listed in Section14-16-2-20, M1, ROA 1994 and Section 14-16-2-21, M2, ROA 1994 are Prohibited unless specifically listed in the Permissive Uses section of the 2008 USDP.

11. Jails or correctional institutions including community residential corrections programs

12. Mobile home development or mobile home sales

13. Off-Premise Sign, except as provided for in the Design Regulations of the 2008 USDP and except for "sense of place", Wayfinding, directional signs or Kiosks which are Permissive Uses

14. Outdoor go-cart tracks

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

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

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

18. Parking of more than two semi tractor trailers on any one site for over two hours, except in designated truck docks or in designated truck loading zones

19. Parking meters or Parking Kiosks on public Streets

20. Pawn shop

21. Salvage Yard

22. Sanatorium

23. Sheet-metal working

24. Signage described as Prohibited in Chapter V. Section L.

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

26. Storage facilities not completely contained in a Building

27. Parking, Parking Spaces, Parking Lots or publicly or public/privately owned Parking Structures shall not charge for the rental of any Parking

28. Taxidermy

29. Temporary Buildings or Trailers except as listed in Permissive Uses of the 2008 USDP

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

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

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

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

F. Floor Area Ratio (FAR)

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

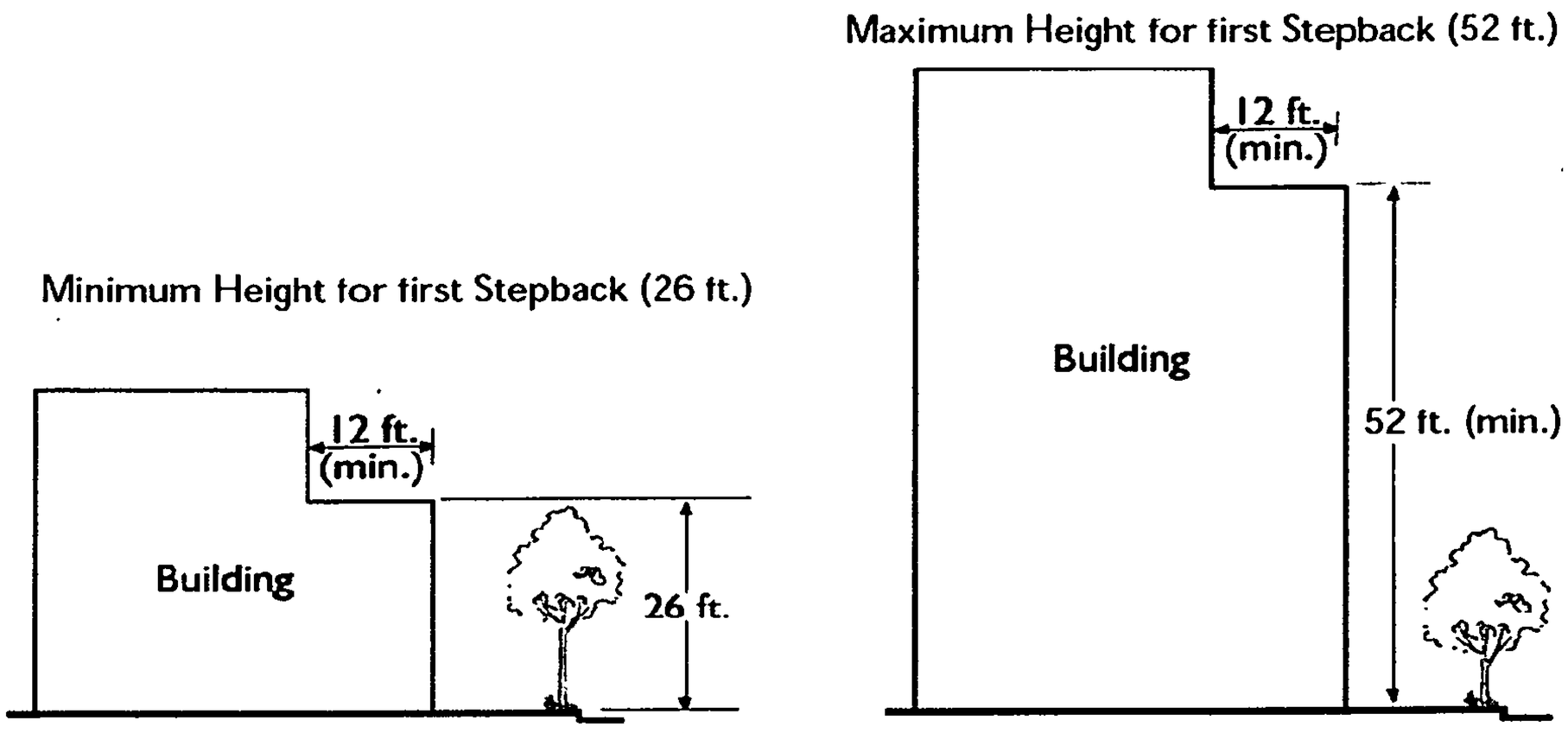
2. For properties 7 acres in size or larger the minimum FAR shall be 0.3. If the owner/representative of any property of at least 7 acres in size puts forth a completed application to obtain a TIDD from the City of Albuquerque and/or Bernalillo County and/or the State of New Mexico and is turned down,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

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

G. Height

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

Illustration: Stepback



2. SU-3 for MU-UPT/Buffer Zone: Structure height up to 36 feet is permitted at any legal location subject to Buffer Setback regulations.

H. Setbacks

1. SU-3 for MU-UPT:

a. A zero foot setback is permissive as long as a 10 foot Walkway and a 4 foot landscaped Planting Strip shall be provided between the Building Façade and the back of curb.

b. There is no maximum setback.

c. Setbacks along Menaul Blvd. shall be a minimum of 15 feet or as directed by the Menaul Blvd. Corridor Plan.

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

a. A Building where a lot is adjacent to a property zoned R-1 shall have a rear Setback of not less than 15 feet including the width of any existing alley.

b. There shall be a minimum 30 foot Landscape Buffer on the western border of Espanola between Indian School and Cutler.

c. There shall be a 30 foot Setback from the interior side of the required 10 foot Walkway on Pennsylvania for the lot at the southwest corner of Pennsylvania and Indian School. The area created by this Setback shall include a 15 foot Landscape Buffer adjacent to the back of the 10 foot wide Walkway that shall consist of at least a double row of approximately 25% Shade Trees, 25% Signature Trees and 50% Evergreen Trees. This Landscape Buffer shall be covered with 75% living vegetative materials. The remaining 15 feet of this Setback area may be any configuration of Walkway, plazas, patio, landscaping, Parking and/or drive aisles provided they conform to the Design Regulations in Chapter V. of the 2008 USDP. If the westerly 15 feet is used for Parking or drive aisles a 4 foot tall visual barrier consisting of a solid wall or continuous evergreen hedge shall be required between the 15 foot Landscape Buffer and the Parking or drive aisle. Additional Landscape Buffer regulations are in Chapter V. Section H.

Blank page between chapters

Chapter V. ZONING AND DESIGN REGULATIONS

1. Upon adoption of the 2008 USDP, all existing Buildings which do not conform to the 2008 USDP are permitted as Legally Nonconforming as to the use of the Building and Legally Nonconforming as to the design of the Building.

2. All New Construction and/or Redevelopment must comply with all the zoning and design regulations of the 2008 USDP except where specifically exempt.

3. If an existing Building, with a use that becomes Legally Nonconforming upon adoption of the 2008 USDP, is Razed voluntarily or involuntarily, the rebuilt Building can continue as a Legally Nonconforming Use, but must come into compliance with all other regulations and requirements in the 2008 USDP. For example, if a hotel in the SU-3 for MU-UPT Buffer Zone is destroyed or torn down it is allowed to rebuild as a Legally Nonconforming hotel, but the new Building must comply with all other regulations in the 2008 USDP including the required Building design, landscaping and Parking. Section 14-16-3-4 (A) (8) ROA 1994 of the zone code limits the amount of time in which the rebuild must begin and that regulation is incorporated into the 2008 USDP.

4. New Construction or Redevelopment shall be allowed to occur in multiple phases provided that the phasing is clearly delineated on an approved Site Development Plan and provided that each individual phase meets the regulations of the 2008 USDP as that phase is developed.

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

6. LEED and Green Building methods are strongly encouraged for building and environmental benefits. A combination of planning, design, materials, technology, and vegetation will obtain the greatest benefits for the surrounding environment and for the life of the Buildings.

A. Buildings

1. Materials

a. Materials on Buildings shall support a high quality, diverse architectural character that provides variety, interest and vitality. To achieve design

integrity, individual building elements shall be of excellent design and quality materials such as brick, slate, stone or tile.

b. The following external building materials shall be prohibited:

Engineered wood paneling
Vinyl siding
Plastic
Unfinished, solid faced, concrete masonry units
Any other material designated as prohibited by the Planning Director

2. Articulation Regulations:

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

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

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

Arcades
Awnings
Balconies
Brackets, projecting
Brick
Canopies
Cantilevers
Cornices
Eaves
Entrances, extending outward from a façade
Glazing or Windows, to be counted as one item
Lintels, projecting and exposed
Molding integrated into the Building
Multiple finishes i.e. stone, brick and stucco
Pitched roof forms
Planters that incorporate landscaped areas and can be used for seating
Portals
Slate
Tile
Transoms
Trellises

Wall accenting i.e. shading, engraved patterns, etc.
Wing-walls that include landscaped areas and can be used for seating
Any other treatment that meets the approval of the Planning Director

B. Screening

1. Trash receptacles, mechanical equipment, loading docks and Public Utility Structures shall be screened from public Streets through the use of Solid walls, Solid fences, berms, dense evergreen foliage or other acceptable screening devices as determined by the Planning Director.

2. There is no height limit for Solid Fences or Solid Walls. Walls and fences shall be tall enough to function as intended when used for screening.

3. All screening devices shall be in compliance with the Clear Sight Triangle.

C. Fencing and Walls

1. Walls including retaining walls and fences are permitted, but they must be shown and approved on the Site Development Plan.

2. There is no height limit for fencing and/or walls.

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

4. All fencing and walls shall be in compliance with the Clear Sight Triangle.

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

D. Open Space

1. All Sites in the Uptown Area zoned SU-3 for MU-UPT and SU-3 for MU-UPT Buffer shall provide a minimum of 10% of their Site acreage as Open Space.

2. When phasing of a Site Development Plan is involved, each phase must meet the 10% of Site Open Space requirement when building that phase. If the Applicant is combining Open Space as allowable in Chapter V., Section D. #9 and/or #10, and the Open Space being combined is from more than one phase, the first phase built shall still meet the minimum 10% requirement at the time it is built. Subsequent phases shall not be built until the preceding phase's Open Space has been built. Under no circumstances shall the Applicant be allowed to defer providing and developing the required Open Space for each phase.

3. 40% of the required Open Space shall be Landscape Area.

4. Open Space shall be open and accessible to the general public. If the Open Space is not easily identifiable, as determined by the Planning Director, from the abutting Walkway, signage must be provided to direct the public to the Open Space. The exception to this requirement is the Landscaped Area on a traffic circle. For safety reasons, a landscaped traffic circle is not an appropriate place to be "open and accessible" to the public. However, the Landscaped Area on a traffic circle will count towards the "10% of Site" Open Space requirement because of the visual impact.

5. Open Space, required or excess, shall not be covered in asphalt. Asphalt shall not be used as a surface for Open Space.

6. Open Space shall be either Developed Open Space, as defined in the 2008 USDP or a completely Landscaped Area, as defined in the 2008 USDP.

7. Required Developed Open Space areas such as Pedestrian Plazas shall have a Landscaped Area equal to 40% of the Site. A minimum of 15% of all Developed Open Space must be shaded from the summer sun with landscaping including trees and/or permanent or temporary shade structures. Each Open Space area must have landscaping and shade.

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

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

10. Combined Open Space areas may be located across Internal Streets within a Site.

11. All Open Space areas shall connect to Walkways.

12. All Open Space areas that are not "Developed Open Space" and are 25 square feet in size or larger shall be built as a Landscape Area. The required 75% coverage will be calculated from the anticipated size of the plants at maturity. This Landscape Area may be included for the purpose of meeting the Open Space requirements of "10% of Site" and the landscape requirement of "40% of Open Space" and shall be included in the Landscape Plan.

13. The use of gravel including rocks and crusher fine as ground cover is limited to a maximum of five (5%) percent of any Open Space including any gravel used in Landscape Areas and/or Planting Strips.

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

a. All Landscape Area except as specifically excluded in # 15 below.
b. Gardens
c. Landscape Area of traffic circles
d. Landscape Buffers as required in Chapter V., Section H.
e. Parks
f. Pedestrian Plazas, patios, and/or courtyards
g. Planting Strips – that portion wider than the required 4 or 6 feet.
h. Playgrounds
j. Recreational areas and landscaped trails
k. Amphitheatre (Prohibited in SU-3 for MU-UPT Buffer Zone)
l. Walkways – any portion wider than the required 10 feet

15. The following elements and/or items **shall not** be included as Open Space for the purpose of meeting the "10% of Site" Open Space requirement. Most of the elements and/or items on this list are required in other regulations.

a. Drainage Ponds

b. Driveways, drive aisles
c. Internal Streets, privately owned
d. Parking in any form: Spaces, Lots, Structures
e. Planting Strips; 4 or 6 feet wide Planting Strips required for Street Trees
f. Planting Strips; 4 foot wide Planting Strips abutting Walkways
g. Required Walkway Trees with or without Planting Strips
h. Walkways except any portion of a Walkway that is wider than 10 feet
i. Street Trees wherever they are planted, except for Street Trees planted in the required Landscape Buffers listed in Chapter V., Section H., which shall be counted toward Open Space
j. Uptown Circulator and/or City Transit Stops
k. All undeveloped areas such as dirt lots

16. Open Space in excess of the "10% of Site" requirement shall:
a. be subject to the Street Tree definition and requirements if applicable
b. be required to provide shade over 15% of the excess Open Space
c. shall contain at least one amenity from # 17 of this Section
d. not be left as a dirt lot

17. Required Developed Open Space areas shall include a minimum of two of the following amenities:
a. Bicycle amenities such as bicycle racks or bicycle lockers
b. Dog-friendly amenities
c. Drinking fountains
d. Low-water use fountain or water feature
e. Playground equipment or other recreational amenity
f. Sculpture or other artwork
g. Seating
h. Any other amenities that meet the intent of this Section and the approval of the Planning Director

E. Pedestrian Plazas and Playgrounds

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

Pedestrian Plazas and playgrounds shall meet the following regulations:

1. Pedestrian Plazas and playgrounds shall be easily accessible and open to the public. Ground level Pedestrian Plazas and playgrounds shall connect to Walkways. If a Pedestrian Plaza is not located at ground level, as would be the case with a roof garden, signage must be provided to direct the public from the closest Walkway to the Pedestrian Plaza. The public shall not walk through any private space in order to access a Pedestrian Plaza.

2. Pedestrian Plazas shall be constructed of ADA accessible materials other than asphalt.

3. Playgrounds shall be designed to be ADA accessible and provide play equipment that is appropriate for ages 2 years to 12 years.

4. Pedestrian Plazas and playgrounds shall provide seating on-site with benches, boulders, retaining walls, ledges, raised planters, grass berms, tables and chairs or other ways for people to sit and relax.

5. At least 15% of the Pedestrian Plaza and/or playground shall be shaded from the summer sun with landscaping including trees and/or shade structures that may be either permanent or temporary.

6. Pedestrian Plazas and playgrounds used to meet the "10% of Site" Open Space requirement must also provide a Landscape Area equal to a minimum of 40%.

7. Pedestrian Plazas may be used for Community Activities such as farmer's markets or art shows.

8. Pedestrian Scale Lighting shall be provided for all Pedestrian Plazas and playgrounds.

9. Trash receptacles shall be provided on-site for Pedestrian Plazas and playgrounds.

10. Pedestrian Plazas and/or playgrounds shall be privately maintained or maintained through an UPTNA BID and/or other private funding method.

11. Pedestrian Plaza and playgrounds should be visible from the public Right-of-Way wherever possible for security.

12. If paved, Pedestrian Plazas shall use decorative paving patterns and include the adjacent Walkway border element.

13. Pedestrian Plazas shall include a minimum of two of the following amenities:

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

F. Landscape

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

New Construction and/or Redevelopment shall apply the following landscape regulations and requirements:

1. 40% of the "10% of Site" Open Space Requirement shall be Landscape Area. In addition, every Site shall have a minimum of a four (4) foot wide Planting Strip abutting a ten (10) foot wide Walkway.

2. A Landscape Plan shall be provided with the Site Development Plan for approval. Requirements for the Landscape Plan are listed in Chapter V. Section K.

3. All landscaping shall be planted as shown on the Landscape Plan.

4. All landscaping shall be planted no later than 30 days after the completion of construction and in no case later than the final inspection.

5. All landscaping should be planted in accordance with instructions provided in most recent city standards or nationally accepted standards by the nursery, landscape, irrigation, and arboriculture industries. See Appendix B

6. The use of Soil Connections to adjoining landscaping or Permeable Pavement connections in the Walkways and Parking areas are encouraged. See Appendix B

7. Irrigation is required for all plantings. Irrigation systems shall meet the differing needs of trees and other vegetation to ensure all plantings flourish.

8. Water Harvesting conservation techniques shall be utilized where possible and as approved by the City Hydrologist or City Engineer. Such techniques may include Water Harvesting, Graywater, Water Reuse Systems and Permeable Pavement. Rainwater from roofs should be directed or stored and used to water trees and other landscaping whenever possible.

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

10. The use of gravel, including rocks and crusher fine as ground cover, is limited to five (5%) percent or less of any Landscape Area, Planting Strip or Open Space area.

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

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

a. Trees must be two inches in caliper.

b. Shrubs, bushes and low-growing evergreens shall be at least one gallon in size.

c. Ground cover and turf must be adequate to provide 75% ground coverage within two growing seasons after planting.

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

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

15. Forty (40%) percent of required Open Space shall be Landscaped Area.

a. Landscape Areas shall be covered with a minimum of seventy-five (75%) percent living, vegetative materials, such as trees, grasses, vines, flowers and/or bushes/shrubs. Coverage shall be calculated from the anticipated size of mature plants.

b. All Open Space areas that are not "Developed Open Space" and are 25 square feet in size or larger shall be planted as a Landscape Area.

c. Planter boxes or large planting pots may also be counted as the Landscape Area of Open Space provided they are not within Planting Strips and are shown on the Landscape Plan. The surface area of planter boxes and large planting pots are measured in order to calculate the amount of Landscape Area they equal.

d. Trees are strongly encouraged in Landscape Areas.

e. Required Planting Strips are not considered as Landscape Area for the purpose of meeting the 40% of the "10% of Site" requirement.

16. Planting Strips

a. Planting Strips must be a minimum of 4 feet wide and be covered with living, vegetative materials, such as grasses, vines, flowers and/or bushes/shrubs over sixty (60%) percent of the Planting Strip if it is directly between Parking and a Walkway. If the Planting Strip is required for Street Trees it shall be covered with living, vegetative materials, such as grasses, vines, flowers and/or bushes/shrubs over seventy-five (75%) percent of the Planting Strip. Coverage shall be calculated from the anticipated size of the plants at maturity.

b. In order to facilitate the transition between Parking Spaces and adjacent Walkways, decorative pavers may be used within the forty (40%) percent of the Planting Strip not required to contain living, vegetative materials.

c. Planting strips are not contained within Walkways, they abut Walkways i.e. a four (4) foot wide Planting strip abuts a ten (10) foot wide Walkway.

G. Trees

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

Tree regulations are as follows:

1. New Construction and/or Redevelopment or any person who paves a new Parking Lot is required to plant trees as described in this section. A new Parking Lot is a Parking Lot which was not previously a paved Parking Lot. See Appendix A for tree list

2. People required to plant new trees shall start including Signature Trees. Signature Trees are not as large as Shade Trees but they have a noticeable flower bloom in the spring or summer. Every Lot over twenty (20) feet wide shall have at least one (1) Shade or one (1) Signature Tree. See Appendix A for tree list

3. All new trees including Street Trees, Walkway Trees and Parking Lot Trees shall be planted in a proportion of approximately one-third (1/3) Signature Trees and two thirds (2/3) Shade Trees. If Shade Trees cannot be planted because the location is above an underground Parking Structure, Signature Trees in raised planters or large pots may be substituted. See Appendix A for tree list

4. All required trees shall be planted no later than thirty (30) days after the completion of construction and in no case later than the final inspection.

5. Trees shall be a minimum of two (2) inches in caliper at the time of planting.

6. Trees shall be planted in Tree Wells or in Permeable Pavement to maximize the opportunity for the trees to thrive. The minimum size of a Tree Well or Permeable Pavement shall be thirty-six (36) square feet. See Appendix B

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

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

9. The replacement of dead trees is the responsibility of the owner of the tree. In the case of Street Trees or other trees planted in the public Right-of-Way the owner of the adjacent lot closest to the tree is responsible for replacing the dead tree. Dead trees shall be replaced with a tree of conforming species and location as expeditiously as

possible, but in no case longer than sixty (60) days after being made aware of the issue. Signature Trees may be used to replace some Shade Trees in order to achieve the desired Signature/Shade Tree proportions.

10. To prevent planting new trees that will be removed within a few years of their being planted there is a consideration given. If a new Building or a Parking Structure identified on an approved Site Development Plan is proposed to be built on an existing Parking Lot, that part of that Parking Lot that will be replaced by the new Parking Structure or Building, is not required to upgrade to the Parking Lot Tree, Walkway and Walkway Tree requirements even though the amount of New Construction and/or Redevelopment would require it.

11. If the new Building or Parking Structure described in Chapter V., Section G. # 11 can only be built with Public/Private Partnership funding such as a TIDD and if the TIDD or other funding is not approved or if the Tax Increment Allotment is not sufficient to build the proposed Building or Parking Structure as determined by the owner/representative of the property then the Parking Lot Tree, Walkway and Walkway Tree requirements must be met within 6 months of the funding being denied or rejected. The Applicant shall amend the Site development Plan to show the required Parking Lot Trees, Walkways and Walkway Trees. Failure to comply to this regulation shall start enforcement action.

12. If the new Building or a Parking Structure described in Chapter V., Section G. # 11 is not dependent on Public/Private funding but has not been built within four and one-half (4 ½) years of the date of Site Development Plan approval, the Parking Lot Tree, Walkway and Walkway Tree requirements must be met within five (5) years of the date of the Site Development Plan approval. The Applicant shall amend the Site Development Plan to show the required Parking Lot Trees, Walkways and Walkway Trees. Failure to comply to this regulation shall start enforcement action.

13. Street Trees are required on the following Streets:

a. Louisiana Blvd., Pennsylvania St., San Pedro Dr., south side of Menaul Blvd., Indian School Rd., Uptown Blvd., America's Pkwy and The Loop Rd. In order to eventually line the Streets with trees, new Street Trees on these Streets shall have an approximate regular maximum spacing of thirty (30) feet on center and be planted in six (6) foot wide Planting Strips adjacent to the required ten (10) foot wide Walkways. The Planting Strip and the adjacent Walkway shall run the length of the property where they are located.

b. The north side of Menaul Blvd. shall be planted at an approximate maximum regular spacing of thirty (30) feet on center but there is no requirement for a Planting Strip. These Street Trees shall be planted in thirty-six (36) square foot Tree Wells.

c. Internal and Local Streets, other than those Streets listed in "a." and "b." above, shall have an average maximum spacing of thirty (30) feet on center. The same number of required trees may be clustered in groups of no more than three (3) trees, but they must be shown on the approved Site Development Plan. These Street Trees shall be planted in a minimum four (4) foot wide Planting Strip that is adjacent to the required ten (10) foot wide Walkway. The length of the Planting Strip and the abutting Walkway shall run the length of the property where they are located.

d. See Appendix A for Tree List.

14. Parking Lot Trees are required as follows:

a. Trees shall be planted at a rate of one (1) tree per eight (8) Parking Lot Spaces.

b. Each row of parking shall have an end cap with at least one (1) tree.

c. Trees shall be planted in thirty-six (36) square foot Tree Wells.

d. No Parking Space shall be more than sixty (60) feet from a tree trunk.

15. Walkway Trees are required as follows:

a. Walkway Trees shall be planted in Planting Strips when the Walkway abuts a Building and/or a Parking Space not contained in a Parking Lot, at a number equal to a maximum of twenty-five (25) feet on center.

b. Walkway Trees planted in a Planting Strip may have regular or irregular spacing to accommodate the entrances of the corresponding Buildings provided that the total number of required trees are planted.

c. Walkways Trees shall be planted along Walkways that do not abut Buildings and are not shaded by existing trees at a number equal to a maximum to twenty-five (25) feet on center. This requirement includes Walkways internal to Parking Lots where trees will be planted on alternating sides of the Walkway.

d. Three or less Walkway Trees may be clustered if sufficient Rooting Volume is supplied and if the requirement to shade the Walkway is met.

e. Walkway Trees are not required on the west side of San Pedro Dr. or the north side of Menaul Blvd.

16. To provide winter greenery, Evergreen Trees shall be required in the Landscape Buffers listed in Chapter V. Section I., and are encouraged in park areas and internal Walkways where possible. Evergreen trees shall not be planted close to Streets or anywhere that their dense foliage could cause a traffic hazard. An Evergreen Tree may be substituted for a required Shade or Signature Tree. See Appendix A for tree list

17. In a situation where Street Trees, Parking Lot Trees and/or Walkway Trees could be required, the requirement enforced shall be for whichever regulation yields the most trees.

H. Walkways

There is a lack of uniformity between the existing Walkway configurations, both in width and appearance throughout the Uptown Area. Walkway consistency is important to create a cohesive, recognizable and unique Uptown Area. All new Walkways will have a minimum six (6) inch decorative border as an additional unifying feature. See Appendix C for examples of borders

1. New Construction and/or Redevelopment or any person who paves a new Parking Lot is required to build Walkways as described in this section

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

3. All Walkways in the Uptown Area are required to be a minimum of ten (10) feet wide and shall include a minimum six (6) inch brick or other decorative, contrasting material as a border along both sides of the Walkway except for the following: See Appendix C for examples of borders

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

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

c. Walkways through Parking Lots shall be a minimum of eight (8) feet wide.

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

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

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

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

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

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

10. In order to facilitate the transition between Parking Spaces and adjacent Walkways, decorative pavers may be used within the 40% of the Planting Strip not required to contain living, vegetative materials as stated in Chapter V. Section F. #16.

11. All Site Development Plans shall demonstrate Walkway interconnectivity to other Sites in the Uptown Area. All Walkways must connect to other Walkways within the Site and to public Right of Ways abutting the Site.

I. Landscape Buffers

1. Landscape Buffers are required in the following locations:

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

b. For the lot at the southwest corner of Pennsylvania St. and Indian School Rd. there shall be a thirty (30) foot Setback from the back of the required ten (10) foot Walkway on Pennsylvania. The area created by this Setback shall include a 15 foot Landscape Buffer adjacent to the back of the ten (10) foot wide Walkway. The remaining fifteen (15) feet of this Setback area may be any configuration of Walkway, plazas, patio, landscaping, Parking and/or drive aisles provided they conform to the Design Regulations in Chapter V. of the 2008 USDP. If the remaining fifteen (15) feet is used for parking or drive aisles a four (4) foot tall visual barrier consisting of a solid wall or continuous

evergreen hedge shall be required between the fifteen (15) foot Landscape Buffer and the Parking or drive aisle.

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

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

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

3. Landscape Buffers are not required between the SU-3 for MU-UPT Buffer properties on San Pedro, Menaul, Espanola St. - north of Arvada Ave. and the R-1 properties outside the 2008 USDP boundaries because there is inadequate room. These SU-3 for MU-UPT Buffer properties are required to have a fifteen (15) foot rear Setback which include Alleys, see Chapter IV. Section H. Setbacks.

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

5. No Parking is permitted within a Landscape Buffer.

6. Landscape Buffers should, if possible, have at least a double row of trees. These trees shall be at least eight (8) feet high at time of planting and capable of reaching a height at maturity of at least twenty-five (25) feet. Spacing of the trees shall be equal to seventy-five (75%) percent of the mature canopy diameter of the trees. At least one-half (1/2) of the trees planted in a Landscape Buffer shall be Evergreen Trees. The rest of the trees shall be a combination of Shade and Signature Trees

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

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

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

J. Parking

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

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

3. All existing Parking Spaces, whether in sufficient number to make up a Parking Lot or not, throughout the Uptown Area at the time the 2008 USDP is adopted are allowed. These Parking Spaces may be reconfigured to accommodate new Site Development Plans and building reconfigurations as renovations occur as long as they conform to the zoning, design and landscaping regulations of the 2008 USDP.

4. Minimum Parking Space requirements for SU-3 for MU-UPT and SU-3 for MU-UPT Buffer are two Parking Spaces per 1,000 square feet of a Building's floor space. New Construction and/or Redevelopment must demonstrate on the Site Development Plan how the Applicant will meet the Parking needs of their Site either through dedicated Parking Spaces or Shared Parking Agreements. The applicant must also demonstrate on their Site Development Plan that Adequate Parking is provided to prevent over-flow Parking into residential neighborhoods not within the Uptown Area.

5. There shall be no maximum number of Parking Spaces.

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

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

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

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

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

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

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

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

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

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

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

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

18. New Parking may be built so long as it complies with the zoning, landscaping and design regulations of the 2008 USDP and including:

a. Parking Lots shall be visually and functionally segmented into smaller sub areas separated by landscaping and pedestrian Walkways. No single sub area shall exceed ninety (90) Parking Spaces.

b. Parking sub areas shall be linked to the main pedestrian Walkway leading to the main entrance of the building by means of Walkways.

c. The Walkways within Parking Lots may be eight (8) feet wide.

d. Parking Lot Walkways shall be shaded by means of trees spaced

approximately twenty-five (25) feet on center, a trellis or similar structure or a combination thereof. Tree Wells, planters or supports for shading devices may encroach on the Walkway up to two (2) feet. In no case shall the Walkway be diminished to less than six (6) feet in width at any point.

e. Every third double row of Parking shall have a minimum eight (8) foot wide continuous Walkway dividing that row. The Walkway shall either contain the unifying Uptown border or be patterned or colored material other than asphalt and may be at finished grade level.

f. The regulations listed in this Section 4 - a. through f. do not apply to Parking Structures.

19. In addition to all other applicable Parking, design, zoning and landscaping regulations in the 2008 USDP the following are regulations for Parking Structures

a. Pedestrian entrances into Parking Structures shall connect to at least one Walkway.

b. Parking Structure shall be built with the same Setback regulations as Buildings in Chapter IV. of the 2008 USDP.

c. There are no Stepback requirements for Parking Structures.

d. Parking Structures shall be built with the same regulations as Buildings with regard to materials listed in Section A. of this Chapter.

e. Parking Structures may have Wraps or Suite Liners on the ground floor.

f. Wayfinding signage shall be provided at each connection of the Parking Structure to a Walkway, a Bikeway and/or a Street.

g. Parking Structures shall employ the principles of *Crime Prevention Through Environmental Design (CPTED)* so as to deter crime and to facilitate security measures.

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

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

Arcades
Awnings
Balconies
Brackets, projecting
Brick

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

K. Landscape Plan

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

2. A statement describing how the proposed landscaping meets all the landscape requirements in the 2008 USDP including but not limited to:

a. the minimum of forty (40%) percent of required Open Space being Landscape Area

b. the minimum of seventy-five (75%) percent of Landscape Area and sixty (60%) percent or seventy-five (75%) percent of Planting Strips being covered with living, vegetative materials, such as trees, grasses, vines, flowers and/or bushes/shrubs

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

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

2. Topography in the form of finished contour lines

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

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

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

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

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

8. Clear delineation of all non-living ground cover

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

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

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

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

L. Signage

The following regulations apply to both the SU-3 for MU-UPT Zone and the SU-3 for MU-UPT Buffer Zone unless otherwise noted. Signage marked with an asterisk * requires City sign permits.

1. Upon adoption of the 2008 USDP, all existing signs which do not conform to the 2008 USDP are permitted as Legally Nonconforming. The Legally Nonconforming signs are allowed to remain at their existing height, location and size so long as they are refurbished with materials to match adjacent Buildings. These Legally Nonconforming signs may be changed with regards to the message, logo and/or text of the sign but they shall not be rebuilt. A rebuilt or Legally Nonconforming sign must be removed within thirty (30) days of notification from the Code Compliance Official.

2. A Signage Plan shall be submitted along with a Site Development Plan indicating the size, location, colors, lighting and materials of all proposed signs. Elevation drawings of the signs shall be included on the Sign Plan.

3. Signs shall be contained within the property lines of the Premise upon which the sign is located and no sign shall project over any vehicular traffic area.

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

5. Signs with missing letters, including approved signs with movable letters, or signs which are in a state of disrepair shall be repaired within forty-five (45) days.

6. Freestanding Signs* including Monument Signs*

a. Number of signs:

i. A Premise shall be permitted one (1) Freestanding Sign along each Street and an additional one (1) Freestanding Sign for every one-hundred-fifty (150) feet of Street frontage along a single Street.

ii. A joint sign Premise

a) A joint sign Premise agreement may be created by two or more owners of abutting Premises. This agreement shall allow the owners to combine the Street frontages of their properties in order to meet the one-hundred-fifty (150) feet of Street frontage required for one (1) additional Freestanding Sign.

b) Such owners shall sign an appropriate form provided by the Code Compliance Official.

c) If the owner of one or more cooperating Premises

legally withdraws from such an agreement, the additional Freestanding Sign shall be removed within thirty (30) days.

b. Sign Area – Square Footage

i. Freestanding Signs may have two or more sides, but only the largest side of the Freestanding Sign shall be used in calculating the square footage of the sign.

ii. A Premise within the SU-3 for MU-UPT Zone shall be permitted two- hundred (200) square feet of Sign Area for each sign, and an additional twenty (20) square feet of Sign Area for every one-hundred-twenty-five (125) feet of Street frontage along a single Street. In no case shall Sign Area shall exceed two-hundred-sixty (260) square feet.

iii. A Premise within the SU-3 for MU-UPT Buffer Zone shall not exceed the following signage square footages:

a) Seventy-five (75) square feet if the most important street abutting the lot is Arizona St., Cardenas Dr., Chama St., Dakota St., Espanola St., Jicarilla Pl., Mesilla St., Prospect Pl., Phoenix Ave., Taylor Ave., Valencia Dr. and/or Claremont Ave.

b) One-hundred (100) square feet if the most important street abutting the lot is America's Pkwy., Arvada Ave., Cutler Ave., Uptown Blvd., Uptown Loop and/or Pennsylvania

c) Two-hundred-fifty (250) square feet if the most important street abutting the lot is Interstate-40, Louisiana Blvd., Menaul Blvd., San Pedro Dr., and/or Indian School Rd.

c. Height and Length

i. Freestanding Signs* shall not exceed twenty-six (26) feet in height, except

ii. If the Freestanding Sign* is within one-hundred-fifty (150) feet of a moving lane of Interstate-40, including interchange ramps, the sign shall not exceed forty (40) feet in height, measured from grade or twenty-six (26) feet measured from the elevation of Interstate-40 at its closest point, whichever is lower.

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

d. Freestanding signs* with overhead wiring to supply electric power are prohibited.

7. Building-Mounted Signs* including Wall*, Marquee*, Projecting* and Canopy Signs*

a. Wall Signs* shall adhere to the following regulations:

i. Number of signs: Every storefront, business or Building Façade is allowed to have Wall Signs* on Façades facing Streets excluding alleys. There

is no limit on the number of Wall Signs provided the signs do not exceed the percentage of Façade Sign Area regulations listed below in Chapter V., Section L., # 8, a, ii.

ii. Sign Area: The maximum allowable Sign Area of a storefront, business or Building Façade is based on the following percentages:

a) Twenty-five percent (25%) of the storefront, business or Building Façade to which it is applied, if the sign area is wholly visible from any abutting Street other than Louisiana, San Pedro, Indian School, Menaul and/or Interstate-40.

b) Thirty percent (30%) of the storefront, business or Building Façade to which it is applied, if the sign area is wholly visible from and abutting Louisiana, San Pedro, Indian School, Menaul and /or Interstate-40.

iii. Height, length and/or width: Wall Signs* may be any shape or size provided that they do not exceed the Sign allowances in Chapter V., Section L., # 8, ii. above.

iv. Wall Signs* may extend above the height of the Façade it is mounted on provided:

a) the Wall Sign* is a continuation of the plane of the Façade where it is mounted

b) that no more than twenty-five percent (25%) of the Wall Sign* height extends above the height of the Façade where it is mounted

c) that Wall Signs extending above the roof shall have sign supports covered in a manner which integrates the sign with the building design. Angle irons or similar supports shall not be visible from public Right-of-Way

v. Wall Signs* shall not extend more than six (6) inches from the wall on which they are displayed.

b. Marquee Signs* shall adhere to the following regulations:

i. Number of Signs and Sign Area are governed by the same regulations as Wall Signs and shall be included in the total Wall Sign square footage authorized for each storefront, business or Building Façade.

ii. Marquee Signs* are allowed to project out a maximum of ten (10) feet from the building where they are mounted.

iii. Marquee Signs* shall be mounted at least twelve (12) feet above grade level as measured from the bottom of the sign.

c. Projecting Signs* not including Marquee Signs*, shall adhere to the following regulations:

i. Projecting Signs* shall be mounted at least twelve (12) feet above grade level as measured from the bottom of the sign.

ii. Projecting Signs* shall not extend above the ridgeline or the parapet wall of the Building by more than an additional ten percent (10%) of the height of the Projecting Sign measured from bottom of the sign to the ridgeline or parapet wall.

iii. If there is only one (1) Projecting Sign on a storefront, business, or Building Façade, that sign shall not extend or project more than six (6) feet out

from the storefront, business or Building Façade where it is mounted. If there are two (2) or more Projecting Signs on a storefront, business or Building Façade, no two (2) or more Projecting Signs shall extend or project more than four (4) feet out from the mounting wall.

iv. The front surface or the surface parallel to the Façade may be no wider than two (2) feet or it will be considered a Wall Sign and shall be included in the total Wall Sign square footage authorized for the storefront, business or Building Façade where it is mounted.

d. Canopy* or Awning Signs* shall adhere to the following regulations:

i. Canopies and Awnings are encouraged as articulation elements therefore, there is no limit to the number of Canopies or Awnings that may have signage printed directly on the Canopy or Awning.

ii. Separate signage mounted under and/or supported by a Canopy or an Awning located at ground level is discouraged and limited to one such sign per Façade. The bottom of such sign shall be at least seven (7) feet above grade.

iii. Separate signage mounted under and/or supported by an Awning or a Canopy extending from a window on any level is prohibited.

8. Additional Permanent signs, as follows, are allowed on private property but do not count towards any sign allowances with regard to number of signs or Sign Area as specified in this Chapter V. Section L. Other limitations on these signs are listed individually below.

a. Wayfinding, "Sense of Place" and Informational Kiosks

"Sense of Place", Wayfinding, informational Kiosks and directional signs are allowed on private or public property but shall have no references to specific businesses or products.

b. Religious Signs

On-Premise signs consisting only of religious symbols of a religious group operating an institution or place of worship may be as high as fifteen (15) feet above the roof top of the principal building on the lot, regardless of whether the sign is illuminated.

c. Flags

Official national, state, city flags and flags containing logos or emblems may fly for any period of time.

d. Indoor Signs

Signs inside a building or structure, provided the sign is not so located as to be conspicuously visible and readable, without intentional effort, from outside the building or structure.

e. Private Traffic Signs

Private traffic direction signs which are necessary for and function only to direct traffic movement onto, off of, or within a Premise shall be allowed without limit as to number. The maximum size shall not exceed six (6) square feet. These signs shall not contain commercial advertising. Standard traffic signal light devices may be used if needed and approved by the Traffic Engineer. Horizontal directional signs on and flush with paved

areas are exempt from limitations.

f. Public Utility Signs

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

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

9. Temporary signs, as follows, are permitted on private property in the USDP area but do not count towards any sign allowances with regard to number of signs or Sign Area as specified in this Chapter V. Section L. Other limitations on temporary signs are listed individually below.

a. Construction Signs

One (1) sign shall be permitted for all building contractors, one (1) for all professional firms, and one (1) for all lending institutions on Premises under construction. Each sign's area not to exceed 32 square feet with not more than a total of three (3) such signs permitted on one Premise. Such signs shall be confined to the Site of the construction, construction shed, or trailer and shall be removed within fourteen (14) days of the beginning of the intended use of the project.

b. Real Estate Signs

One temporary real estate sign located on the property it refers to shall be allowed for each Street frontage and one additional sign for each four-hundred (400) feet of Street frontage, spaced accordingly. Real estate signs shall not exceed twenty-four (24) square feet in Sign Area and shall not exceed six (6) feet in height as measured from grade, finished or natural, depending on the condition where the sign is to be located Signs shall be removed within fourteen (14) days of sale or complete leasing.

c. Non-Commercial Signs

Signs advertising community or civic events, flags or emblems of civic, philanthropic, educational, or religious organizations shall not be displayed in excess of one month.

d. Street Banners*

Street banners advertising public entertainment or events shall be specifically approved in designated locations by the Planning Director and/or the Traffic Engineer. Street banners shall be displayed no more than fourteen (14) days prior to and seven (7) days after the public entertainment or event.

e. Decorations

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

f. Political Signs

Political signs shall be permitted up to a total Sign Area of six (6) square feet on each Premise in the SU-3 for MU-UPT Buffer Zone and up to thirty-two (32) square feet for each sign in the SU-3 for MU-UPT Zone. Political signs may be erected no earlier than sixty (60) days prior to the election to which the sign pertain and shall be removed within ten (10) days after that election or after the termination of the candidacy, whichever occurs first.

10. Creative Signage

Creative Signage is encouraged and incentivized within the Uptown Area. All illuminated signs and signs with moving elements require sign permits.

a. Illumination

i. Any Illumination shall follow the New Mexico "Night Skies" statute.

ii. Any Freestanding Sign* (Chapter V. Section L. # 7) or Building Mounted Sign* (Chapter V. Section L. # 8) may be illuminated and/or dynamic except for any restrictions or prohibitions listed in the 2008 USDP

iii. Lighted signs* including those that move, flash, rotate or use revolving lights, pulsating or oscillating beacons or spotlights, shall be at least fifty (50) feet away from any R-1 residential zone that is not within the USDP boundaries.

iv. Lighted signs* including those that move, flash, rotate or use revolving lights, pulsating or oscillating beacons or spotlights, shall not be wholly visible from any R-1 residence that is not within the USDP boundaries.

v. Any illuminated sign*, or any illuminated element of any sign, may turn on or off, or change its brightness, provided that no sign or any part of any sign move or rotate at a rate more often than once each ten seconds, or change its message or picture at a rate more often than once each five seconds. The motion of wind devices are not restricted.

vi. LED displays and holographic signs* are allowed with moving text and images provided the signs meet the requirements and allowances for either Freestanding Signs or Building Mounted Signs.

vii. Any Freestanding Sign* or Building Mounted Sign* may have changeable letters and text.

b. New Technologies and/or Sign Materials

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

c. Iconic Signs

i. Iconic signs are encouraged in the Uptown Area. As an incentive for installing an Iconic Sign, exceptions shall be made as to height and length of the sign. In addition, one extra sign per street frontage shall be permitted if the sign is deemed to be an "Iconic Sign" by the Planning Director.

11. Transit Shelter and/or Uptown Circulator Signage

Transit shelter and/or Uptown Circulator signage are signs which are attached to, or part of, the structure of a transit or circulator shelter

a. Transit Shelter and/or Uptown Circulator signs shall mirror the style of Uptown "Sense of Place" and Wayfinding signs.

b. Transit shelter signs and/or Uptown Circulator signs shall not exceed twenty-four (24) square feet of Sign Area.

c. A transit shelter sign and/or Uptown Circulator sign may be on the public Right-of-Way or on private property abutting the public Right-of-Way.

d. Illumination shall be in accordance with Chapter V., Section L. # 10.

e. A transit shelter sign and/or Uptown Circulator sign shall not encroach upon the Clear Sight Triangle.

12. Signs Advertising Alcoholic Beverages.

a. Freestanding and/or Building-Mounted signs that advertise alcoholic beverages are prohibited.

b. Signs that advertise alcoholic beverages shall be permitted if they are located inside a business that has a valid liquor license but the advertising signs shall not be visible from outside the building.

c. Signs that serve to identify businesses that sell alcohol are allowable but these business signs shall not include the name, logo or slogan of any alcoholic beverages.

13. Prohibited Signage

In addition to any other signs prohibited in the 2008 USDP, Chapter V., Section L., the following signs are prohibited in the SU-3 for MU-UPT Zone and SU-3 for MU-UPT Buffer Zone.

a. Private signs on the public Right-of-Way, except for address signs, numbers only

b. Off-Premise Signs which advertise an activity, business, product, or service not located on, or no longer produced or conducted on the Premise upon which the sign is located unless the sign can meet the requirements for a new cap and replace Off-Premise sign.

c. Signs that contribute to the confusion of traffic control such as signs resembling traffic control lighting, unauthorized traffic signs, signals, markings or devices which purport to be or are imitations of official traffic control devices.

d. Signs which hide or interfere with the effectiveness of any official traffic control device.

e. Signs with high intensity electronic discharge strobe lights.
f. Mobile signs or wheel/trailer mounted signs.
g. Signs that violate the Clear Sight Triangle
h. Signs with audible devices.

14. The Sign Permit process is as stated in 14-16-3-5 (A) ROA 1994. This includes "permits required", "permit applications", "permit fees", "seal of compliance" and "nullification". All signs requiring sign permits are mark with an asterisks *.

M. Wireless Telecommunication Facilities (WTFs)

Wireless Telecommunication Facility shall be concealed facilities integrated into the building, face mounted or roof mounted, not freestanding and as required in the current zone code Section 14-16-3-17 ROA 1994.

Blank page between chapters

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"**.

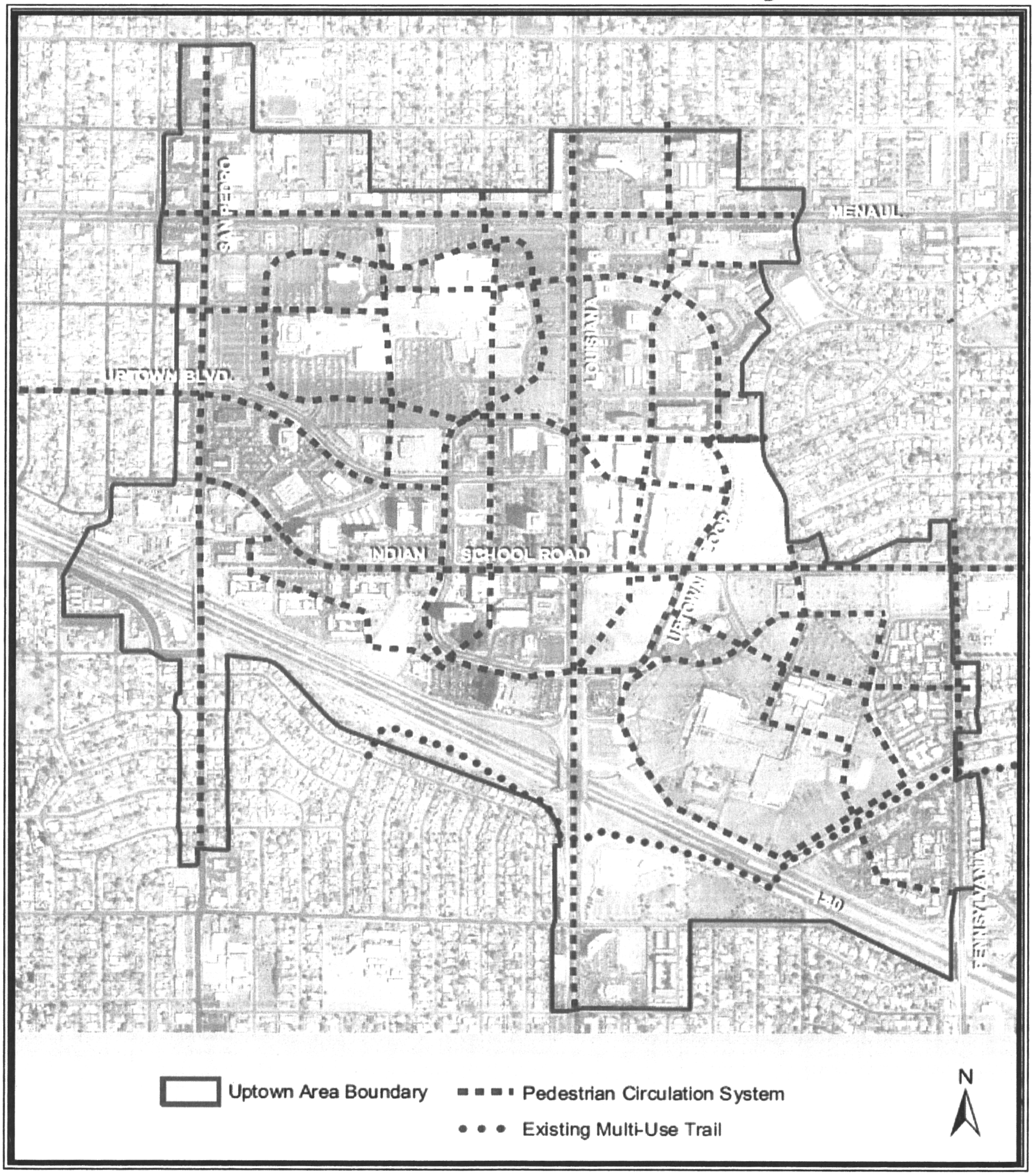
E. Circulator

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.

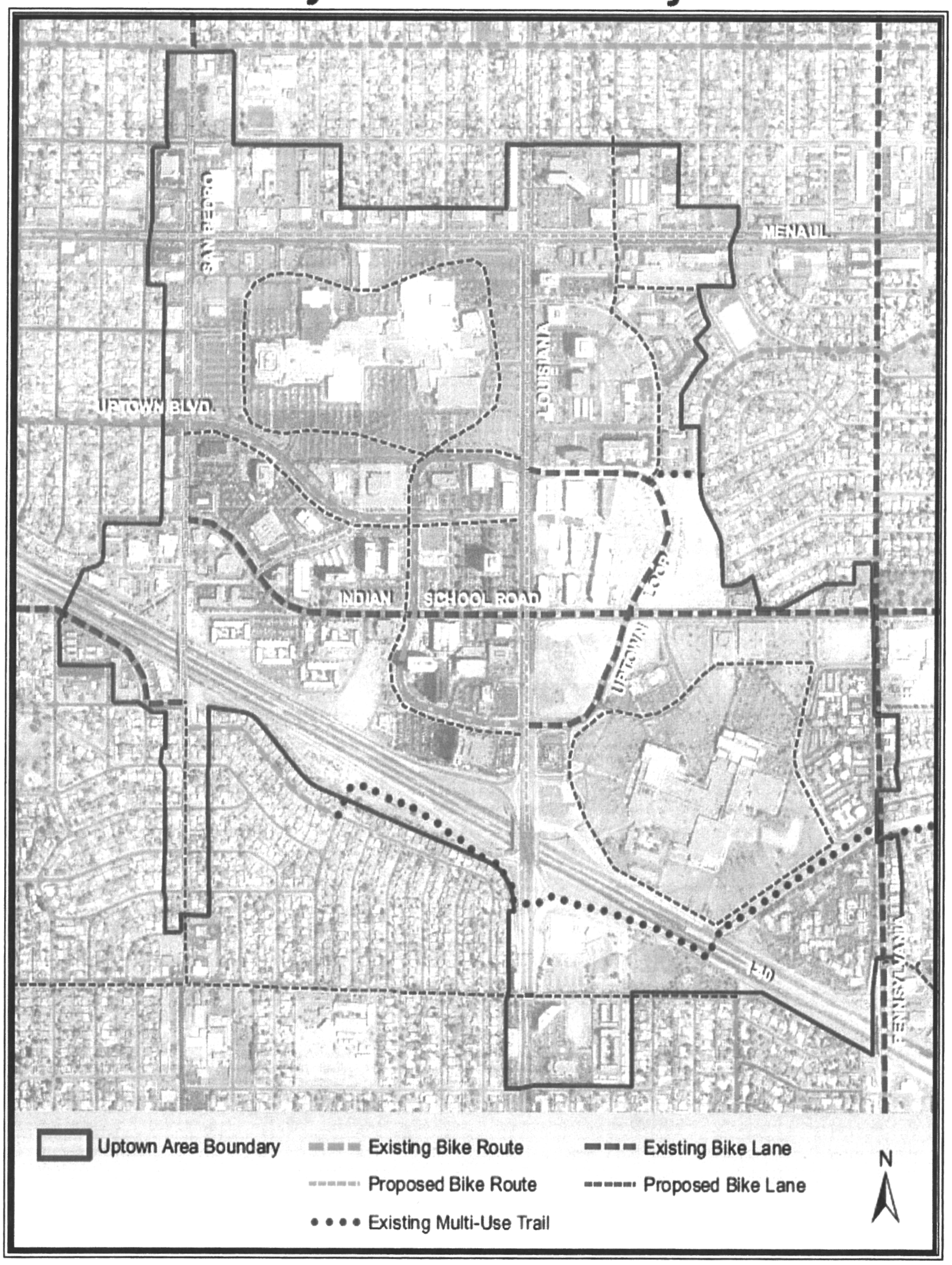
F. The Basics – Infrastructure

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

Blank page between chapters

Chapter VII. REVIEW AND APPROVAL PROCESS

A. Site Development Plans For Building Permit shall be processed through the Review and Approval Process described in Chapter VII of the 2008 USDP.

B. Review and Approval Process

1. The Applicant for a Site Development Plan Approval shall call the Planning Department to request a Project Review Meeting with the Uptown Review Team (URT) prior to submitting an Application for Site Development Plan Approval.

2. The Planning Director shall schedule and convene a meeting between the URT and the Applicant within fourteen (14) days of the Applicant's request.

3. The URT shall consist of representatives from Planning, Zoning, the Office of Neighborhood Coordination, Transportation and the City Forester. Other City departments, such as Transit and Environmental Health shall also participate as deemed appropriate by the Planning Director, on a case by case basis.

4. At the Project Review Meeting the Applicant and the URT shall discuss the Applicant's ideas for a Site Development Plan and how the proposal will meet the general requirements and regulations of the City and the 2008 Uptown Sector Development Plan. It is not a requirement that the Applicant presents a completed Site Development Plan at this meeting, but it is an option that could expedite the Review and Approval Process. Sufficient information shall be provided to allow for adequate feedback and guidance from the URT.

5. At the Project Review meeting, the Planning Director shall assign a planner to track the Applicant's Site Development Plan and to provide a detailed review with written comments on the submitted Site Development Plan. This review will have an emphasis on compliance with the 2008 USDP. The Assigned Case Planner will communicate any issues of non-compliance to the Applicant and the DRB and will stay involved until there is an Approval or a Denial of the Site Development Plan.

6. After the Project Review Meeting, the Applicant, when ready, shall submit at least ten (10) copies of the proposed Site Development Plan, including the Landscape and Signage Plans and one set of 8-1/2" x 11" reductions to the Planning Director for the purpose of distributing the Site Development Plan to the members of the URT and the Assigned Case Planner.

7. After the Applicant submits the copies of the Site Development Plan, the URT members shall provide written comments regarding the compliance or non-compliance of the Site Development Plan to the Assigned Case Planner within two weeks of the Planning Director's receipt of the Site Development Plans. The Assigned Case Planner shall compile all the URT written comments and any issues regarding the 2008 USDP he has identified into a report for the Applicant. That report shall be available to the Applicant no later than one (1) week from the Assigned Case Planner's receipt of the URTs written comments. In no case shall it take longer than a total of three (3) weeks from the Applicant's submittal of Site Plans to the Planning Director and the Assigned Case Planner's compilation of written comments being made available to the Applicant.

8. After the Applicant has received the written comments on issues of compliance and/or non-compliance and is ready to demonstrate how the Site Development Plan meets all 2008 USDP regulations and requirements, the Applicant may request a DRB Hearing. If the Applicant wishes he may request another Project Review Meeting for additional clarification instead of requesting a DRB Hearing.

9. Upon the Applicant's request of a DRB Hearing, if the Site Development Plan still has numerous areas of non-compliance, the Planning Director may call another Project Review Meeting between the URT, the Assigned Case Planner and the Applicant.

10. If the URT and the Assigned Case Planner find that the Site Development Plan is in compliance or very close to compliance with the 2008 USDP, the Applicant may make an Application for Site Development Plan Approval and schedule a Hearing with the Development Review Board (DRB). Compliance with the URT and/or Assigned Case Planner's list of issues does not create or imply any vested rights or Entitlements until the proposed Site Development Plan is signed-off on and dated as Approved by the DRB.

11. The Applicant's request for a DRB Hearing shall be scheduled for the next available DRB Hearing which allows adequate time for required Notification from both the Applicant and the Planning Department.

12. Upon scheduling the DRB Hearing, the Applicant and the Planning Department shall meet the Notification requirements set forth in Chapter VII, B, #13 and #14.

13. The Applicant shall give written Notification of the Application for Site Development Plan Approval to any recognized Neighborhood Association, non-recognized neighborhood organization and/or homeowner association which covers, abuts, or is across the public Right of Way from the subject Site and any interested parties in the area that have registered with the Office of Neighborhood Coordination (ONC) to receive notice. The

ONC shall provide the Applicant with a complete list of the names and addresses for all the people who require Notification. The Applicant shall not be held responsible for notifying people who are not on the list provided by the ONC. Notification shall include a reduced version of the proposed Site Development Plan including the Landscape Plan; the date, time and location for the DRB Hearing; contact information for the Applicant and the name, e-mail and phone number of the Assigned Case Planner. The Notification packet shall be mailed by certified mail, return receipt requested and postmarked at least ten (10) days in advance of the DRB Hearing for the Site Development Plan. The Applicant shall give copies of the ONC Notification list and proof of all Notification mailings to the DRB for the Hearing record. Failure by an Applicant to show proof of Notification shall be grounds for a deferral of the Applicant's proposal at the DRB Hearing until proper proof of Notification is provided by the Applicant.

14. For projects located within the SU-3 for MU-UPT Buffer Zone, the Planning Department shall provide mailed Notification to property owners within one-hundred (100) feet of the boundaries of the proposed Site Development Plan Site, excluding public Right of Ways. Notification shall be postmarked ten (10) days prior to the DRB Hearing and shall include reduced copies of the proposed Site Development Plan, the Landscape Plan and contact information for the Planning Department and the Applicant.

15. The Applicant and the Assigned Case Planner shall attend the Development Review Board (DRB) Hearing regarding the Application for Site Development Plan Approval. The Assigned Case Planner shall state to the DRB whether or not the Site Development Plan meets the requirements of the 2008 USDP and shall provide written comments on any issues of non-compliance and/or other concerns. The Applicant must correct all issues of non-compliance before receiving an Approval of the Site Development Plan from the DRB.

16. The public will be given an opportunity to comment on the Site Development Plan at the DRB Hearing. The public comments will become part of the written record compiled on the Application for Site Development Plan Approval. The DRB shall not approve the Site Development Plan until it is in compliance with the 2008 USDP and all other applicable City regulations and requirements.

17. If the DRB finds that the Site Development Plan is in compliance with the 2008 USDP, all applicable City regulations and that the DRB has heard pul any, the DRB shall approve the Application for Site Development Plan. All DRB shall sign and date the Site Development Plan as Approved. Site Dev Approvals are valid for seven (7) years from the date of Approval.

18. If the DRB Site Development Plan Approval is appealed, w

days of the DRB Hearing, pursuant to the Appeal Process, and the Applicant chooses to proceed to Building Permit during the appeal, the Applicant does so at his own risk. If there is an adverse final decision on appeal the Applicant may be required to discontinue construction and/or remove improvements installed after obtaining the Building Permit. The Applicant shall sign an agreement with the City acknowledging this risk and hold the City harmless in all regards.

19. If the DRB finds that the Site Development Plan is not in compliance with the 2008 USDP and/or City requirements and regulations, but does not issue a Denial, the DRB shall provide the Applicant with a written list including the areas of non-compliance and the reasons for delaying the Approval. The Applicant must bring the Site Development Plan into compliance with the 2008 USDP and all applicable City requirements and regulations before he can request a second or subsequent DRB Hearing. Compliance with the DRB list of issues does not create or imply any vested rights or Entitlements until the Application for Site Development Plan Approval has been signed-off on and dated as Approved by the DRB.

C. Site Development Plan Denial

If the DRB finds that the submitted Site Development Plan is not in compliance with the 2008 USDP and/or applicable City regulations and requirements, and the Applicant is unwilling and/or unable to revise it accordingly, the DRB may issue a Denial of the Site Development Plan. The Applicant may not re-submit the Site Development Plan again within twelve (12) months of the Denial if the Site Development Plan is not substantially different from the Site Development Plan that was denied. This limitation shall not apply to applications brought forth by a representative of the City or to a Site Development Plan that has been substantially changed according to the Planning Director. A Denial may be appealed as per Section D., below.

D. Appeal Process

1. Appeals of a DRB decision on a Site Development Plan shall be pursuant to the Appeals Process set forth in Section 14-16-4-4 ROA 1994.

2. The appellant shall file an appeal within 15 days from the date the DRB signed the Site Development Plan as either Approved or Denied.

3. The appeal is to the City Council through the Land Use Hearing Officer (LUHO).

E. Administrative Amendment

1. An Applicant with an Approved Site Development Plan within the Uptown Area may request an Administrative Amendment if all the following applicable criteria are met:

a. Uses are consistent with those listed on the Site Development Plan that was Approved by the DRB; and

b. Buildings are of the same general configuration as depicted on the Site Development Plan that was Approved by the DRB; and

c. Total Building square footage is not greater than 10% above the square footage as shown on the Site Development Plan that was Approved by the DRB. However, under no circumstances shall the square footage for any level of a Building be allowed by Administrative Amendment to exceed the 90,000 square foot, one level, size limitation as stated in Chapter IV, Section E. of the 2008 USDP; and

d. Vehicular circulation is similar in its effect on adjacent property and Streets; and

e. Pedestrian access and circulation is similar or better than as on the Site Development Plan Approved by the DRB; and

f. The Site Development Plan is in compliance with the 2008 USDP and all other applicable City regulations and requirements; and

g. The Planning Director finds that neither the City nor any person will be substantially aggrieved by the altered plan.

2. Neighborhood and property owner Notification is not required for Administrative Amendment requests that meet the above criteria.

3. Site Development Plan Administrative Amendments that do not meet the above criteria must proceed through the Review and Approval Process outlined in Chapter VII.

Blank page between chapters

Chapter VIII. APPENDIXES

Appendix A Tree List for Shade, Signature and Evergreen

Appendix B Planting Guides

Appendix C Border Design

Appendix A

"Signature Trees" – Flowering trees

- Keep 6 feet or more from sidewalk / street / parking
  - Desert Willow "Art's Seedless"
  - Western Redbud
  - Mimosa – Silk Tree
  - Crape Myrtle – 15' or taller cultivar
  - Cockspur Hawthorn *inermis*
  - Purple Robe Locust

- Can be pruned for near pedestrian/vehicles
  - Apple – fruit size less than 1" and persistent only
  - Japanese Tree Lilac
  - Mountain Ash – will not tolerate high salinity
  - Golden Rain Tree

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

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

"Evergreen Trees"

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

Appendix B

Sidewalk and Parking Lot Rooting Volume

- Small tree wells, compacted and poor soil, and no consideration for future growth have made trees incompatible with infrastructure and routine building practices. A tree planned for correctly can easily outlive whatever is constructed on-site. *If the usable lifespan of a major building element exceeds all others… that should be the goal for all other elements to strive towards.*
- All recommended numbers and methods are proven through research and actual practice in urban locations
- At minimum, a tree should have 1 cubic feet of soil per one square foot of canopy coverage. Twice this amount is ideal but many xeric and urban capable trees and plants can tolerate lower soil volumes.
    - For example, a shade tree intended to reach a canopy size (not total height) of 30' wide and 30' tall would be 900 square feet of canopy coverage. So, the tree rooting volume should exceed 900 cubic feet by being a 17.5' square to a depth of three feet.
    - This means trees need that much underground space but above ground space varies by species, location, and site use.
- Tree and plant rooting volume needs to be desirable soil (not construction debris or subsoil) and a method should be available to apply water over entire root zone.

- Many methods are available to reach the rooting volume goal during construction

    - **Connections to adjoining landscaped areas** – These are all methods that provide rooting access to a larger soil volume or used when building area restricts above ground options for space
        - Reinforced concrete
            - Rebar or smaller wire mesh material
        - Engineered soil
            - Soil designed with rock, soil, and organic amendments to be capable of loading needs for stated site use
        - Soil Tunnels
            - Pipe or underground channel filled with soil connecting tree wells or surrounding areas
        - Bridging
            - Same as used over stormwater channels in sidewalks but leaves uncompacted and usable soil underneath

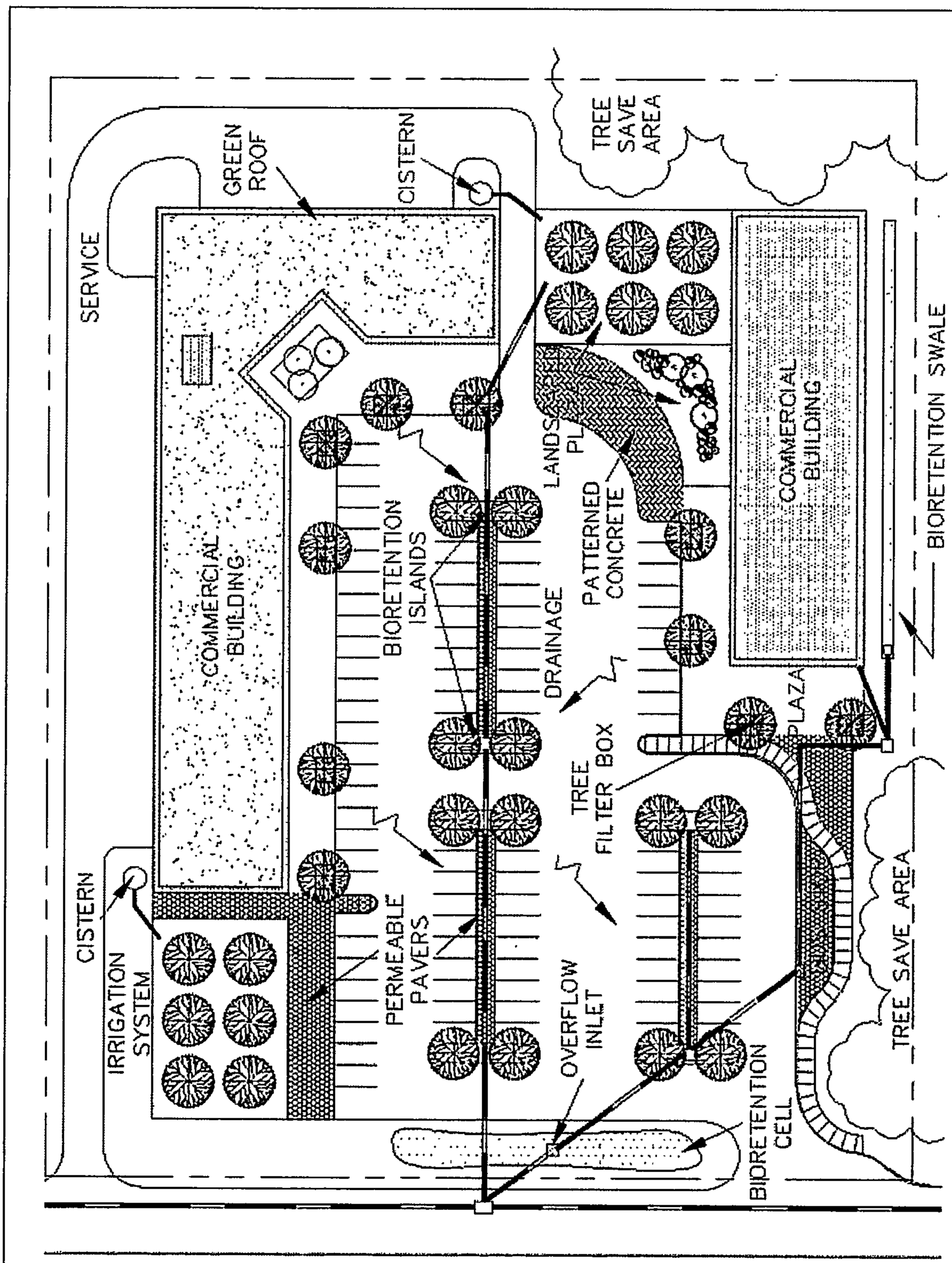
    - **Site design options**
        - Tree well size increase
            - Provide rooting volume as space is available
        - Cluster Planting
            - One larger planting site is more productive than single sites
        - Site Layout
            - Consider saving and protecting space for trees during planning not at end of construction. Low impact design methods use every available space for intended site use to provide / protect environmental services.
        - Stormwater management

        - Curb cuts, swaled planters, bio-filters, and other water harvesting methods also reduce peak and sustained loading on stormwater infrastructure while cleaning water as its used by the plants or filtering it as it passes by reaching the river.

- **Pervious hardscape** – These materials provide a reduction in heat island effects, allow for stormwater infiltration as encouraged by the US EPA, and increase tree health and longevity
    - Concrete or Asphalt
    - Interlocking Pavers over sand or gravel

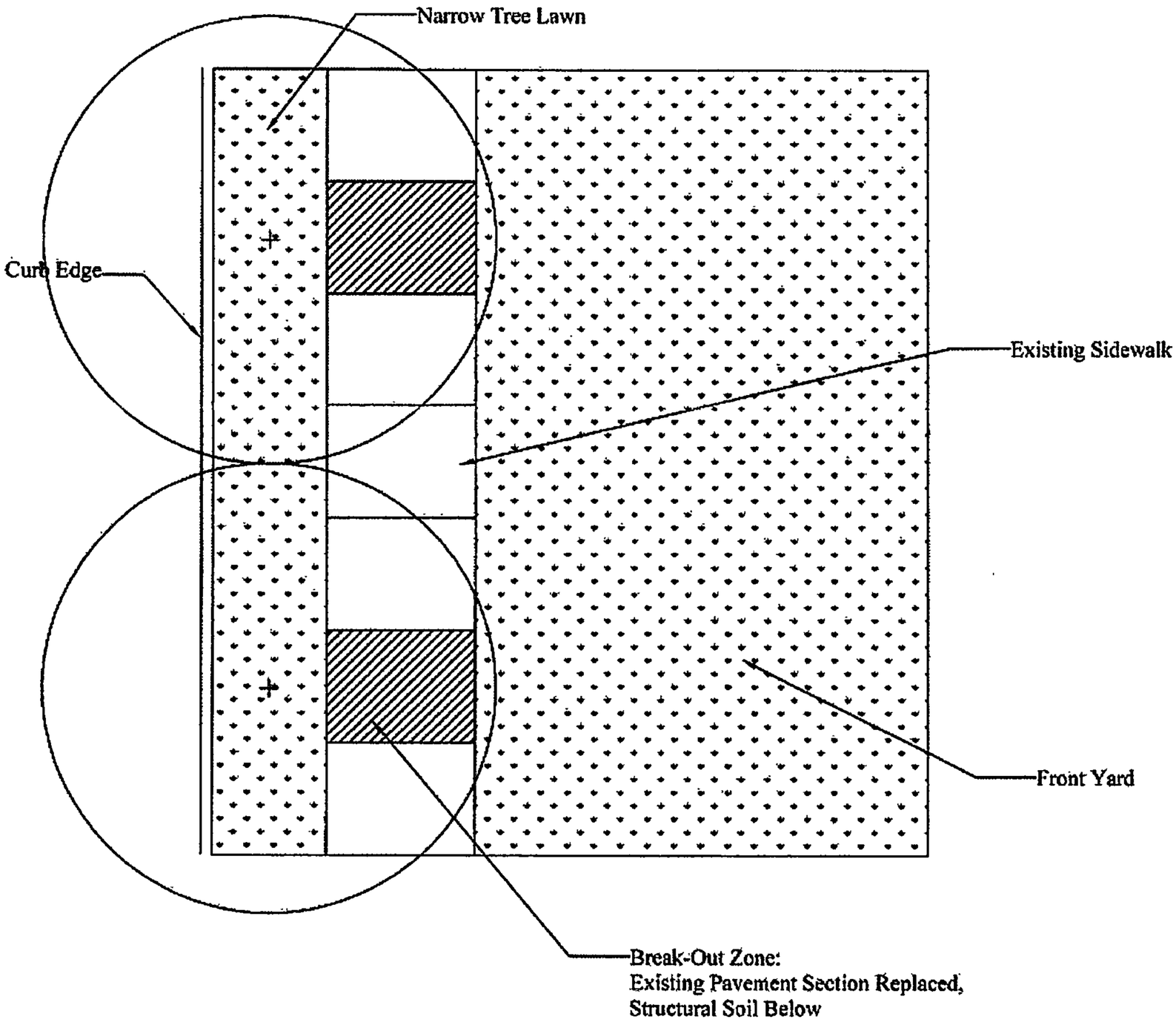
- **Infrastructure protection**
    - Alternative sub-base materials – Reduces root growth directly under hardscape
        - Clean gravel
        - Styrofoam
    - Root Barriers – Directs root growth away from protected infrastructure
    - Recycled rubber panels – Alternative sidewalk paving material that prevents root damage and is removable and replaceable.

<u> REFER TO ATTACHMENTS FOR PICTURES AND DETAILS EXPLAINING THESE FURTHER</u>**
COMMERICAL PARKING LOT shows sample design of site
BREAKOUT AREA shows small use of alternative soil material to connect rooting areas
CONTINUOUS TREE WELL shows a method of enlarging rooting volume under sidewalk
PARKING LOT DESIGN shows several methods of site layout for environmental benefits
PLANTING REVISED is the specification that the city should use that includes instructions
SWALE is a cross section of what can be done along sidewalks and in parking lots
GRATE DIRECTS WATER is a sidewalk sample of water harvesting
SIDEWALK GRATE AS BRIDGE is a city accepted method for stormwater that can be adapted for tree health
PERMEABLE 1 is a picture of pervious interlocking pavers

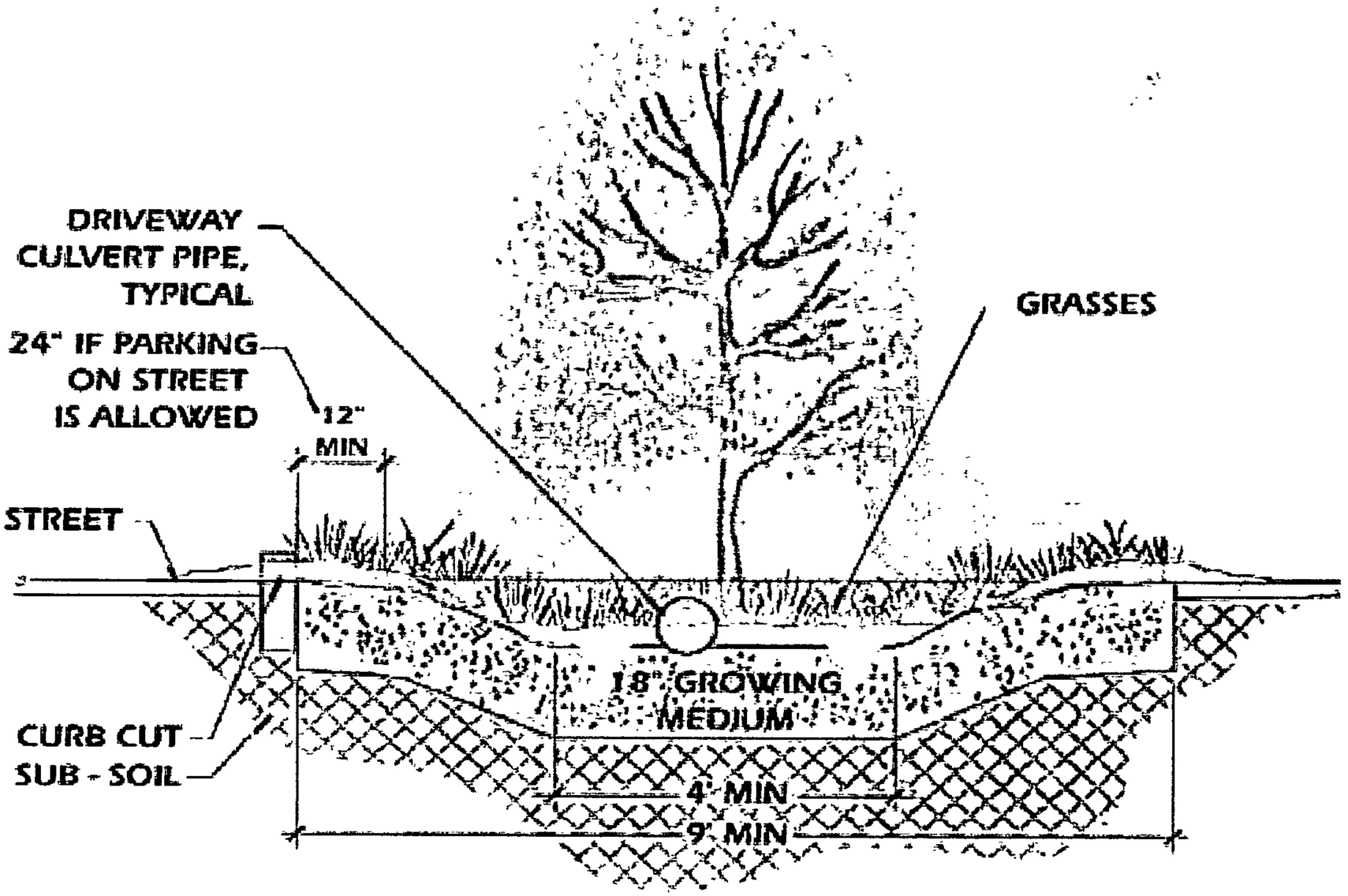


N.T.S.

THE LOW IMPACT DEVELOPMENT CENTER, INC. WWW.LOWIMPACTDEVELOPMENT.ORG	LID COMMERCIAL STRIP PARKING LOT	EX. 7.0 NOV 2002



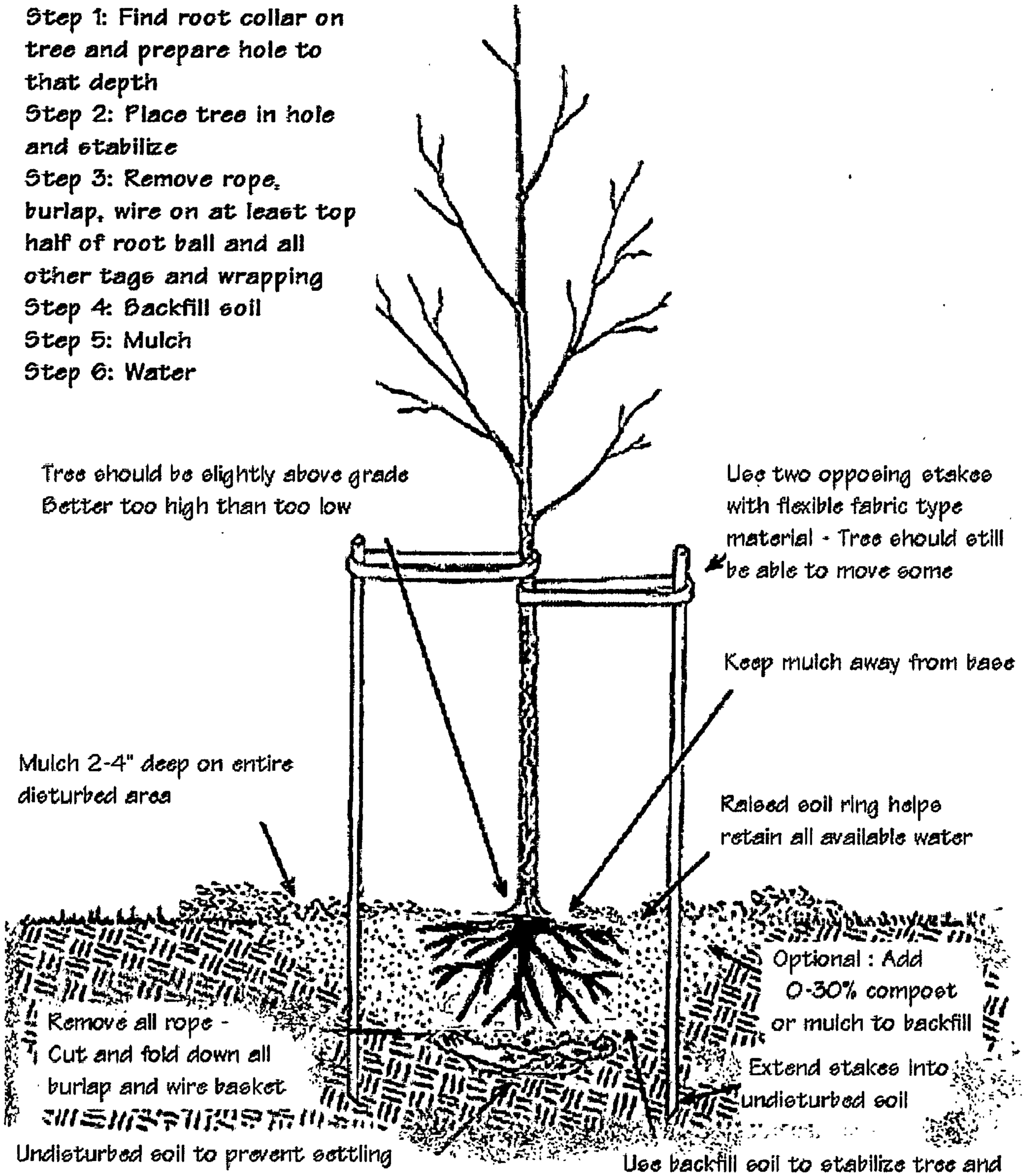
PLAN VIEW OF RETROFITTED STRUCTURAL SOIL BREAKOUT AREA



SIMPLIFIED APPROACH DESIGN CRITERIA

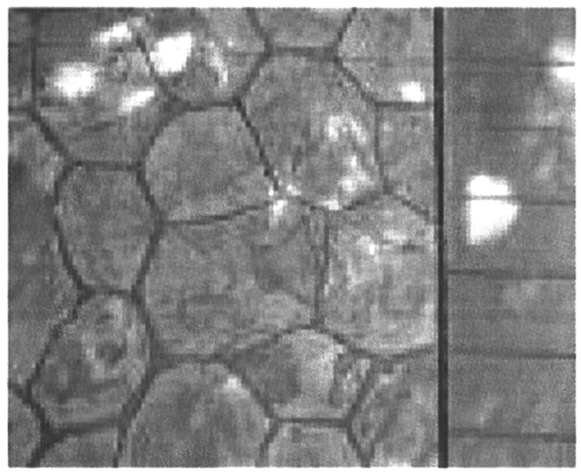
Side Swale - Cross Section

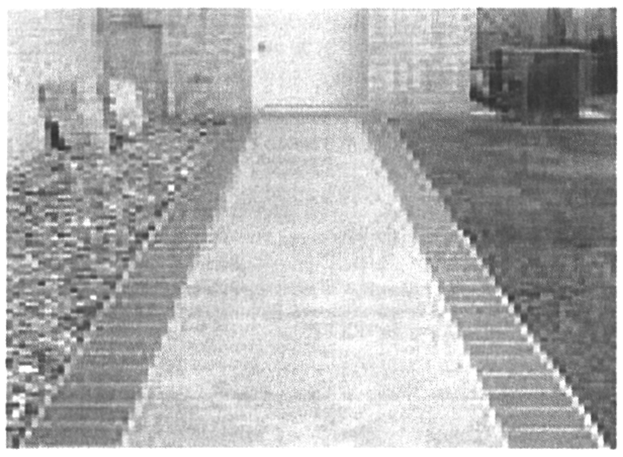
Step 1: Find root collar on tree and prepare hole to that depth
Step 2: Place tree in hole and stabilize
Step 3: Remove rope, burlap, wire on at least top half of root ball and all other tags and wrapping
Step 4: Backfill soil
Step 5: Mulch
Step 6: Water

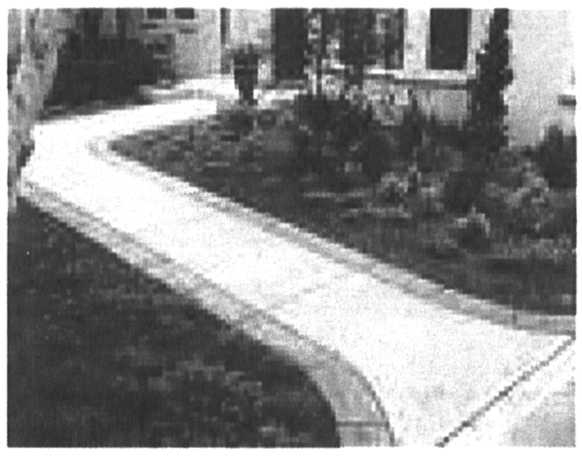


Note : Hole should be 3-5x bigger than the rootbal in compacted soils. 2-3x is enough in natural sites

Appendix C



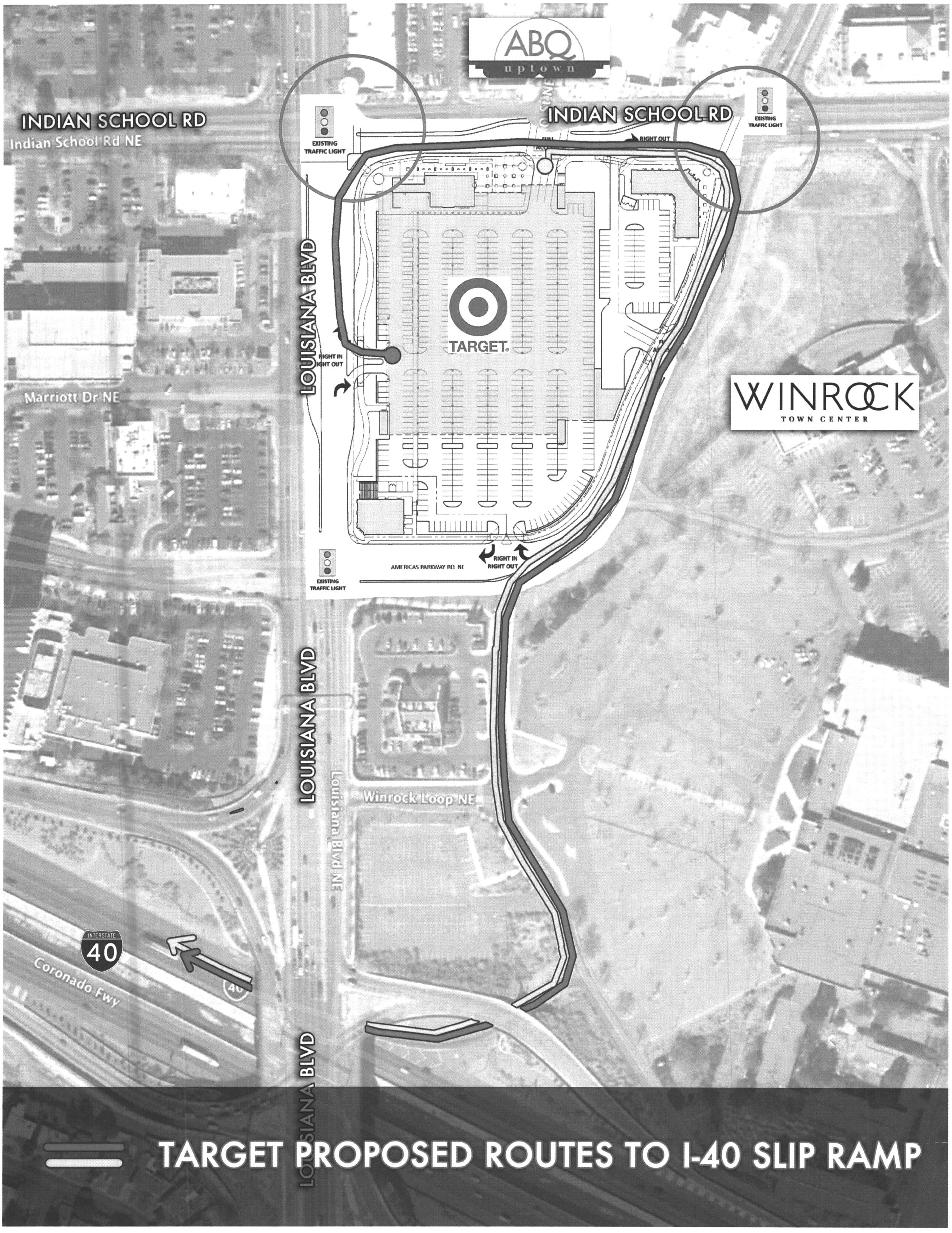




TARGET PROPOSED - TARGET TO WINROCK

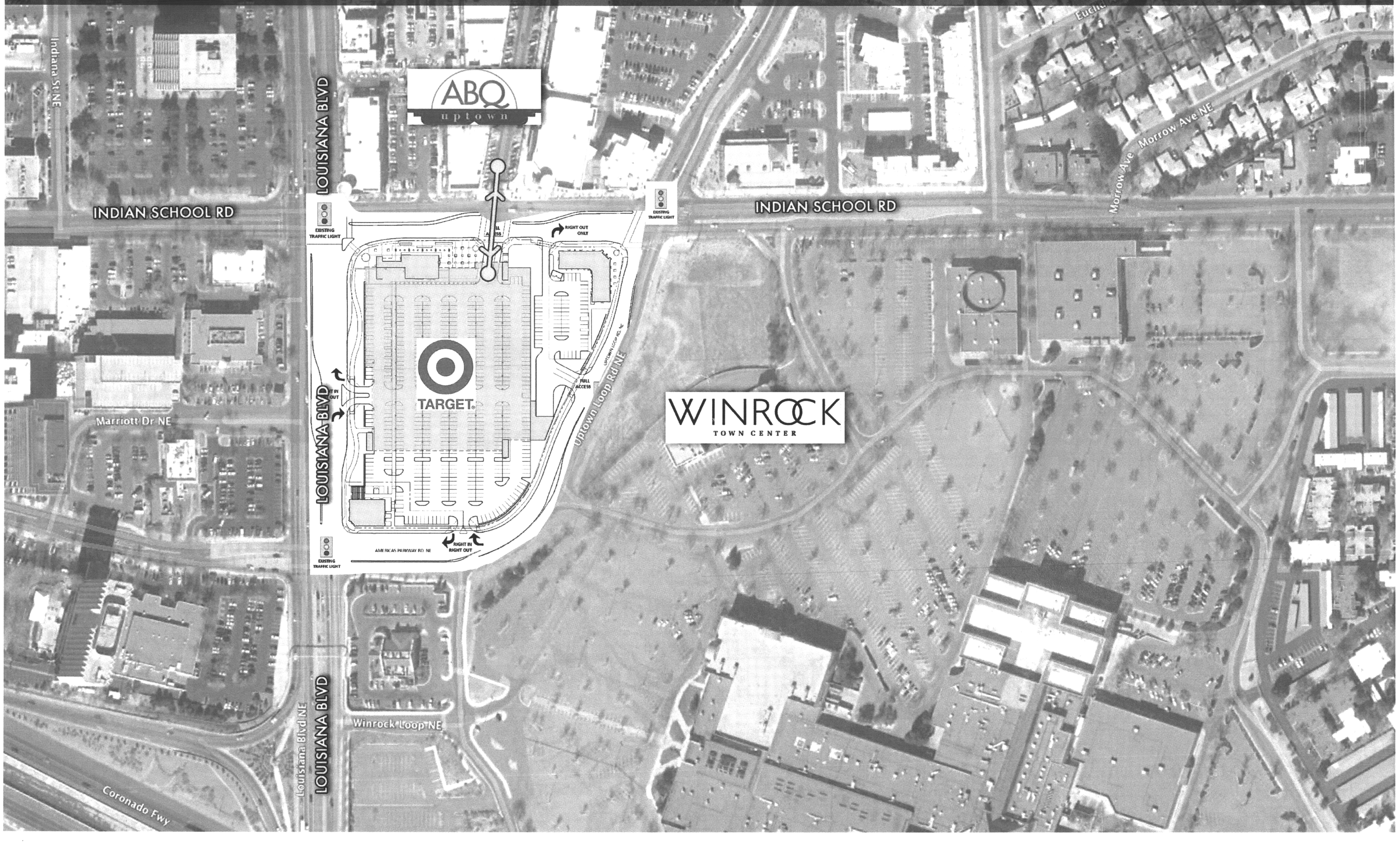
TARGET PROPOSED - WINROCK TO TARGET

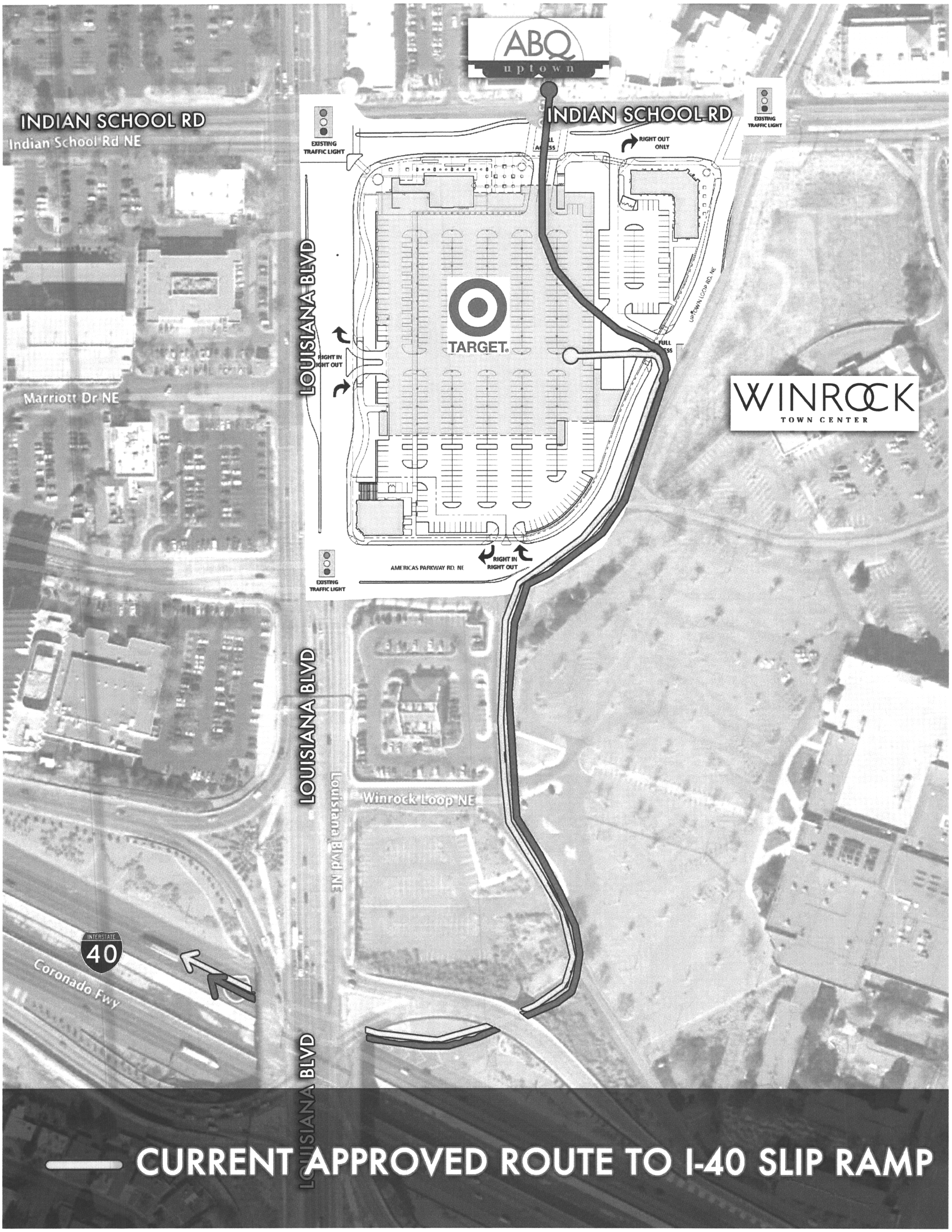
TARGET PROPOSED - WINROCK TO ABQ UPTOWN

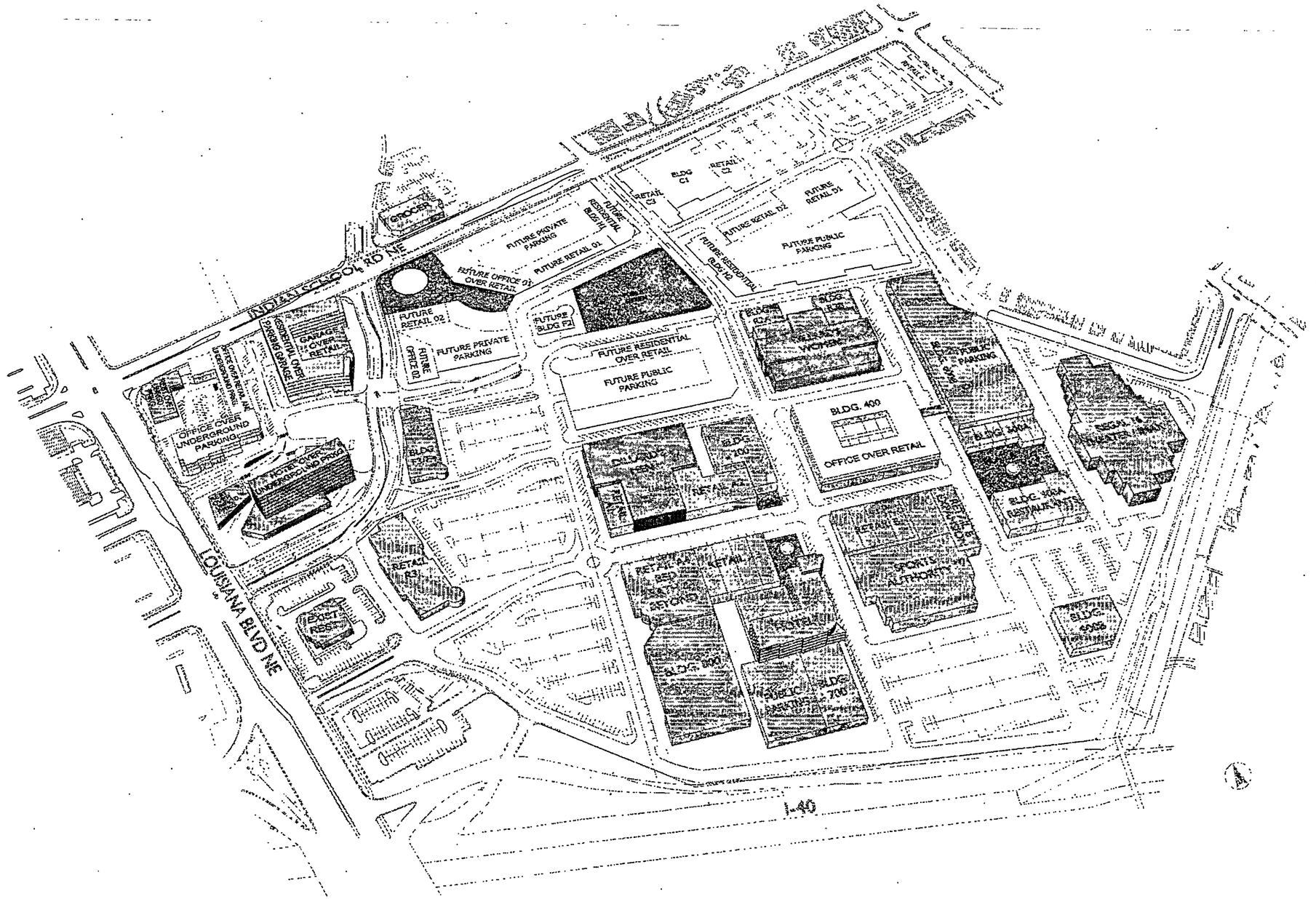

ABQ uptown
INDIAN SCHOOL RD
Indian School Rd NE
INDIAN SCHOOL RD
EXISTING TRAFFIC LIGHT
EXISTING TRAFFIC LIGHT
RIGHT OUT
LOUISIANA BLVD
TARGET
RIGHT IN RIGHT OUT
RIGHT IN RIGHT OUT
AMERICAS PARKWAY RD. NE
EXISTING TRAFFIC LIGHT
WINROCK TOWN CENTER
Marriott Dr NE
LOUISIANA BLVD
Louisiana Blvd NE
Winrock Loop NE
INTERSTATE 40
Coronado Fwy
40
LOUISIANA BLVD
TARGET PROPOSED ROUTES TO I-40 SLIP RAMP

— CURRENT APPROVED ROUTE - ABQ UPTOWN - TARGET - WINROCK

ABQ UPTOWN TO TARGET- DIRECT ACCESS




INDIAN SCHOOL RD
Indian School Rd NE
ABQ uptown
INDIAN SCHOOL RD
EXISTING TRAFFIC LIGHT
RIGHT OUT ONLY
EXISTING TRAFFIC LIGHT
LOUISIANA BLVD
RIGHT IN RIGHT OUT
TARGET
UPTOWN LOOP RD. NE
FULL ACCESS
WINROCK TOWN CENTER
Marriott Dr NE
RIGHT IN RIGHT OUT
AMERICAS PARKWAY RD. NE
EXISTING TRAFFIC LIGHT
LOUISIANA BLVD
Louisiana Blvd NE
Winrock Loop NE
INTERSTATE 40
Coronado Fwy
LOUISIANA BLVD
CURRENT APPROVED ROUTE TO I-40 SLIP RAMP

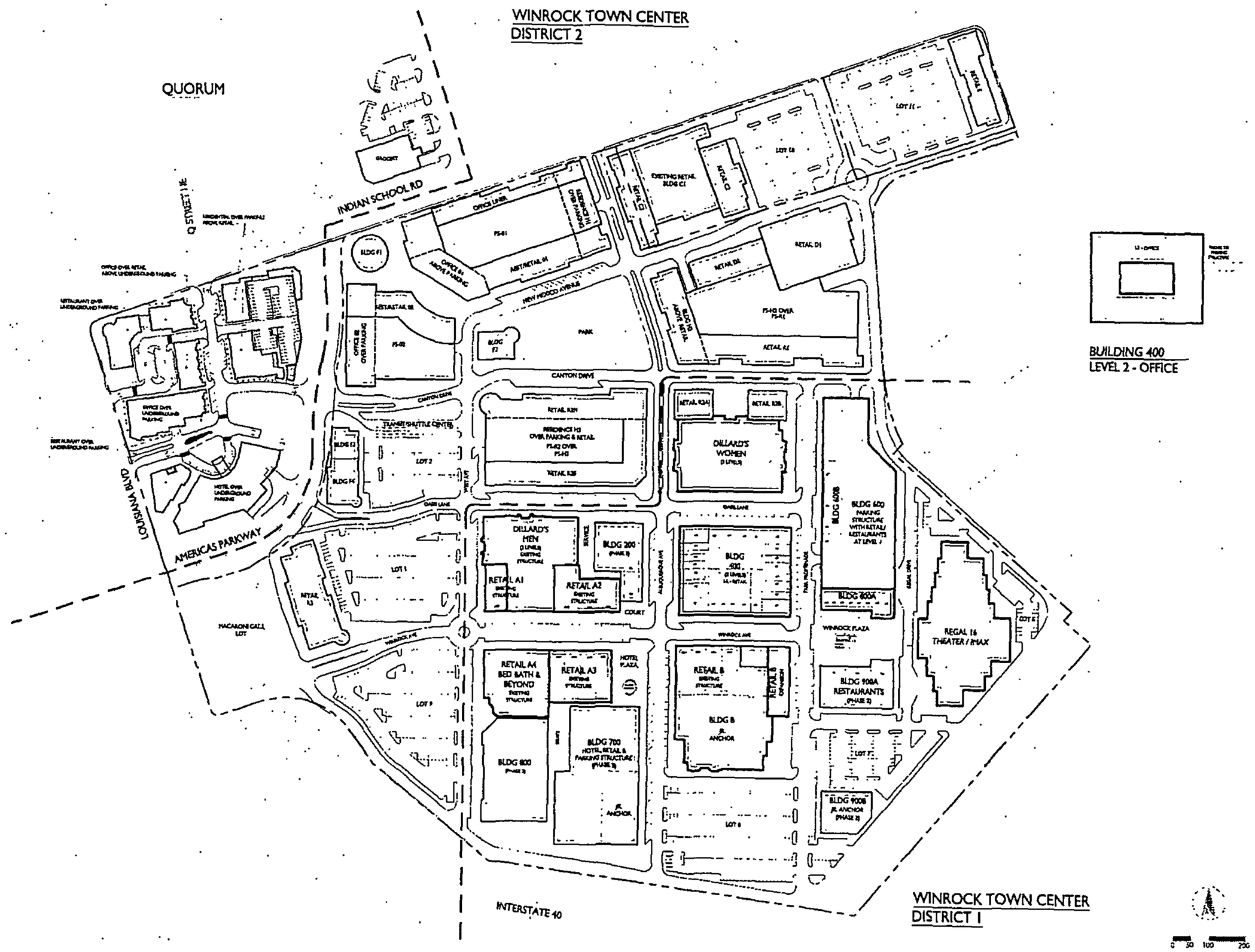


WINROCK TOWN CENTER | QUORUM

ALBUQUERQUE, NEW MEXICO

3D MASSING DIAGRAM

FIELD PAOLI

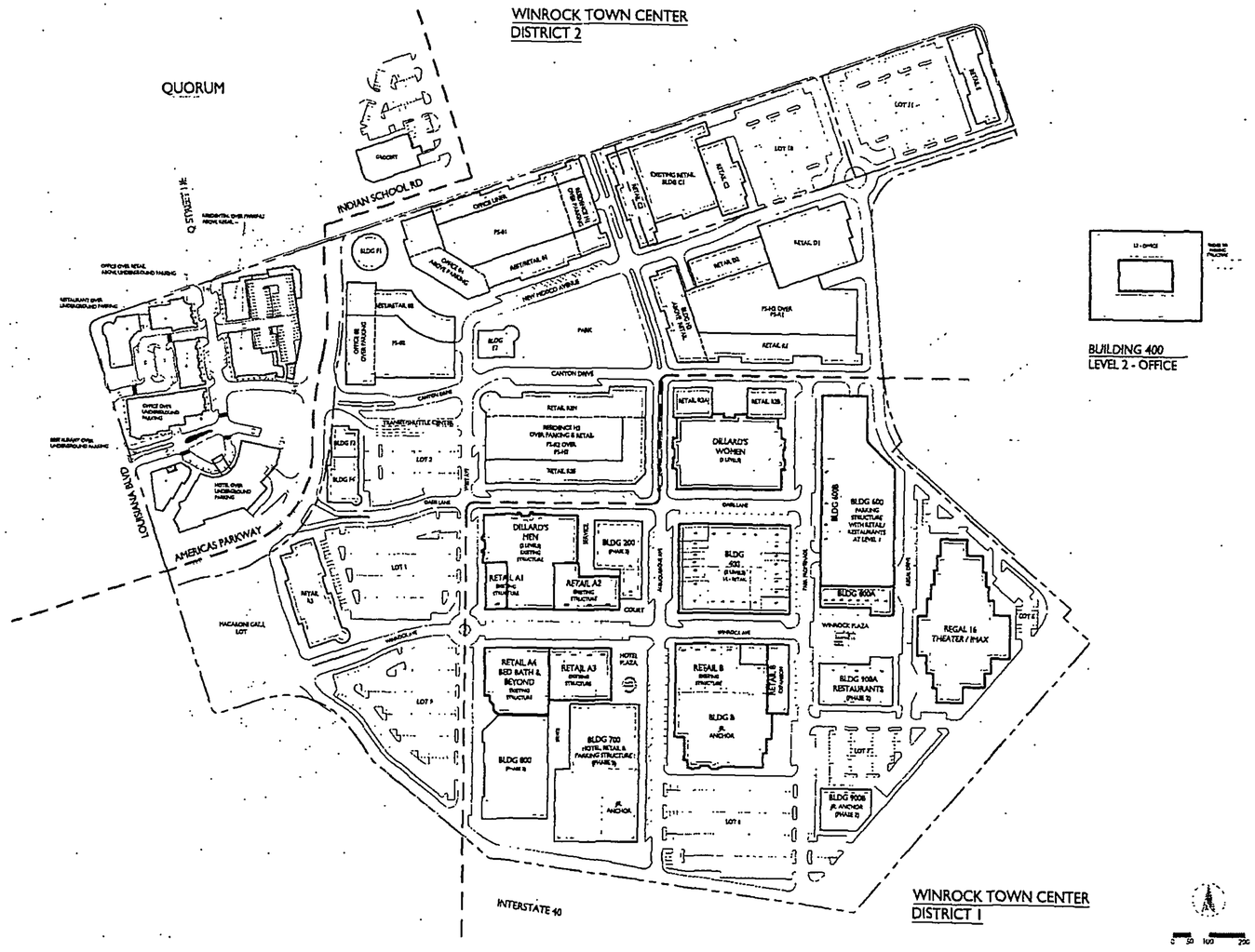


BUILDING 400
LEVEL 2 - OFFICE

WINROCK TOWN CENTER | QUORUM
ALBUQUERQUE NEW MEXICO

MASTER SITE PLAN

FIELD PAOLI

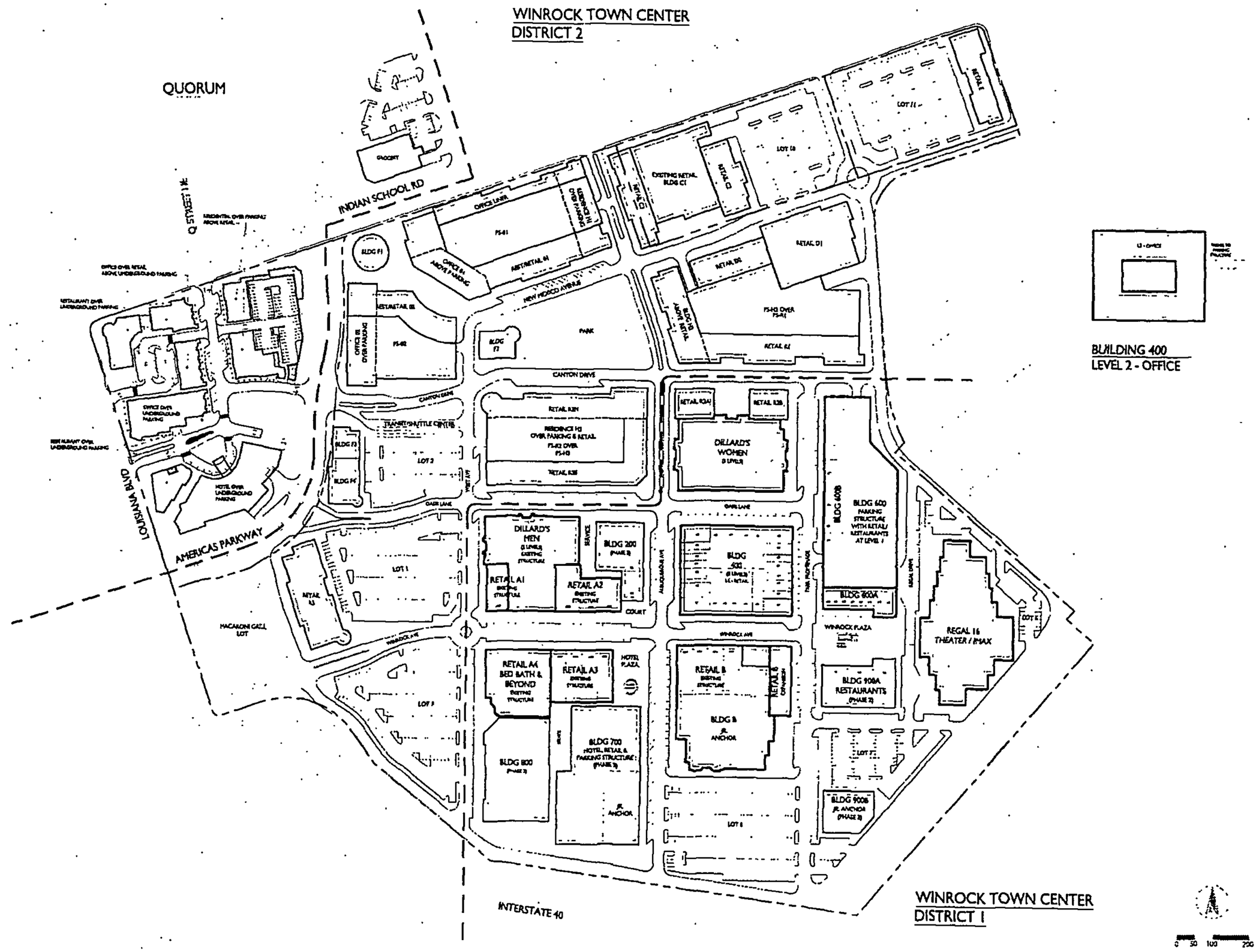


WINROCK TOWN CENTER | QUORUM

ALBUQUERQUE NEW MEXICO

MASTER SITE PLAN

FIELD PAOLI

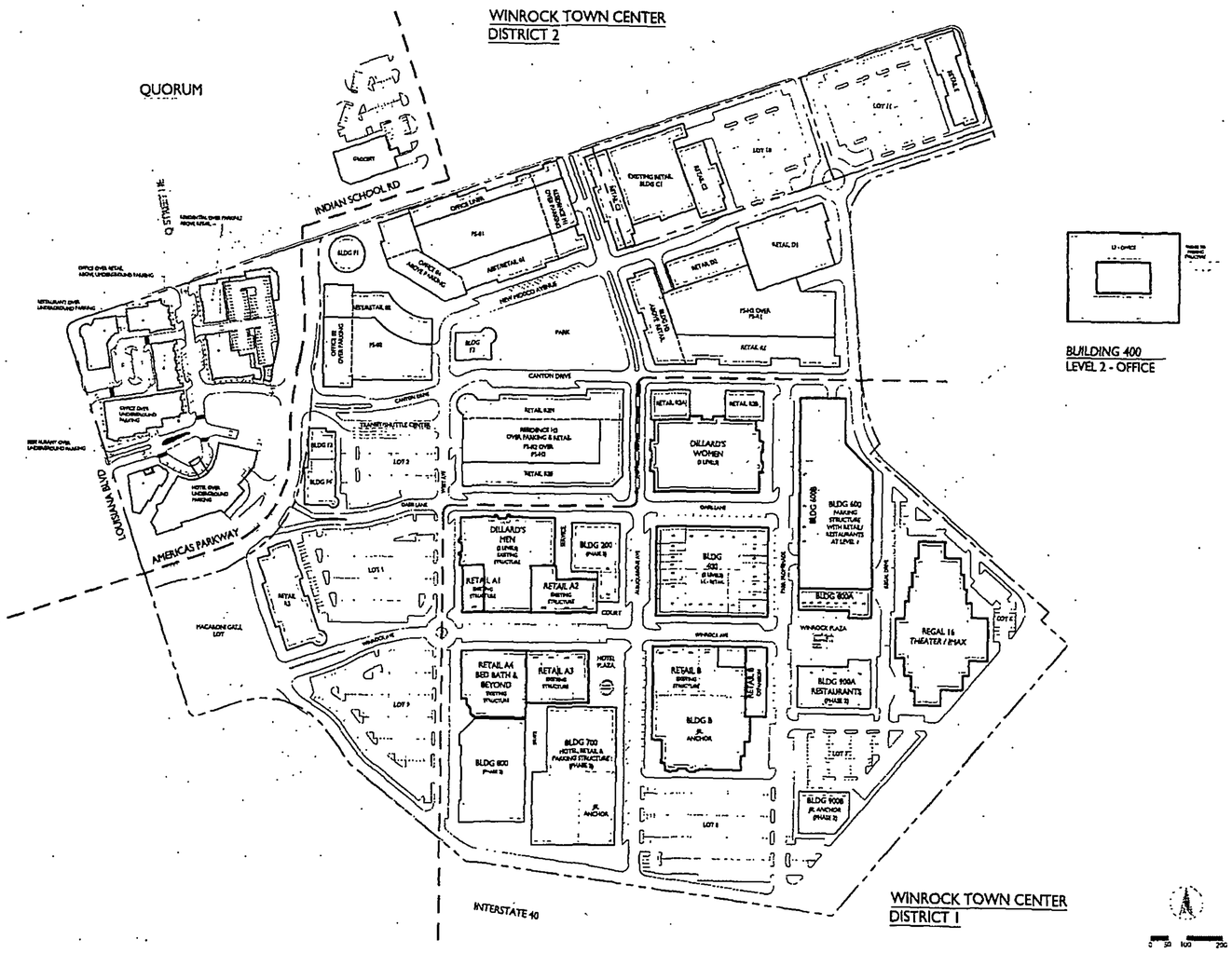


BUILDING 400
LEVEL 2 - OFFICE

WINROCK TOWN CENTER | QUORUM
ALBUQUERQUE NEW MEXICO

MASTER SITE PLAN

FIELD PAOLI

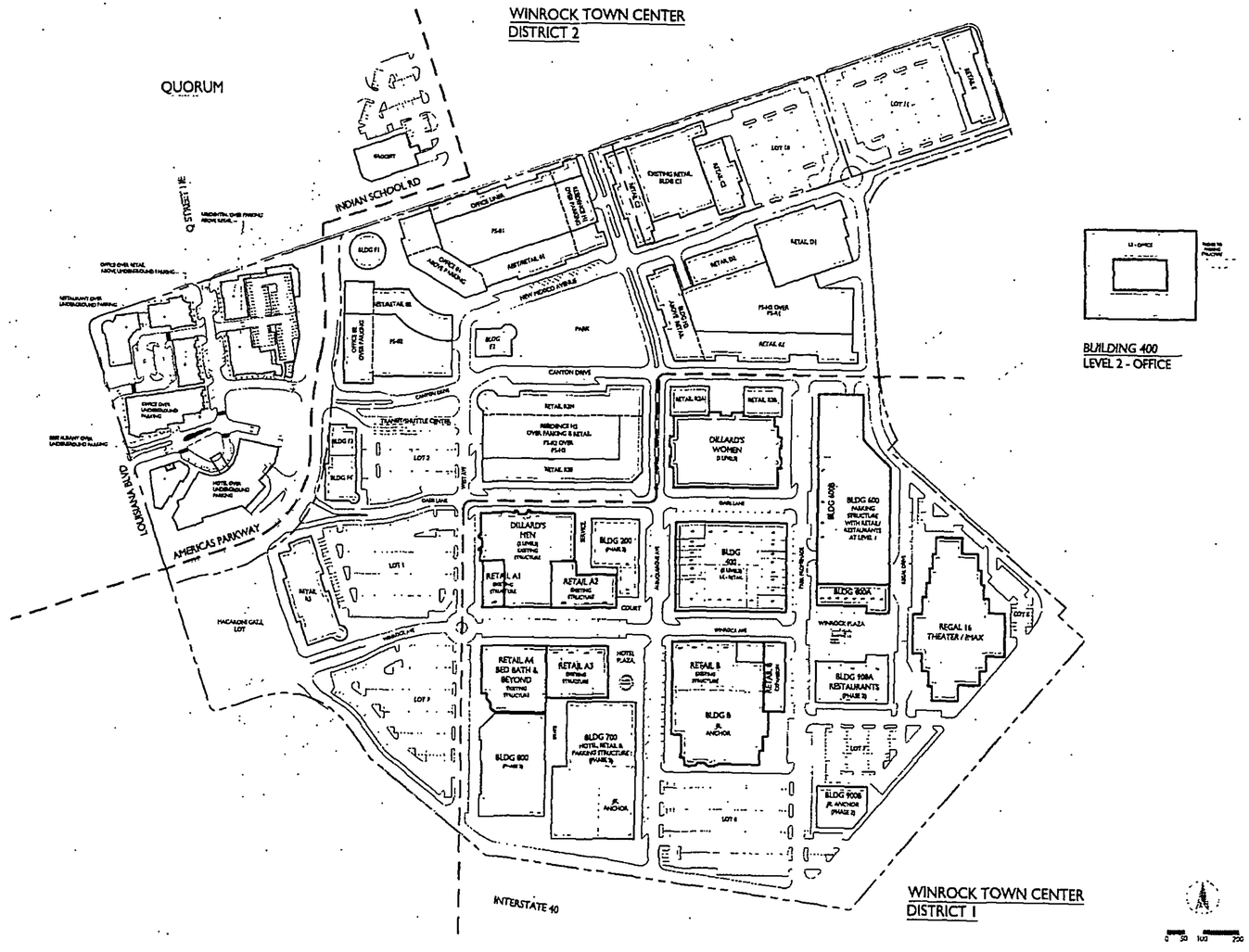


BUILDING 400
LEVEL 2 - OFFICE

WINROCK TOWN CENTER | QUORUM
ALBUQUERQUE NEW MEXICO

MASTER SITE PLAN

FIELD PAOLI



BUILDING 400
LEVEL 2 - OFFICE

WINROCK TOWN CENTER | QUORUM
ALBUQUERQUE NEW MEXICO

MASTER SITE PLAN

FIELD PAOLI

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
October 19, 2011
DRB Comments

ITEM # 4

PROJECT # 1007316 APPLICATION # 11-70284

RE: Tract A, Hunt-Spectrum Development Site

The proposed berm in the northeast corner needs to be setback from the intersection of Indian School Road and Uptown Loop Road, to the location of the footprint for future Building 2.

The proposed circulation plans for pedestrians and vehicles do not appear to demonstrate suitable interconnectivity with one of the major, other sites of the Uptown Area, Winrock Center (Ch. V.H.11). There is a full intersection being accommodated at approximately the midpoint of the Uptown Loop Road between Louisiana Boulevard and Indian School Road. This is an ideal location to provide for easy access to the other site (Ch. VI.A), yet the proposed plan does not show any internal pedestrian connections and very limited vehicular access (only future Building 2 and service dock for Building 1). The Uptown Sector Plan also notes that parking structures should be located in such a manner to reduce vehicle miles traveled (Ch. VI.C); the proposed parking structure orientation appears instead to increase vehicle miles traveled by not utilizing the full intersection at the midpoint of the Uptown Loop Road.

Conversely, the site plan is indicating a proposed traffic signal on Indian School Road (keyed note 39) but this has not been approved and the note needs to be removed from the plan.

There is a letter in the file that refers to an "...INTERCHANGE AND ROAD IMPROVEMENTS AGREEMENT" however it is the interpretation of the Planning Department that the referenced document is only applicable to the noted 'New Street A' which is south of the Uptown Loop Road, and is not a part of/ or affected by this proposed site plan.

The pedestrian linkage in the parking lot on the south of Building 1 needs to be in the 3rd row and connect to the sidewalk near the vehicular entry (Ch. V.J.18.e).

It appears that additional right of way or public sidewalk easements are needed for much of the perimeter of the site; please clarify the location of the property line and public sidewalks.

Target elevations need to be dimensioned (refer to checklist). There is one area each on both the north elevation (between the parking entrance and the store entrance) and west elevation (between the office windows and the extended southwest corner) that present unbroken lengths greater than 25 feet in need of additional articulation.

The 'ARTICULATION' Sheet 22 still indicates a need for more elements as well as a greater scale and contrast of articulation for this size of building, particularly for the east and south. An example would be stone pilasters (both "MINOR" and "MAJOR") plus additional scupper openings and/ or varying parapet heights on the east elevation with an additional horizontal element (such as a projecting overhang or trellis feature). The ABQ Uptown development and ABQ Village on the north side of Indian School Road demonstrate these features with strong color contrasts and 2 – 3 foot relief in addition to glazing and storefronts. There is also an example of how even a 3 foot offset with similar building color can be practically unnoticeable (Trader Joe's screen wall).

The south elevation does not even indicate a "MINOR" pilaster; the Change of Color at Reveal Joint and portions of open Pergola do little to break up three 52 foot and one 40 foot wall sections (which are all 42 foot height). The south elevation of the Stock Room is 80 feet long, so rather than having the screen wall match the building it should incorporate additional elements as suggested for the east elevation.

Jack Cloud, DRB Chairman
924-3880/ jcloud@cabq.gov

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
October 19, 2011
DRB Comments

ITEM # 4

PROJECT # 1007316 APPLICATION # 11-70284

RE: Tract A, Hunt-Spectrum Development Site

The proposed berm in the northeast corner needs to be setback from the intersection of Indian School Road and Uptown Loop Road, to the location of the footprint for future Building 2.

The proposed circulation plans for pedestrians and vehicles do not appear to demonstrate suitable interconnectivity with one of the major, other sites of the Uptown Area, Winrock Center (Ch. V.H.11). There is a full intersection being accommodated at approximately the midpoint of the Uptown Loop Road between Louisiana Boulevard and Indian School Road. This is an ideal location to provide for easy access to the other site (Ch. VI.A), yet the proposed plan does not show any internal pedestrian connections and very limited vehicular access (only future Building 2 and service dock for Building 1). The Uptown Sector Plan also notes that parking structures should be located in such a manner to reduce vehicle miles traveled (Ch. VI.C); the proposed parking structure orientation appears instead to increase vehicle miles traveled by not utilizing the full intersection at the midpoint of the Uptown Loop Road.

Conversely, the site plan is indicating a proposed traffic signal on Indian School Road (keyed note 39) but this has not been approved and the note needs to be removed from the plan.

There is a letter in the file that refers to an "...INTERCHANGE AND ROAD IMPROVEMENTS AGREEMENT" however it is the interpretation of the Planning Department that the referenced document is only applicable to the noted 'New Street A' which is south of the Uptown Loop Road, and is not a part of/ or affected by this proposed site plan.

The pedestrian linkage in the parking lot on the south of Building 1 needs to be in the 3rd row and connect to the sidewalk near the vehicular entry (Ch. V.J.18.e).

It appears that additional right of way or public sidewalk easements are needed for much of the perimeter of the site; please clarify the location of the property line and public sidewalks.

Target elevations need to be dimensioned (refer to checklist). There is one area each on both the north elevation (between the parking entrance and the store entrance) and west elevation (between the office windows and the extended southwest corner) that present unbroken lengths greater than 25 feet in need of additional articulation.

The 'ARTICULATION' Sheet 22 still indicates a need for more elements as well as a greater scale and contrast of articulation for this size of building, particularly for the east and south. An example would be stone pilasters (both "MINOR" and "MAJOR") plus additional scupper openings and/ or varying parapet heights on the east elevation with an additional horizontal element (such as a projecting overhang or trellis feature). The ABQ Uptown development and ABQ Village on the north side of Indian School Road demonstrate these features with strong color contrasts and 2 – 3 foot relief in addition to glazing and storefronts. There is also an example of how even a 3 foot offset with similar building color can be practically unnoticeable (Trader Joe's screen wall).

The south elevation does not even indicate a "MINOR" pilaster; the Change of Color at Reveal Joint and portions of open Pergola do little to break up three 52 foot and one 40 foot wall sections (which are all 42 foot height). The south elevation of the Stock Room is 80 feet long, so rather than having the screen wall match the building it should incorporate additional elements as suggested for the east elevation.

Jack Cloud, DRB Chairman
924-3880/ jcloud@cabq.gov

Dorris

Old Mercer Site

I.

C–d [illegible] SR 2 needed in Options
9:22

Obsolete
just header

traffic problem intervention TIDD #

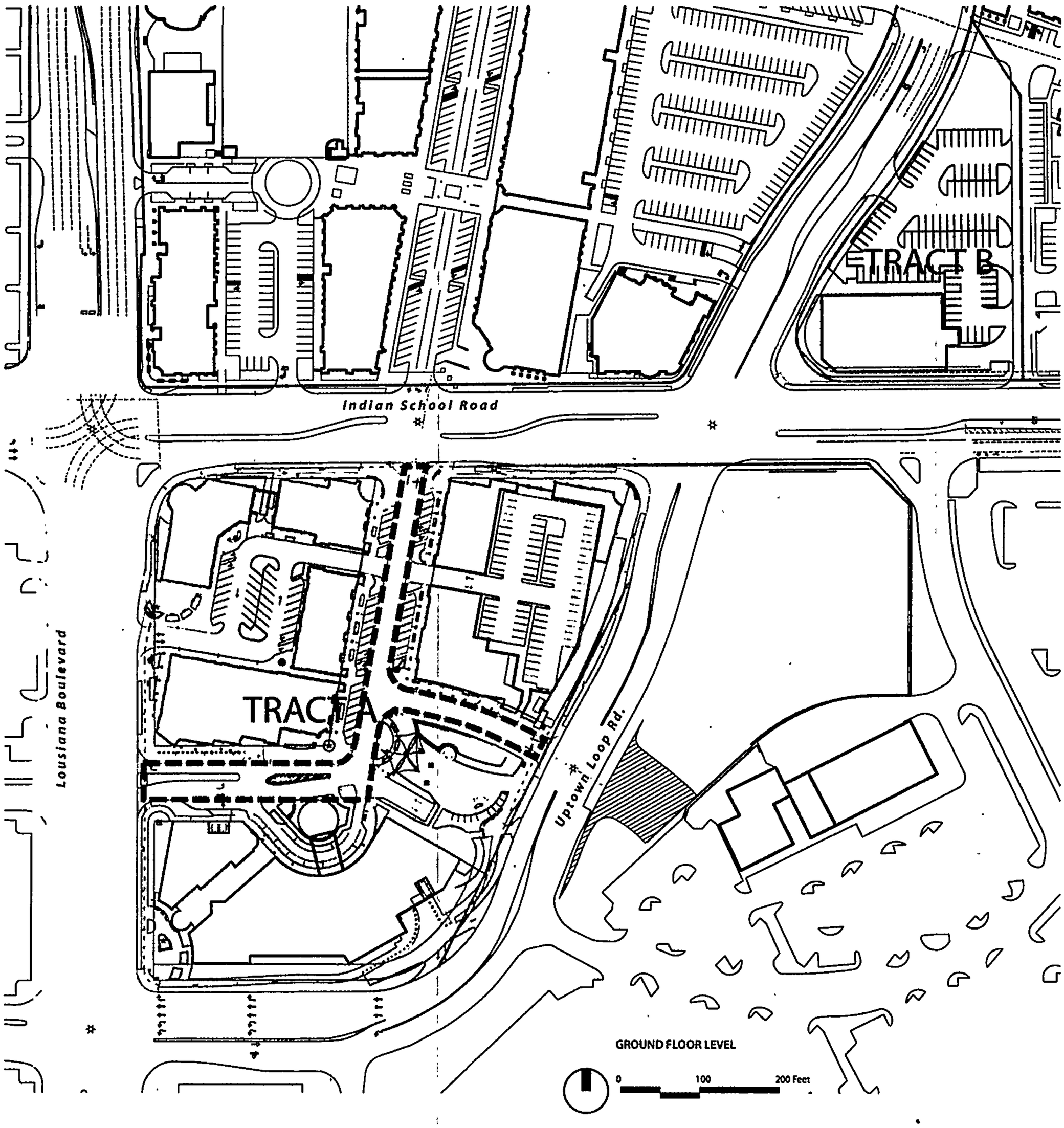
EIS Aug 18 – draft

Full NOT existing
Occupancy 2012 for study, no Horizon Year
~ Implementation Scoping

Did review Ean side [illegible] RE Only

Winreach anticipated

en



	Private Space In SF	Public Space In SF	Public Roadway Easement (SF)	Subtotal In SF
Tract A Quorum	200,400	96,000	28,800	325,200
Tract B Grocer	65,500	20,900		86,400
Total	265,900	116,900	28,800	411,600

QUORUM ABQ Uptown
TIDD Application

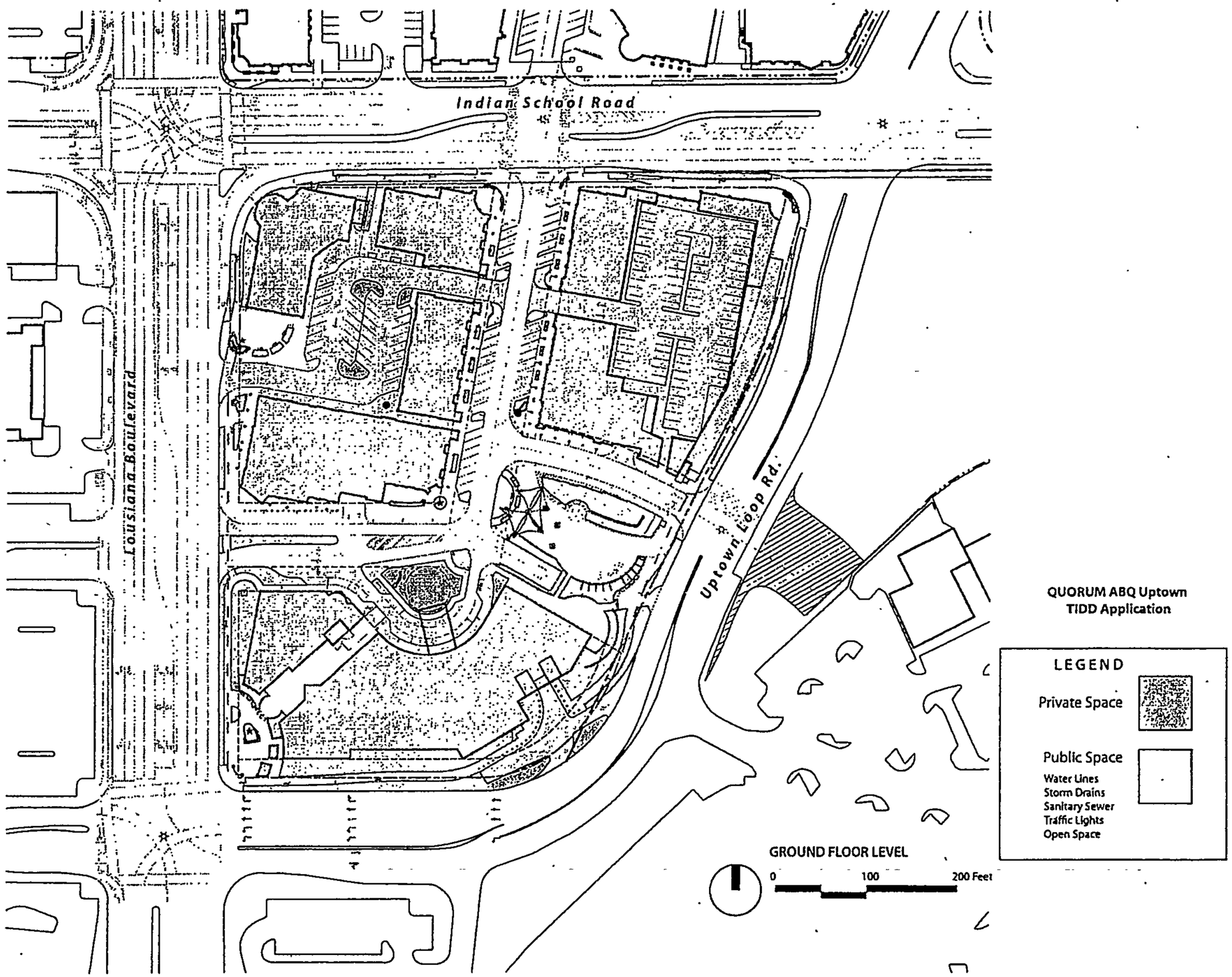
LEGEND

Private Space

Public Space — Water Lines, Storm Drains, Sanitary Sewer, Traffic Lights, Open Space

Public Roadway Easement

06/30/08


Indian School Road
Louisiana Blvd.
Uptown Loop Rd.
QUORUM ABQ Uptown
TIDD Application
LEGEND
Private Space
Public Space
Water Lines
Storm Drains
Sanitary Sewer
Traffic Lights
Open Space
GROUND FLOOR LEVEL
0
100
200 Feet

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT

Applicant responses added below each comment

Chris Gunning
Dekker/Perich/Sabatini
7601 Jefferson NE, Suite 100
Albuquerque, NM 87109

August 30, 2011

RE: Target @ Uptown Site Plan Submittal – PA#11-095, Project #1002337

Dear Mr. Gunning,

Per the Uptown Sector Development Plan (USDP), you are required to submit a site development plan for review by the Uptown Review Team (URT). I have compiled the following comments from the URT and submit them herewith:

Current Planning Division

The submitted site plan generally complies with the 2008 Uptown Sector Development Plan (USDP) except for the following:

SITE PLAN

1. Regarding Phasing: If the timing of development is different for each lot, the Target parcel should be labeled as Phase I; Lot 2 and Lot 3 are Phase II and Phase III. Also, if Lot 2 and 3 are to be developed in the future, what is the immediate intention for these lots? If they are for future phases, will they be landscaped, paved, etc., now?

   The project will be phased. Additional text has been added to the site and landscape plans indicating the order of phasing. New drawings have been added: Sheets 02, 07 and 08. Each indicates an interim condition of future phases which includes native seeding, landscaping, and grading to provide additional screening. Signature block on sheet 02 has been removed.

2. Identification of Keyed Notes 38. and 39. needs to be made.

   Keyed notes 38 & 39 have been added to Site Development Plan, Sheets 01 and 02.

Pedestrian Plaza

1. Dimensions and square footage needs to be provided. Also, what is the surface of the plaza?

   Dimensions have been added to the Enlarged Plaza Plan, Sheet 04. An enlarged plaza plan has been added to Landscaping Plan, Sheet 07 indicating the square footages. The surface of the plaza is concrete with colored concrete accents.

2. It is unclear if the pedestrian plaza has a minimum of 40% landscaped area – this calculation must be shown on the site plan and a detail provided on the detail sheet. (Chapter V., E. Pedestrian Plazas and Playgrounds, 6. – page 63)

   The calculation requested has been included as a diagram on Sheet 07. Verification was made that calculations were based on lot area, not net area.

3. There is no pedestrian scale lighting shown and identified in the plaza. The detail of the lighting shown on the detail sheet needs to be broken out – 16' lights for the pedestrian scale lighting and 20' lights for the area lighting. (Chapter V., E. Pedestrian Plazas and Playgrounds, 8. – page 63)

   Pedestrian scale lighting has been shown on the Enlarged Plaza Plans, Sheet 04 and 07. Lighting details have been provided on Site Details, Sheet 03.

4. Show detail of the up-lighting used for the trees on the plaza on detail sheet. The wattage of these fixtures cannot exceed 75-watts unless shielded. (New Mexico Night Sky Ordinance)

   An up-lighting detail has been added to Site Details, Sheet 03, with a note indicating required compliance with the NMNSO.

5. State how many seats will be provided on the plaza and make a note on the site plan.

   (5) 6' long benches have been included on the Enlarged Plaza Plan, Sheet 07.

6. It is unclear of the grade change for the motorcycle parking - is the parking area considered part of the plaza? Is the surface of the parking area different than that of the parking garage/lot?

   Grades at the motorcycle area have been clarified on Grading Plan, Sheet 10. The motorcycle parking area is not considered part of the plaza. The surface will have scored joints with a different colored concrete than the parking garage surface.

7. There are no trash receptacles shown and identified in the plaza – this must be addressed.. (Chapter V., E. Pedestrian Plazas and Playgrounds, 9. – page 63)

   Trash receptacles have been shown on the enlarged plaza plan, Sheet 07. Legends have been updated with symbols.

8. Decorative paving pattern bordering the plaza is not shown. This shall be shown on the detail sheet. (Chapter V., E. Pedestrian Plazas and Playgrounds, 12. – page 64)

   The decorative paving patterns are shown on Site Details, Sheet 04.

9. There should be a note explaining what amenities are being provided in the plaza area. (Chapter V., E. Pedestrian Plazas and Playgrounds, 13. – page 64)

   A note has been added to the Enlarged Plaza Plan, Sheet 07. Amenities include bicycle racks located under the building for protection from the elements and flower gardens.

Walkways

1. Detail must be shown of the perimeter walkway including the 6" brick (or other decorative material) on the detail sheet. (Chapter V., H. Walkways, 3. – page 70)

   A detail indicating the decorative border has been added to Site Details, Sheet 04.

2. What pedestrian amenities that serve humans and animals are being provided along the walkways? (Chapter V., H. Walkways, 5. – page 70)

   A note describing pedestrian amenities has been added to Site Development Plan, Sheets 01 and 02. Amenities indicated are pedestrian scaled lighting, benches and trash receptacles.

3. Walkways in parking lots must be constructed of decorative paving patterns and must have a six-inch decorative border – please show detail on detail sheet. (Chapter V., H. Walkways, 6. – page 71)

   A decorative paving pattern detail indicating a decorative border has been added to Site Details, Sheet 04.

4. All site plans shall demonstrate walkway interconnectivity to other sites in the Uptown area. All walkways must connect to other walkways within the site and to public ROWs abutting the site. (Chapter V., H. Walkways, 11. – page 71) Maintenance of pedestrian crosswalks across driveways and within the parking area shall be stated on the site plan.

   A pedestrian connectivity plan and a note stating that Target will maintain pedestrian crosswalks at driveways within the parking area have been added to Site Development Plan, Sheets 01 and 02.

Parking

1. It is unclear if there are wheel stops for all parking places. Further, the parking lot spaces adjacent to the handicap spaces may be 16' in length only if there is a wheel stop to prevent vehicles from extending over any walkway. Depth of these parking stalls needs to be 18'. (Chapter V., J. Parking, 13. – page 74)

   The raised pedestrian walkway acts as a wheel stop for the spaces adjacent to the handicap spaces which allows for 16' in length as shown on Site Development Plan, Sheets 01 and 02.

2. Shopping Cart corrals need to be shown on the site plan and the utilized parking spaces should be subtracted from the provided parking calculations. (Chapter V., J. Parking, 16. – page 74)

   Shopping cart corrals have been added and parking calculations have been updated on Site Development Plan, Sheets 01 and 02.

3. Even though the Target store is designated as a parking structure, and thus, the parking lot requirements do not apply to the area covered by the building, a parking lot still exists abutting the southern edge. There are no pedestrian linkages (other than the main walkway) to each of the parking sub areas. The walkway shown is not in compliance with the USDP as it is not located in accordance to the required every third row of parking., greater pedestrian linkages within the parking field should be considered. (Chapter V, J. Parking, 18. – page 74)

   A second pedestrian link has been added to parking field on Site Development Plan, Sheets 01 and 02.

4. The site plan needs to show/state that CPTED principles to deter crime and facilitate security measures are being followed. (Chapter V., J. Parking, 19. g. – page 75)

   Additional notes have been added to Site Development Plan, Sheets 01 and 02 stating how CPTED principles have been incorporated into the site and parking level design.

5. Transit stop locations shall be shown – 350-square feet. (Chapter V, J. Parking, 18. h. – page 75)

   Transit stops and their required sizes have been added to the Site Development Plan, Sheets 01 and 02 and modified to indicate the easements required.

LANDSCAPING PLAN

Open Space

1. The USDP open space requirement is 10% of the site and 40% of the open space must be landscaped. The Hunt/Spectrum Development Site is a total of 7.4666-acres – this translates to 325,245-square feet in total area. The required open space area at 10% of the site is 32,524-square feet and 40% of that needs to be landscaped – 13,009-square feet. The Landscape Plan shows a required landscaped area of 11,167-square feet. This discrepancy needs to be addressed. [Phase I is 270,406-square feet * 10% = 27,041-square feet landscape requirement, not 11,167-square feet. Phase II is 34,324-square feet * 10% = 3,432-square feet (compliant) and Phase III is 19,916-square feet * 10% = 1,912-square feet (compliant). As per USDP, each phase must meet this 10% open space requirement at time of development; Phase I is deficient. (Chapter V., D. Open Space, 2. – page 60)]

   The open space and landscape design meets the requirements of the USDP and calculations are shown for each phase of the project on Landscaping Plan Phase I, Sheet 08 and Landscaping Plan Phase II, Sheet 05.

2. The USDP specifies that a minimum of 15% of all developed open space must be shaded with landscaping including trees or shade structures. This needs to be noted on the Landscaping Plan and shown where the shade is provided. (Chapter V. D. Open Space, 7. – page 60)

   Shaded areas have been shown with a separate diagram on Landscape Plan, Sheet 05. A note regarding the minimum 15% requirement has been added.

3. The use of gravel, rocks or crusher fines as ground cover is limited to a maximum of 5% of open space including gravel that is used in landscape areas/planting strips. The Landscaping Plan shows 17% Rock Mulch as ground covering. (Chapter V., D. Open Space, 13. – page 61)

   Landscape Plans have been revised to be in compliance with the USDP requirements.

4. It is unclear if the required open space calculations are including the Planting Strips and planters that are required for Street Trees or for walkways. (Chapter V. D. Open Space, 15. – page 62)

   Required open space calculations do not include planting strips and planters that are required for street trees or walkways, although area calculations for these spaces are indicated on Landscape Plan, Sheets 05 and 07.

5. Open space amenities must be provided in "Developed Open Space areas" – it is not clear where these amenities are located. (Chapter V. D. Open Space, 17. – page 62)

   Benches and bike racks have been provided in the open space areas and are indicated on Site Development Plan, Sheets 01 and 02.

6. Correct note B. of Landscape Notes.

   Landscape Note B has been corrected by adding that each tree shall have a minimum planting space of 36 square feet.

7. Landscape Note F. states that Mulch consists of gravel, bark and pecan shell … Please note that no more than 5% of each open space area will have no more than 5% rock and must follow F. Landscape, 15. a.

   The amount of gravel mulch used will comply with the USDP requirements.

8. Landscape Note G. is not appropriate as a note. Did you provide the correct number of appropriate mix of trees? This needs to be provided in a table as well on the Landscape Plan in column form – a matrix of signature, deciduous and conifer vs. number and type.

   The tree mix quantities have been added to the landscape calculations on Sheets 05 and 07.

9. The note for water harvesting use on the Landscape Plan (note L.) is vague. Detail of typical water harvesting facilities should be shown on the detail sheet. Note of where the swales are located should be noted on the landscaping plan. Will there be water harvesting techniques used in the parking lot islands? If so, this should be shown on the site plan/landscaping plan as well. (Chapter V., F. Landscape, 8. – page 65)

   Water harvesting areas are now indicated on Drainage Plan, Sheet 12. A detail of a typical water harvesting area and to the landscape notes, note S are included on Landscape Plan, Sheets 05 and 07. At the 6' wide planting strips, a slight depression will be created and noted on the Drainage Plan, Sheet 12.

Trees

1. The planting distance requirement needs to be adhered to with the planting of the signature trees. It is unclear what distance signature trees are planted. (USDP, App. A)

   We will comply with the intent of this regulation. However, the spacing requirements for signature trees, which are required to be 6' from sidewalks/streets/parking are so limiting in tight, urban conditions as to relegate their use to large inaccessible landscape areas. The regulations assume that these trees (which come in a variety of different habits, mature sizes, installation sizes and conditions) cannot be used in more narrow planting areas because they will obstruct movement and represent a hazard. We propose that signature trees be allowed up to 4' from sidewalks and paving, and suggest that the regulation also address vertical clearance rather than just width of planting area. If the regulations were similar to requirements for street trees for clearance from the flow line of the street and/or sidewalk upon installation and throughout the life of the tree, it would increase the ability to use these trees along streets, in raised planters, in plazas and as accents and screens for parking lots.

2. All trees are to be planted in tree wells. It is unclear from the Landscape Plan whether some of the trees are in pots. Please clarify. (Chapter V., G. Trees, 7. – page 67)

Trees are shown in tree wells. However, raised planters are shown at Lot 2 to meet seating requirements, see detail A2, Sheet 07.

3. The Landscape Plan does not show any plantings at the end-cap of the pedestrian path through the parking lot at the southern edge of the building. This should be corrected as per the USDP. (Chapter V., G. Trees, 14. – page 69)

   Plantings have been added to the end-cap.

Landscape & Landscape Plan

1. A statement needs to be included in the submittal packet describing how the proposed landscaping meets all the landscape requirements of the USDP. (Chapter V., K. Landscape Plan, 2. – page 76)

   A statement has been added to Landscape Plans, Sheets 05 and 07.

2. The Landscape Plan shall also show the topography in the form of finished contour lines – especially where water harvesting is proposed. (Chapter V., K. Landscape Plan, 2. – page 77)

   Topography has been added to Landscape Plan, Sheet 07 and 08. A berm was added in the NE corner of the site as a Phase 1 interim screening device for the Loading Dock area. A request was made to insure that any slopes to the corners of the site be designed to prevent sediment from running into the street. The berm will be seeded with natural vegetation and the slope will be softened on the street side to reduce runoff velocity.

3. The square footage for each separate area of landscaping and a total calculation shall be shown. Also, a total number (and the percentages) of trees (signature, deciduous and conifer), flowers and shrubs (including height and spread) must be shown as well. (Chapter V., K. Landscape Plan, 7. – page 77)

   Square footage area amounts are noted next to each landscape area. Tree information including quantities and mix of signature, shade and evergreen trees has been noted on the plans. The total number and composition of shrubs is not indicated on the plan, due to the schematic nature of the entitlement plans. However, mature sizes for shrubs, grasses and accent plants are indicated on the plans and notes have been included related to compliance with landscape requirements, including those related to vegetative coverage.

4. The Landscape Plan lists trees that are not included on the "Tree List" of the USDP Appendix A – specifically, the Oklahoma Redbud, the Rio Grande Valley Cottonwood, Texas Red Oak and Hillspire Juniper. Please explain the use of these types of trees and make changes as appropriate.

   Oklahoma Redbud has been changed to Western Redbud, and Hillspire Juniper to Spartan Juniper.

   We request permission to use Texas Red Oak and Rio Grande Valley Cottonwood since both were used successfully on the ABQ Uptown project and their use on this block would provide landscape continuity between the two developments. Texas Red Oak is used as a street tree at ABQ Uptown and on this project, is particularly tolerant of alkaline soils, is both heat and drought tolerant, and has noteworthy red fall color. The use of three Rio Grande Valley Cottonwoods in the water harvesting area near the north parking entrance, relates directly to the cottonwoods that surround the big Q tower at the

other end of Q Street, and they are well suited for use in a drainage area. Their scale is also an asset in this area, providing contrast and diversity along the street elevation.

5. A landscape bed on the north side of the site (4,462-square feet) shows rock mulch. The USDP limits use of rock in each landscape area to 5%. (Chapter V., F. Landscape, 10. – page 65)

   Rock mulch will be used in this water harvesting/detention area. The total amount of rock mulch on the site will not exceed the 5% maximum ground coverage amount.

6. Explain what "Organic Mulch" consists of. (Chapter V., F. Landscape, 9. – page 65)

   Organic mulch information has been added to the plans, Sheets 07 and 07.

7. A note needs to be added to the landscape plan explaining that 75% and 60% or 75% of planting strips must be covered with living, vegetative materials. (Chapter V., F. Landscape Plan, 2. b. – page 76)

   A vegetative planting note has been added to the plans, Sheets 05 and 07.

8. It is unclear if the 10% minimum requirement of all landscape areas will have flowering plants and shrubs. (Chapter V., F. Landscape Plan, 2. c. – page 76)

   A note has been added to the plans indicating that the design will comply with this requirement. See also the response to Landscape & Landscape Plan, Section 3.

9. All the planting boxes and/or planting pots must be dimensioned if used as part of the landscaping requirement. (Chapter V., F. Landscape, 15. – page 66)

   All planting areas and planters have been dimensioned. Pots are not indicated on the plans.

10. All walkways are to be ten-feet wide. Planting strips are to be a minimum of 6-feet wide. It is not clear what the dimensions are. (Chapter V., F. Landscape, 16. – page 66)

    Dimensions for the 10' walkways and 6' planting strips are included on the Site Development Plan, Sheets 01 and 02.

DETAIL SHEET

1. Detail needs to be provided for screen elements of the trash receptacles, mechanical equipment, loading docks and the public utility structures. (Chapter V. B. Screening, 1. – page 59)

   Details have been added to Site Details, Sheets 03 and 04. Notes added to the Site Development Plan, Sheets 01 and 02 indicating the method of screening for the elements listed above. Screening has been requested and added at the Van Delivery parking spaces. Cast in place concrete walls, 4'-6" tall will provide headlight and loading dock screening, see Site Development Plans, Sheets 01 and 02. Details for all headlight screen walls are on Site Details, Sheet 04. Details for tilt-up walls screening the Loading Dock and the Service Yard have been added to Site Details, Sheet 04. Additional Loading Dock screening was requested and added to the Landscape Plan, Sheets 07 and 08 by increasing the number of coniferous trees at the truck turn-around.

2. Detail shall be provided on detail sheet regarding pedestrian crossing across parking structure entrances.

   A detail of the pedestrian crossing has been added to Site Details, Sheet 04.

3. The site plan does not show a refuse bin for the Target – is all trash fed through the compactor or just the recyclables?

   All Target non-recyclable refuse will be contained in the compactor. Recyclables will be self contained inside the building.

4. There is not detail of the retaining walls on the east side of the site. Will the dock be screened? (Chapter V. B. Screening, 2. – page 59)

   The Service Dock area will be screened with a 16' high wall, construction to match the building for an integrated look. An elevation of the screen wall on the east side of the building has been indicated on Target Elevations, Sheet 17.

5. Detail needs to be shown for the metal awnings above the doors on corner buildings of Lots 2 and 3.

   A detail of the metal awnings has been added to Lot 2 Mixed Use Elevations, Sheet 15 and Lot 3 Pad Elevations, Sheet 16.

6. Details need to be shown for all elements that are discussed above; including pedestrian plaza, pedestrian lighting, tree wells and up-lighting, motorcycle parking, decorative paving patterns, decorative walkways through parking lots.

   All details for the elements listed have been added to Site Details, Sheets 03 and 04.

ELEVATIONS

The Planning Department has concerns regarding the design of the building and its effect on pedestrian activity. The intent of the design regulations is "to create a unique, quality environment that unifies the Uptown Area for the enjoyment of everyone" (Chapter III, B. Design). Unity is achieved through "quality buildings that are attractive on all visible sides and welcoming to visitors and residents" (III.B.2). A second intent of the USDP is to make the Uptown Area a safe and enjoyable place to walk with a focus on creating a very special experience for pedestrians (III.D. Pedestrians). The Building Design Regulations beginning on page 57 of the USDP were written with these goals in mind. Staff finds that the Target building does not achieve the stated intent of the USDP and does not comply with the following regulations:

1. Chapter V.A.1. Materials:

   a. The primary material of the building (concrete masonry units) is not considered a high quality material and does not provide interest and vitality. Building elements should include such materials as brick, slate, stone or tile. There is very little carry-over of the ABQ Uptown project.

      The primary exterior structural building material is architectural precast concrete wall panels, a material which is not prohibited in the sector development plan. The panels are articulated with rustication joints, and painted in various earth-tone

shades based on the color palette of ABQ Uptown for visual interest, with red accents used intermittently to diminish the building's mass. The architectural panels are overlaid with other materials for further visual interest. Overlay materials include decorative stone (which matches that used on ABQ Uptown to the north) and horizontal ribbed & smooth metal panels. Further variety is provided in aluminum curtain wall fenestration and IPE wood screens at the parking level along Louisiana Boulevard. Additional stone and stucco pilasters and decorative red accents have been added to the south and east building elevations.

b. Unfinished, solid faced, concrete masonry units are prohibited. The concrete walls should be covered with an acceptable material or another type of wall should be used.

   The information listed in the previous response describes the variety of exterior wall treatments. No unfinished, solid faced, concrete masonry units are being used on this project.

2. Chapter V.A.2. Articulation Requirements:

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

      Vertical and horizontal articulation has been provided through a combination of materials and masses on each building façade.

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

      A combination of architectural elements have been used to create a change in color, change in material, a joint, and/or a decorative accent to create visual variation at the required intervals along the length of each side of the building. Decorative stone will project a minimum of 8" out from the building.

   c. at least three of the listed elements must be used for Articulation up to 52-feet of Building height above grade.

      The west and north façades currently meet the intent of the requirements. The south and east facades have been modified to meet them as described in Elevations, Section 1.a.

   The proposed Target building does not comply with the Articulation Requirements. At least 50% of each façade must include at least three of the listed elements in subsection 2.c. In addition, the building at the northeast corner (Lot 2) exceeds 52' feet in height and therefore, must have a 12' step-back (see page 54 of USDP).

      The responses listed above address the façade's compliance with Articulation Requirements. Lot 2 building elevations have been revised to be at or below 52' in height.

3. The newly adopted Resolution (F/S R-11-210) allowing a single level user greater than 90,000-square feet adds a new Section N. to the USDP and states that "Single-Level, Single User Retail Facilities (SLSURFs) Exceeding 90,000 sq. ft. …in Uptown are subject to the following, additional regulations specific to Uptown:

A. Loading docks and facilities shall be screened from public view and, where parking is provided beneath a building, shall be integrated with the parking structure.

The current configuration of the loading docks on the east side of the building will have to be removed and integrated with the parking structure. The loading docks shall be screened from public view.

The Service Dock area is located between the parking level and the store level to work with the existing site grades and has been integrated into the parking structure by sharing a common wall. It is best suited in its current location for a variety of reasons: separation between truck traffic and guest traffic creates a safe shopping environment; the building is 6 feet lower in height than it otherwise would be if located underneath; projecting the loading dock from the building along the east side provides required building articulation and visual interest.

Revisions made to the design that further integrates the Service Dock area to the building include: increasing the height of the screen wall to 16' tall (12' above finished floor) and shifting the truck entrance off of Uptown Loop Road approximately 5' north, thereby extending the length of the screen wall to cover the full length of the truck trailers when parked at the loading dock. (Target tractors do not stay, but drop off their trailers and leave). With the adjustments made to the height and length of the screen wall, the Service Dock area will be fully screen the majority of the time.

SIGNAGE

1. The private traffic directional signs at the entrances and exits of the parking structures are limited to 6-square feet. The sign detail shows these signs to be 8-square feet (sign type C1). (Chapter V., L. Signage, 8. e. – page 81).

   The sizes of the directional signs at the entrances and exits have been revised to meet the requirements of 6 square feet maximum and unlimited quantity.

<u>Zoning Enforcement Division</u>

1. The 42' screen wall for the loading area may infringe on line of site for those exiting the parking.

   The Service Dock screen wall has been modified using a sight triangle on Site Development Plan, Sheets 01 and 02 to accommodate a line-of-sight for those exiting the parking area.
2. Colors and materials are not called out for the screen wall.

   Colors and materials have been added to Target Elevations, Sheet 17.
3. The landscape buffers between the parking and the street should have 70% ground cover apart from trees.

   Shrubs have been added to the landscape buffers to insure that the landscape buffers will contain 70% ground cover at maturity apart from the trees.
4. The location of benches and trash receptacles in the pedestrian areas should be shown.

Benches and trash receptacles have been provided in the pedestrian areas and are indicated on Site Development Plan, Sheets 01 and 02.

5. Parking abutting landscaping buffers require parking barriers to prevent overhang into landscaping buffer

   Landscaping will not be added in the small area between the parking barriers and the parking surface. This will either be concrete or gravel mulch.

6. Note mechanical equipment & loading docks screened from public right of way

   A screened Service Yard has been indicated south of the Loading Dock which will enclose the generator, transformers, switchgear and miscellaneous equipment. Wall construction will match building. Details shown on Site Details, Sheet 04.

7. Walkway through parking lot minimum of 8' wide

   Minimum dimension of the north-south walkway is 9' wide. Minimum dimension of the east-west walkway is 8' wide. Dimensions have been added on Site Development Plan, Sheets 01 and 02.

8. Walkway around perimeter minimum of 10' wide and shall include a minimum six (6) inch brick or other decorative border along both sides

   The perimeter meandering walkway is a minimum of 10' wide, is dimensioned on the Site Development Plan, Sheets 01 and 02 and detailed with 6" borders on Site Details, Sheet 04.

9. Required developed open space areas shall include two amenities see A-F pg 62 of the uptown sector plan

   Benches and bike racks have been provided in the open space areas and are indicated on Site Development Plan, Sheets 01 and 02.

10. Each row of parking shall have an end cap with at least one tree

    Changes have been made to Landscape Plan, Sheets 05 and 07 to comply with this requirement.

11. No parking space shall be more than sixty feet from a tree.

    The site design complies with this requirement. All surface parking spaces that are not covered by the building overhead are within 60' from a tree.

Transit Department

Numbers 1, 2, 3 and 4 we consider mandatory and should be placed on the Infrastructure List for the Project or be otherwise required by the Site Plan:

1. RECONSTRUCT, at developer's cost, the current north- to east-bound right turn lane at the Louisiana/Indian School intersection to remove the free right turn and replace it with a stop condition, performing all necessary work and signal operation changes to effect the change.

   A stop condition has been proposed at the Louisiana/Indian School intersection, keeping the existing turn lane configuration.

2. CONSTRUCT, at developer's cost, new signalization for both automobile traffic and pedestrian traffic at the location known as Q-Street, and, by means acceptable to the

Traffic Engineer, create all interconnections to the Louisiana/Indian School and Indian School/Loop Road intersections necessary to create a free flow of all modes of traffic.

If possible, extend the infrastructure necessary to effect an ITS system to encompass the Indian School/Indiana Street intersection, for future installation of such systems by others.

Target will be making a formal request for written concurrence from the City to proceed with the new signal at Q Street.

3. CONSTRUCT at developers cost, concomitant with the intersection improvements in 2 above, pedestrian refuges of a design satisfactory to the Traffic Engineer in lieu of the currently paint-striped auxiliary lanes at Q-Street.

   Raised pedestrian refuge islands have been proposed, as shown on the Civil drawings and on the Site Development Plan, Sheets 01 and 02.

4. PROVIDE, at developer's cost, three (3) bus stop easements – one for Rapid Ride services using 60' articulated busses, and two for 40-foot "standard" busses, in accordance with the diagram below. The easements should be: At the Rapid Ride stop, a minimum of ten (10) feet from back of sidewalk and forty (40) feet long; and at the standard stops, eight (8) feet from back of sidewalk and twenty (20) feet long.

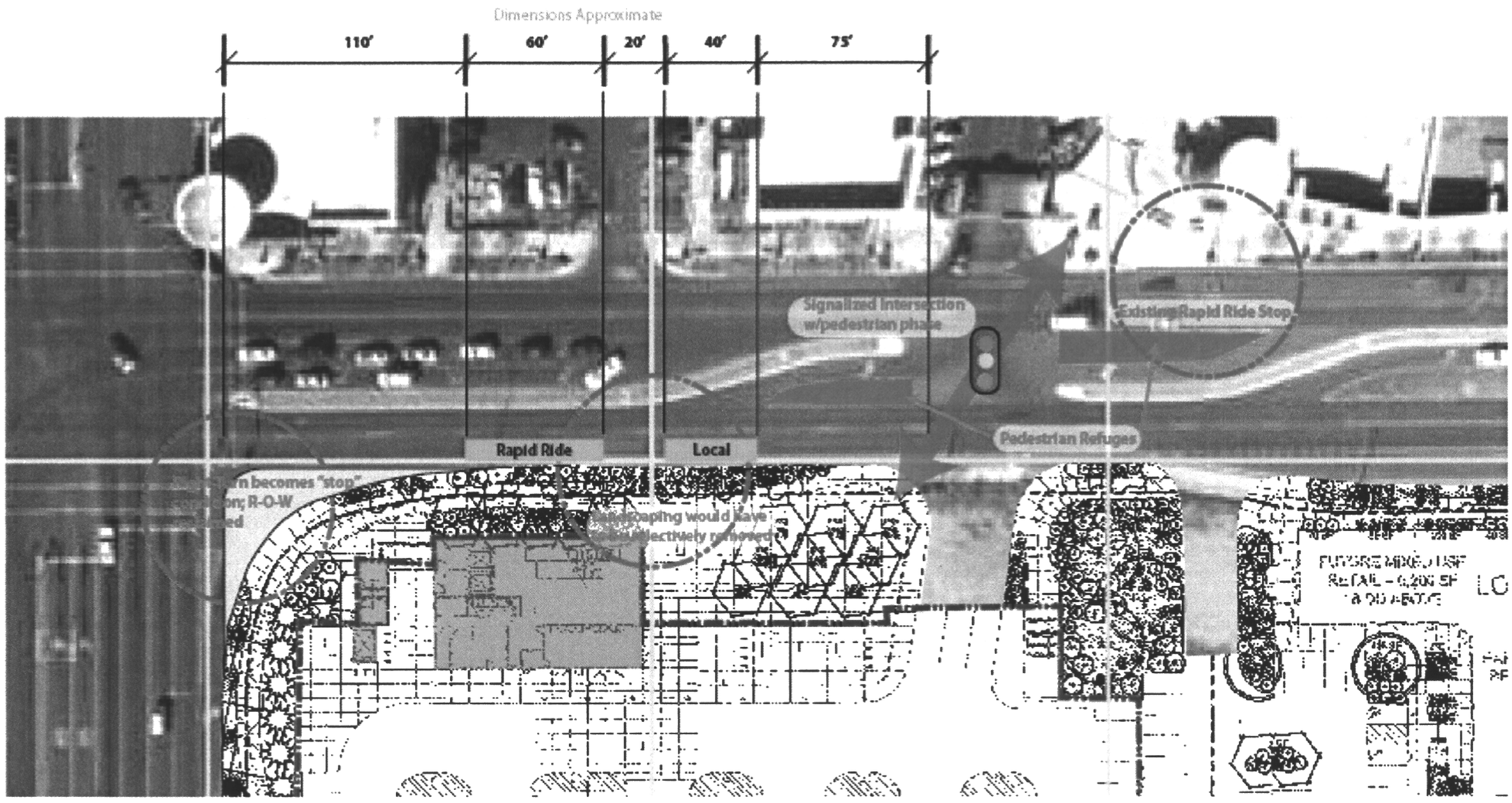
   Easements will be provided as necessary for the three bus stops. A single shelter to be shared between Rapid Ride and standard bus service has been located near the NE corner of the Target lobby with an 8' x 60' easement and the shelter on Uptown Loop is shown with an easement of 4' x 20' on the Site Development Plan, Sheets 01 and 02.

Note the Department will provide the shelters and associated signage and street furniture at the time service is actually provided to the stops. In the case of the Rapid Ride and the standard stop on Indian School, this should occur concomitant with or shortly after the opening of the store.

Noted.

The proposed standard stop on the Loop Road is a bit more problematical as its location will in part be driven by the need to "couple" it with whatever bus stop location is proposed by Winrock. If it were necessary to choose at this time, the Department would prefer the required easement be granted NORTH of the proposed truck entrance. Service to this stop would probably be associated with a future "circulator" system on the Loop Road.

Noted. The Loop Road bus stop has been indicated on the Site Development Plan, Sheets 01 and 02 for reference.



And some matters we cannot consider mandatory, but would ask the developer to consider:

1. If possible, REDESIGN the location of some of the doors in the vertical circulation lobby to grant more immediate access to the bus-stop area defined above.

   The doors to the lobby, which provide direct access to the parking under the building and the pedestrian plaza are providing the most effective circulation in their current location.

2. EXAMINE the means by which the nascent Uptown Wayfinding System proposed by OTAK and supported in principle by the Uptown Progress Team, and in practice by the ABQ Uptown development, could be designed as an outgrowth of the wayfinding system proposed by the developer for their site. (A few simple design development sketches would be greatly appreciated!)

   Target is willing to discuss further with other retailers in the area the expansion of the wayfinding system referenced; however, it will not be a part of this submittal.

3. LOCATE human scale elements such as public art, LCD signs, display cases and the like to create visual interest, especially on the Louisiana façade, which is currently devoid of human scale articulation other than landscaping.

   Additional pedestrian scale amenities have been added to the streetscape along Louisiana Boulevard, such as site furnishings and pet oriented elements.

4. CONSIDER replication of the type of development proposed for Lot 2 somewhere else along the Loop Road frontage.

   At this time additional future development has not been proposed.

ALSO, Note that the site is located within a "Major Activity Center" and along a "Major Transit Corridor" as expressed through the "Centers and Corridors" component of the *Albuquerque/Bernalillo County Comprehensive Plan*. The Department notes that the proposed design meets in spirit all applicable standards for the "Major Transit Corridor", as follows:

Noted.

Standards for Development Form: Major Transit Corridor

POLICY OBJECTIVE	FORM GOAL	PROPOSED DESIGN
Building Access from Street	Provide major entrance from street	Main entrance placed in close proximity to intersection of Major Transit Corridor and minor arterial cross street
Building Setback	Minimum Setback: setback to provide landscaping or pedestrian activity areas only	Main entrance separated from street only by landscaping and pedestrian areas
Parking Location	Separated from the street by the building	At the main entrance the parking is located substantially behind the vertical circulation lobby.
Parking Reduction	10% mandatory and up to 25% encouraged; shared parking encouraged	The parking ratios of the sector plan having a minimum but no maximum, the proposed number seems suitable to a use of this size and type; there should also be opportunity to share with other uses on site and in the future with the Winrock site.
Employment Density Targets	Floor area ratio of 1.0-2.0	The plan meets the requirements of the sector plan (as amended).
Housing Density Targets	10-35 du/acre net	N/A; takes advantage of proximity to existing housing and may stimulate additional housing.
Modal Hierarchy	Transit, Pedestrians, Autos, Bikes	The proposal has the potential to create a strong node for transit/pedestrian/bicycle use which downplays interaction with automobiles.

Transportation Division

1. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan, as may be required by the Development Review Board (DRB).

   The locations of the required bus stops have been coordinated with the Transit Department and a small amount of site area will be dedicated as an easement for these stops as shown on Site Development Plan, Sheets 01 and 02, and Site Details, Sheet 04.

2. A phasing plan, indicating interim conditions for each phase, must be provided.

   Drawings have been added to indicate phasing for the project including identification of the interim conditions.

3. The site plan must comply with local and Federal ADA (Americans with Disabilities Act) standards and guidelines.

   The site will comply with all local codes and Federal ADA standards and guidelines. Notation has been added to the Site Development Plan, Sheets 01 and 02.

4. Site plan shall comply and be designed per DPM Standards.

   General Note A on the Site Development Plan, Sheets 01 and 02 indicates compliance.

5. Turning templates must be shown for the loading area. The loading area cannot conflict with the entrance to the underground parking. Please clarify how the heavy vehicle traffic will be guided.

Turning Templates have been added to the Truck Access Plan, Sheet 14.

6. A proposed traffic signal is shown along Indian School Road. A warrant analysis must be provided for this signal; concurrence from the City of Albuquerque Traffic Engineering Department is required.

   A warrant analysis has been provided. Target will be making a formal request for written concurrence from the City to proceed with the new signal at Q Street.

7. A Traffic Impact Study (TIS) has been submitted to Transportation Staff.

   Noted.

Office of Neighborhood Coordination

No comments received.

Hydrology

1. Hydrology has an approved Grading Plan for Site Plan for Building Permit action by the DRB.

   Noted.

2. When submitting to DRB, the applicant should consider phasing the project. If the out-lots aren't to be built initially, it would be beneficial to show the grading on these lots without buildings or what they will look like.

   See response above pertaining to phasing, Transportion, Section 2.

Water Utility Authority

No comments received.

City Forrester

No comments received.

In addition to the above comments, as per Section 2. E. 4. (page 6) of the afore mentioned Resolution (F/S R-11-210), a maintenance agreement shall be provided upon DRB application.

A maintenance agreement will be provided upon application to DRB.

Goodman
REALTY GROUP

October 12, 2011

Jack Cloud
Chairman, Planning Department
City of Albuquerque
600 2nd St. NW
Albuquerque, NM 87103

RE: Proposed Target Development – corner of Louisiana and Indian School

Dear Mr. Cloud,

While Winrock Partners LLC, owners of Winrock Mall, fully support the abovereferenced Target development, we feel that further study is needed in several key areas:

The approved drawings for the Uptown Loop Road show a direct connection between the Target site and Winrock at a full access intersection along the Loop Road south of Indian School. The current Target proposal uses that entry for trucks only and for access to a small future development on the northeast corner of the Target site, thus eliminating the connectivity between the two projects. Presently, there is no direct access from the Target site onto the Winrock site. A customer who chooses to go from Target to Winrock or Winrock to Target will have to get back on one of the main roads and travel through intersections and along two or three of the main roads (Loop Road, Indian School, Louisiana) . Each customer will have to go through two or three major intersections to travel between the two properties. This places numerous vehicles at busy intersections (especially Louisiana and Indian School) that otherwise could travel directly between the two sites with a direct connection on the Loop Road. In addition, the lack of pedestrian connectivity between the two properties further encourages vehicular activity. . As Winrock develops, not having direct vehicular and pedestrian access between the two properties will put thousands of extra cars per day along Louisiana and Indian School. This situation will cause needless traffic congestion.

Next, the Target store has its rear truck entry aligned with a the main entry to Winrock. We are very concerned about the appearance of the east elevation and how this will impact Winrock.. The east Target elevation will be the back door of a grocery operation that will face the entry to Winrock. What is being done to make this important east elevation attractive. All four sides of this store will face major streets. The current design envisions tall, monolithic concrete walls on three sides. Each elevation must have attractive design elements. More work needs to be done on a store with four major exposures.

Another point of concern is the berm proposed on the northeast corner of the Target development. This berm will cut visibility to the Winrock site. Vehicles exiting ABQ Uptown and vehicles traveling east on Indian School will have reduced visibility to Winrock. We would like this berm eliminated.

In the vicinity of Louisiana and Indian School, there are three major retail properties. Traffic will be manageable if the connectivity between the three is carefully considered. The connectivity should also include inter-property circulators to encourage "Park-Once" shopping between the three properties.

We respectfully urge the DRB to carefully consider the above concerns. We believe that they are readily resolvable and will allow Uptown to reach its full potential, while minimizing impact on the surrounding areas. Winrock was involved in the development of the vehicular connections between the properties, and, while we are very much in favor of the Target development, we feel that the original intent of all of the traffic and access work that was done has been subverted. We welcome the opportunity to discuss these issues in greater detail prior to the DRB hearing on October 19th.

Sincerely,

Gary Goodman

Managing Member, Winrock Partners LLC

100% Post-Consumer Recycled Chlorine Free Paper

100 Sun Avenue, Suite 100 Albuquerque, NM 87109 505.881.0333 505.881.0101 fax www.goodmanrealty.com

Goodman
REALTY GROUP

October 13, 2011

Jack Cloud
Chairman, Planning Department
City of Albuquerque
600 2nd St. NW
Albuquerque, NM 87103

RE: Proposed Target Development – Loop Road Intersection Changes

Dear Mr. Cloud,

A great deal of thought and work was put into the alignment of the intersections along the Uptown Loop Road. The resulting Agreement was designed to best serve all parties involved including the Federal Highway Administration. The "First Amendment To Interstate 40/Louisiana Boulevard Interchange and Road Improvement Agreement" states in paragraph 5, "Any adjustment to the New Street A alignment shown on Substitute Exhibit A-1 shall be subject to the prior written approval of the Federal Highway Administration and the Department." Clearly, the intent was to maintain the intersection alignment as shown in Exhibit A-1. No changes were to be made without City, State and Federal involvement. Target's current design limits the Agreements intent.

Sincerely,

Gary Goodman

Managing Member, Winrock Partners LLC

100% Post-Consumer Recycled Chlorine Free Paper

100 Sun Avenue, Suite 100 Albuquerque, NM 87109 505.881.0333 505.881.0101 fax www.goodmanrealty.com

FIRST AMENDMENT TO
INTERSTATE 40/LOUISIANA BOULEVARD
INTERCHANGE AND ROAD IMPROVEMENTS AGREEMENT

The Interstate 40/Louisiana Boulevard Interchange and Road Improvements Agreement ("Agreement") was made and entered into on January 22, 2002 by and between the Prudential Insurance Company of America, a New Jersey corporation ("Prudential"), the then owner of Winrock Shopping Center, the Regents of the University of New Mexico, a body corporate of the State of New Mexico (the "University"), the then owner of the land upon which Winrock Center is located, the New Mexico State Highway and Transportation Department, a department of the Executive Branch of State Government (the "Department"), operator of Interstate 40, and the City of Albuquerque, New Mexico, a New Mexico municipal corporation (the "City"), collectively (the "Parties").

PruWinrock LLC, a Delaware limited liability company ("PruWinrock"), the successor-in-interest to Prudential and the University and the Department and the City now desire to amend the Agreement in light of changed circumstances and pursuant to that certain Settlement Mutual Release and Non-Interference Agreement ("Settlement Agreement") in settlement of United States District Court Action for the District of New Mexico Cause No. CIV 02-01520 BB/RLP.

IT IS THEREFORE AGREED that the Agreement shall be amended as follows:

1. Delete and remove Exhibit A-1 to the Agreement and substitute and insert in its place substitute Exhibit A-1 ("Substitute Exhibit A-1"), a copy of which is attached as Attachment A to this First Amendment.

2. The language of the Agreement and the exhibits thereto shall be considered to be and is hereby amended to the extent necessary to be consistent with and reflect the substitution of Substitute Exhibit A-1 for Exhibit A-1 to the Agreement.

3. The language of the Agreement and the exhibits thereto shall be considered to be and is hereby amended to delete references to Prudential and the University and to substitute PruWinrock in the place and stead of Prudential and of the University.

4. The time frame for performance by the City, the Department, and PruWinrock, as to each other, set forth at paragraphs 12. 14, 15 and 16 shall be amended by deletion and substitution as follows: delete "Within 15 days after advertising for construction of either the City Project and/or the Interim Improvements or the Department Project, by either the City or the Department...." and substitute in its place:

> On or before the date on which PruWinrock is to convey to the City the Modified Winrock Property Interests and to the

Department the property interests which the Department is seeking to acquire in the condemnation action in Bernalillo County Cause CV-200307942 styled *State of New Mexico ex. rel New Mexico Department of Transportation v. PruWinrock LLC, et al.* ("Condemnation Action"), pursuant to that certain Settlement, Mutual Release and Non-Interference agreement entered into on May 19, 2004, and as may subsequently be amended, by and between the City, PruWinrock, Cousins Properties, Inc., a Georgia corporation ("Cousins"), and Hunt Uptown LLC, a New Mexico limited liability company ("Hunt I"), and Hunt Uptown II LLC, a New Mexico limited liability company ("Hunt II") (Hunt I and Hunt II are collectively referred to here as "Hunt").

5. Paragraph 19 of the Agreement is hereby deleted in its entirety. A new paragraph 19 is substituted as follows: Any adjustment to the New Street A alignment shown on Substitute Exhibit A-1 shall be subject to the prior written approval of the Federal Highway Administration and the Department.

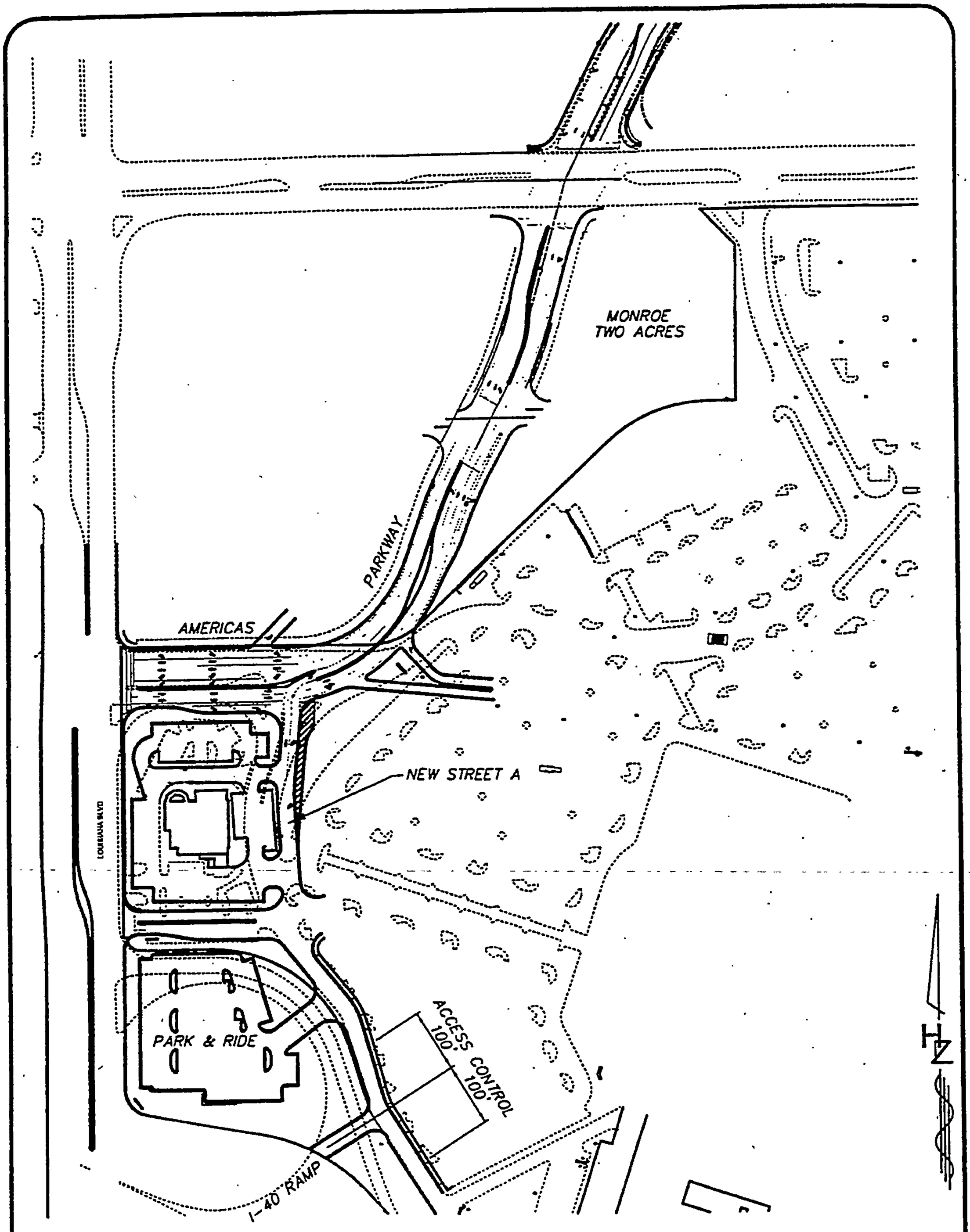
6. PruWinrock and the City acknowledge and agree that the Agreement and the new I-40/Louisiana/Loop Road Project alignment as defined in the Settlement Agreement and also as shown on Substitute Exhibit A-1 to this First Amendment is not inconsistent with, or contrary to, the City's Uptown Sector Development Plan, (the "Uptown Plan") and in fact implements the G-5 alignment as contained in the Uptown Plan and that a sector plan amendment to the Uptown Plan is not required to effectuate the road alignments shown on Substitute Exhibit A-1 to this Amendment. Furthermore, PruWinrock agrees, after consultation with its counsel, to expressly waive, relinquish and abandon any claim or argument whether ascertained now or in the future that the Agreement and this Amendment, 1) constitute an amendment to the Uptown Plan, or 2) require City Council approval, or 3) modify in any way the G-5 alignment as contained in the Uptown Plan, or 4) is an illegal or void contract.

7. The City's responsibility to reimburse PruWinrock for the costs of removing and replacing the signage specified at paragraphs 8(r)(iii) and 8(r)(iv) of the Agreement is deleted in its entirety.

8. The City's responsibility to construct sidewalks, pedestrian walkways, replacement landscaping and to maintain lighting under the City's Project is deleted in its entirety. The language of the Agreement and Exhibits thereto shall be considered to be and are herein, amended to delete any responsibility of the City to construct sidewalks, construct pedestrian walkways, replacement of landscaping, and maintaining of lighting.

9. The City's responsibility to reimburse PruWinrock $20,000 under paragraph 11 of the Agreement is hereby deleted in its entirety.

10. The City's responsibility to repave and re-stripe the Postal Area concrete slab under paragraph 8(v) of the Agreement is hereby deleted in its entirety.



HUITT-ZOLLARS INC.	PROPOSED LAYOUT WINROCK	SUBSTITUTE A-1 May 18, 2004

Metro, Kristal D.

From: Dourte, Richard H.
Sent: Friday, October 14, 2011 10:00 AM
To: Metro, Kristal D.
Subject: Fw: Access at the proposed Target development

Connected by DROID on Verizon Wireless

-----Original message-----

From: "Riordan, Michael J." <MRiordan@cabq.gov>
To: "James Dobbie \\(Hunt Development Group\\)" <james.dobbie@huntcompanies.com>
Cc: "Garcia, Bobbie J." <bobbiejgarcia@cabq.gov>, "Kolessar, John H." <jkolessar@cabq.gov>, "Dourte, Richard H." <RDourte@cabq.gov>
Sent: Thu, Oct 13, 2011 21:09:54 GMT+00:00
Subject: RE: Access at the proposed Target development

Jim,

You are correct that we do not want a traffic signal location.

As we discussed in the phone call Traffic Engineering does want you to strongly consider making this intersection right-in, right-out only. If you propose full access or some other condition we will review the documentation you have that illustrates the purpose for not being right-in, right-out only.

The surrounding neighborhoods are very concerned with traffic patterns, both pedestrian and vehicular, particularly on Indian School. Any proposed modifications, or lack thereof, will be strongly reviewed.

Michael J. Riordan, PE
Director
Department of Municipal Development
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103
Phone: (505) 768-3830
Fax: (505) 768-2310

-----Original Message-----
From: James Dobbie (Hunt Development Group)
[mailto:james.dobbie@huntcompanies.com]
Sent: Thursday, October 13, 2011 2:59 PM

To: Riordan, Michael J.
Cc: Garcia, Bobbie J.
Subject: Access at the proposed Target development

Mike,

Thank you for returning my call earlier today. As you know, the intent of my call was to clarify the recommendation outlined in your letter to Greg Struve of the Target Corporation dated October 12th.

As we discussed, your department does not believe that a signal at "Q" street is warranted and you have denied this request.

In your letter, you recommend a right in right out at Q st, however, your department views this as only a recommendation and not a requirement. If the applicant, Target, requests full access without a signal, your department will not oppose this request.

Mike, please reply to this email to confirm this understanding.

Regards,

Jim Dobbie.

****
Sent from Blackberry Device
Please excuse any errors in grammar, punctuation, or spelling
****

This Communication is confidential and intended only for the addressee. If you are not the intended recipient, you may not copy, disclose, or distribute this message to anyone else; any such action may be unlawful. If you have received this communication in error, please contact the sender of the message to inform him or her of the error. Thank you.

#1007316

October 18, 2011

Jim Dobbie
Senior Vice President
Hunt Development Group
201 Third St., NW, Suite 1150
Albuquerque, NM 87102

RE: Proposed Target and retail/multi-family mixed-use development (Target-Uptown), southeast corner of Louisiana Blvd. N.E. and Indian School Rd N.E.

Dear Jim:

We wish to express our support for the above referenced proposed development.

In addition to the obvious economic development, employment, and redevelopment enhancements that will surely flow from this project, its coordination, pedestrian linkage, easy access, parking and loading, and exterior design features are all well aligned with the other existing developments your firm has led and created in this revitalized Uptown area, including retail, hotel and multi-family. You have done an excellent job screening all back-of-house functions of the store, and customers can easily navigate the various driveways, entrances and parking bays. Raising Target above their parking field not only reflects Uptown's urban-like character, it also allows the project to integrate various exterior elements in a more dramatic and noteworthy way while providing customers with easy access to the store's main entrance and providing protection from the elements for their vehicles.

We believe it is important and appropriate for Target's main customer entrance and vertical transportation to be located along Indian School Road with Target's iconic vertical element with "bull's eye" providing a nice signature near the main intersection with Louisiana Blvd. This layout places Target's loading and back-of-house functions away from these highly visible corridors and allows for pedestrian friendly entry plazas, crosswalks, shaded areas and connection points to occur where they should for maximum customer safety and enjoyment. Our customers at ABQ Uptown just across Indian School Road can safely and easily access and cross-shop both projects in a mutually beneficial and relaxing way. Adding the pods for additional small-shop retail GLA and 3-level multi-family above the retail area east of Target is also quite innovative and continues the residential and retail integration you did at ABQ Uptown. These adjacent development pods further soften the development to the surrounding thoroughfares while maintaining the development's urban, mixed-use character.

Target-Uptown will be a great addition for Uptown and Albuquerque at-large. This is not a typical Target development. One will usually not see a vertically-stacked, mixed-use Target development outside a highly dense, downtown urban setting, so this unique and well-planned development will be an excellent gateway feature for the Uptown area. We welcome and look forward to Target-Uptown becoming a good neighbor with us at ABQ Uptown, and thank you again for this opportunity to express our support for this application.

Sincerely,

Myles H. Minton
President, Community/Lifestyle Centers
Simon Property Group
225 W. Washington St.
Indianapolis, IN 46204
Direct Ph. 317.685.7350
Fax 317.263.2363

CITY OF ALBUQUERQUE

Department of Municipal Development
Michael J. Riordan, Director

October 12, 2011

Mr. Gregory P. Struve
Senior Regional Real Estate Manager
TARGET Corporation
1000 Nicollet Mall
Minneapolis, MN 55403

Re: ***Target Store Development (Indian School Rd. / Louisiana Blvd.)***

Dear Mr. Struve,

The purpose of this letter is to respond to your letter concerning the site development plan provided by TARGET Corporation. Your letter has questions on two "unresolved" issues.

City Traffic Engineering Division staff has completed a review of the area and understands the issues that you have expressed in your letter. In regards to the first issue, Traffic Engineering does not support the installation of the traffic signal at Indian School / "Q" Street. The spacing between intersections is too close to either existing signal to properly program for traffic progression. As proposed, it will result in major congestion issues along Indian School. Traffic would recommend that access (Indian School) should be a right in right out approach similar to what was done on Louisiana. The median would have to be adjusted based on this configuration.

Regarding the second issue, Traffic Engineering does not support the removal of the right turn lane. This intersection was designed to accommodate growth in this area. All infrastructure associated with planned development in the City of Albuquerque should be designed to the projected 2035 traffic volumes.

We look forward to Target Corporations continued partnership in our community. Please contact me at (505) 768-3830 if you have any questions.

I appreciate your letter to the City and allowing us to better serve our community.

Sincerely,

Michael J. Riordan, P.E.
Director

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

COPY

TARGET

September 29, 2011

Mr. Michael Riordan, P.E.
City of Albuquerque DMD
P. O. Box 1293
Albuquerque, NM 87103

Ms. Debbie Stover, Sr. Policy Analysis / Planning
City of Albuquerque Council Services
P. O. Box 1393
Albuquerque, NM 87103

Re: Target Store Development (Indian School Rd. / Louisiana Blvd.)

Dear Mr. Riordan and Ms. Stover:

In August, the Target Corporation submitted a site development plan and traffic impact analysis to the Uptown Review Team at the City's planning department. Your courteous and professional city staff provided a prompt and thorough review of these plans. Through the course of a few meetings, my team and the City have resolved many issues, however a few questions remain. As with all developments of this nature, it is important to carefully address pedestrian and vehicular traffic concerns. I believe our plans address these concerns; however, I would like to get clarity on a few outstanding items. They are summarized below. For your reference I have enclosed a detailed letter from our traffic engineer Terry Brown.

1) Will the City of Albuquerque permit a traffic signal to be located at the intersection of Indian School Rd. / "Q" St.?

2) Will the City of Albuquerque permit the elimination of the eastbound right turn lane on Indian School Rd. at Uptown Loop Rd. (east) to facilitate a bus stop just west of the signalized intersection?

Please feel free to contact me with any general questions or Terry Brown with any technical clarifications. I look forward to diligently pursuing a resolution to these issues and moving on to the final permitting process as soon as possible.

Sincerely,

TARGET CORPORATION

Gregory P. Struve
Senior Regional Real Estate Manager

Enclosure as noted

Cc:
Kim Hayden - Target Corporation
Lawrence Cates – Lawrence A. Cates and Associates
Terry Brown P.E.

Property Development, 1000 Nicollet Mall, Minneapolis, MN 55403

CAPITAL IMPLEMENTATION PROGRAM
CITY OF ALBUQUERQUE

Goodman
REALTY GROUP

October 13, 2011

Jack Cloud
Chairman, Planning Department
City of Albuquerque
600 2nd St. NW
Albuquerque, NM 87103

RE: Proposed Target Development – Loop Road Intersection Changes

Dear Mr. Cloud,

A great deal of thought and work was put into the alignment of the intersections along the Uptown Loop Road. The resulting Agreement was designed to best serve all parties involved including the Federal Highway Administration. The "First Amendment To Interstate 40/Louisiana Boulevard Interchange and Road Improvement Agreement" states in paragraph 5, "Any adjustment to the New Street A alignment shown on Substitute Exhibit A-1 shall be subject to the prior written approval of the Federal Highway Administration and the Department." Clearly, the intent was to maintain the intersection alignment as shown in Exhibit A-1. No changes were to be made without City, State and Federal involvement. Target's current design limits the Agreements intent.

Sincerely,

Gary Goodman

Managing Member, Winrock Partners LLC

100 Sun Avenue, Suite 100 Albuquerque, NM 87109 505.881.0333 505.881.0101 fax www.goodmanrealty.com

100% Post-Consumer Recycled Chlorine Free Paper

Goodman
REALTY GROUP

October 12, 2011

Jack Cloud
Chairman, Planning Department
City of Albuquerque
600 2nd St. NW
Albuquerque, NM 87103

RE: Proposed Target Development – corner of Louisiana and Indian School

Dear Mr. Cloud,

While Winrock Partners LLC, owners of Winrock Mall, fully support the abovereferenced Target development, we feel that further study is needed in several key areas:

The approved drawings for the Uptown Loop Road show a direct connection between the Target site and Winrock at a full access intersection along the Loop Road south of Indian School. The current Target proposal uses that entry for trucks only and for access to a small future development on the northeast corner of the Target site, thus eliminating the connectivity between the two projects. Presently, there is no direct access from the Target site onto the Winrock site. A customer who chooses to go from Target to Winrock or Winrock to Target will have to get back on one of the main roads and travel through intersections and along two or three of the main roads (Loop Road, Indian School, Louisiana) . Each customer will have to go through two or three major intersections to travel between the two properties. This places numerous vehicles at busy intersections (especially Louisiana and Indian School) that otherwise could travel directly between the two sites with a direct connection on the Loop Road. In addition, the lack of pedestrian connectivity between the two properties further encourages vehicular activity. . As Winrock develops, not having direct vehicular and pedestrian access between the two properties will put thousands of extra cars per day along Louisiana and Indian School. This situation will cause needless traffic congestion.

Next, the Target store has its rear truck entry aligned with a the main entry to Winrock. We are very concerned about the appearance of the east elevation and how this will impact Winrock.. The east Target elevation will be the back door of a grocery operation that will face the entry to Winrock. What is being done to make this important east elevation attractive. All four sides of this store will face major streets. The current design envisions tall, monolithic concrete walls on three sides. Each elevation must have attractive design elements. More work needs to be done on a store with four major exposures.

Chlorine Free Paper 100% Post Consumer Recycled

Another point of concern is the berm proposed on the northeast corner of the Target development. This berm will cut visibility to the Winrock site. Vehicles exiting ABQ Uptown and vehicles traveling east on Indian School will have reduced visibility to Winrock. We would like this berm eliminated.

In the vicinity of Louisiana and Indian School, there are three major retail properties. Traffic will be manageable if the connectivity between the three is carefully considered. The connectivity should also include inter-property circulators to encourage "Park-Once" shopping between the three properties.

We respectfully urge the DRB to carefully consider the above concerns. We believe that they are readily resolvable and will allow Uptown to reach its full potential, while minimizing impact on the surrounding areas. Winrock was involved in the development of the vehicular connections between the properties, and, while we are very much in favor of the Target development, we feel that the original intent of all of the traffic and access work that was done has been subverted. We welcome the opportunity to discuss these issues in greater detail prior to the DRB hearing on October 19th.

Sincerely,

Gary Goodman

Managing Member, Winrock Partners LLC

100 Sun Avenue, Suite 100 Albuquerque, NM 87109 505.881.0333 505.881.0101 fax www.goodmanrealty.com

100% Post-Consumer Recycled Chlorine Free Paper

TARGET TO ABQ UPTOWN - DIRECT ACCESS

Uptown Blvd NE

Q St NE

Indiana St NE

LOUISIANA BLVD

INDIAN SCHOOL RD

Euclid Ave NE

Morrow Ave

Morrow Ave NE

EXISTING TRAFFIC LIGHT

RIGHT OUT ONLY

FULL ACCESS

Uptown Loop Rd NE

RIGHT IN RIGHT OUT

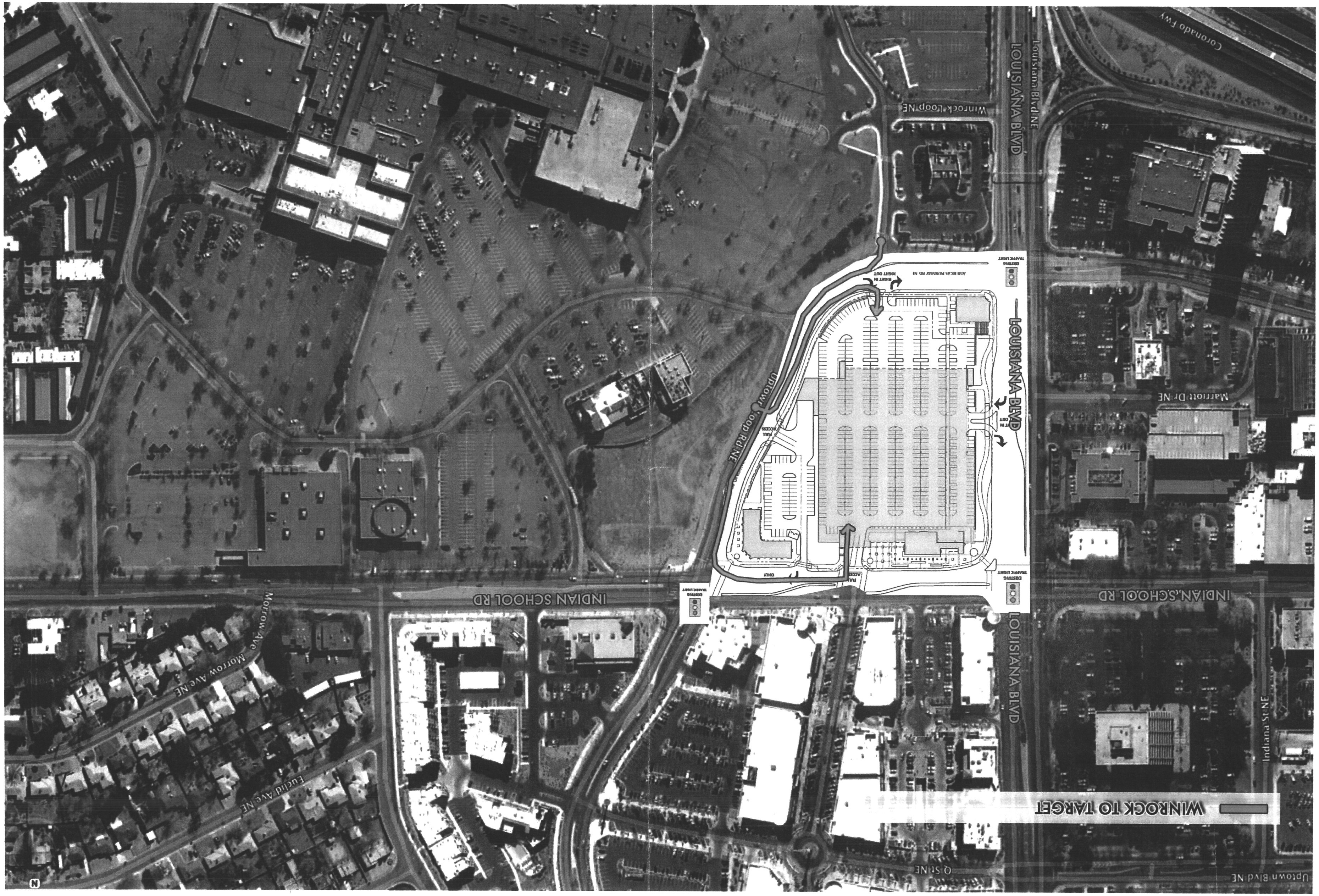
AMERICAS PARKWAY RD. NE

Marriott Dr NE

Louisiana Blvd NE

Winrock Loop NE

Coronado Fwy



WINROCK TO TARGET
LOUISIANA BLVD
INDIAN SCHOOL RD
Coronado Fwy
Louisiana Blvd NE
Winrock Loop NE
Marriott Dr NE
Uptown Loop Rd NE
Morrow Ave
Morrow Ave NE
Euclid Ave NE
Indiana St NE
Q St NE
Uptown Blvd NE

TARGET TO WINROCK

Uptown Blvd NE

Q St NE

Indiana St NE

LOUISIANA BLVD

INDIAN SCHOOL RD

Euclid Ave NE

Morrow Ave

Morrow Ave NE

N

EXISTING TRAFFIC LIGHT

FULL

RIGHT OUT

EXISTING TRAFFIC LIGHT

Uptown Loop Rd NE

LOUISIANA BLVD

AMERICAS PARKWAY RD. NE

RIGHT IN RIGHT OUT

EXISTING TRAFFIC LIGHT

Marriott Dr NE

Louisiana Blvd NE

LOUISIANA BLVD

Winrock Loop NE

Coronado Fwy

WINROCK TO ABQ UPTOWN

Uptown Blvd NE

Q St NE

Euclid Ave NE

Morrow Ave

Morrow Ave NE

INDIAN SCHOOL RD

LOUISIANA BLVD

EXISTING TRAFFIC LIGHT

FULL ACCESS

RIGHT OUT ONLY

EXISTING TRAFFIC LIGHT

INDIAN SCHOOL RD

LOUISIANA BLVD

RIGHT IN RIGHT OUT

Uptown Loop Rd NE

FULL ACCESS

AMERICAS PARKWAY RD. NE

RIGHT IN RIGHT OUT

EXISTING TRAFFIC LIGHT

Marriott Dr NE

Louisiana Blvd NE

LOUISIANA BLVD

Winrock Loop NE

Coronado Fwy

City of Albuquerque

DEVELOPMENT/ PLAN REVIEW APPLICATION

Supplemental form

SUBDIVISION — **S**
- ____ Major Subdivision action
- ____ Minor Subdivision action
- ____ Vacation — **V**
- ____ Variance (Non-Zoning)

SITE DEVELOPMENT PLAN — **P**
- ____ for Subdivision
- _X_ for Building Permit
- ____ Administrative Amendment (AA)
- ____ IP Master Development Plan — **D**
- ____ Cert. of Appropriateness (LUCC) — **L**

STORM DRAINAGE (Form D) — **A**
- ____ Storm Drainage Cost Allocation Plan

Z ZONING & PLANNING
- ____ Annexation
- ____ County Submittal
- ____ EPC Submittal
- ____ Zone Map Amendment (Establish or Change Zoning)
- ____ Sector Plan **(Phase I, II, III)**
- ____ Amendment to Sector, Area, Facility or Comprehensive Plan
- ____ Text Amendment (Zoning Code/Sub Regs)
- ____ Street Name Change (Local & Collector)

A APPEAL / PROTEST of...
- ____ Decision by: DRB, EPC, LUCC, Planning Director or Staff, ZHE, Zoning Board of Appeals

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): Dekker/Perich/Sabatini PHONE: 505-761-9700

ADDRESS: 7601 Jefferson Street, NE FAX: 505-761-4222

CITY: Albuquerque STATE NM ZIP 87109 E-MAIL: chrisg@dpsdesign.org

APPLICANT: Hunt Uptown II, LLC PHONE: 505-243-4868

ADDRESS: 201 Third Street, NW Suite 1150 FAX:

CITY: Albuquerque STATE NM ZIP 87102 E-MAIL: james.dobbie@huntcompanies.com

Proprietary interest in site: Owner **List all owners:**

DESCRIPTION OF REQUEST: Review and approval of Site Development Plan for Building Permit per the requirements of the Uptown Sector Development Plan. URT review has been completed per the USDP requirements.

Is the applicant seeking incentives pursuant to the Family Housing Development Program? ___ Yes. _X_ No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. TRACT A OF HUNT-SPECTRUM DEVELOPMENT SITE Block: Unit:

Subdiv/Addn/TBKA:

Existing Zoning: SU-3 for MU-UPT Proposed zoning: SU-3 for MU-UPT MRGCD Map No

Zone Atlas page(s): J-19-Z UPC Code: 101905802849920414

CASE HISTORY:

List **any** current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_,Z_, V_, S_, etc.): 1007316

EPC Z-98-123, 02DRB-0178 / 1002337 / 1002202

CASE INFORMATION:

Within city limits? _X_ Yes Within 1000FT of a landfill? No

No. of **existing** lots: 1 No. of **proposed** lots: 1 Total area of site (acres): 7.467

LOCATION OF PROPERTY BY STREETS: On or Near: Indian School, NE

Between: Louisiana Blvd. and Uptown Loop Road

Check-off if project was previously reviewed by Sketch Plat/Plan ☐, or Pre-application Review Team ☒. Date of review: 12/14/2010

SIGNATURE DATE 10/7/11

(Print) SHERI TOLLEFSON Applicant: ☐ Agent: ☑

FOR OFFICIAL USE ONLY Form revised 4/07

- ☒ **INTERNAL ROUTING**
- ☒ All checklists are complete
- ☒ All fees have been collected
- ☒ All case #s are assigned
- ☐ AGIS copy has been sent
- ☐ Case history #s are listed
- ☐ Site is within 1000ft of a landfill
- ☐ F.H.D.P. density bonus
- ☐ F.H.D.P. fee rebate

Application case numbers	Action	S.F.	Fees
11DRB-70284	SDBP		$ 385.00
	CMF		$ 20.00
			$
			$
			$
			Total $ 405.00

Hearing date 10-19-11

10-7-11
Planner signature / date

Project # 1007316

FORM P(3): SITE PLAN REVIEW - D.R.B. MEETING (UNADVERTISED)

❑ SKETCH PLAT REVIEW AND COMMENT (DRB22) **Maximum Size: 24" x 36"**

__ Scaled site sketch and related drawings showing proposed land use including structures, parking, Bldg. setbacks, adjacent rights-of-way and street improvements, etc. (folded to fit into an 8.5" by 14" pocket) **6** copies.
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter briefly describing, explaining, and justifying the request
__ List any original and/or related file numbers on the cover application

Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Your attendance is required.**

❑ SITE DEVELOPMENT PLAN FOR SUBDIVISION (DRB18) **Maximum Size: 24" x 36"**

__ 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
__ Scaled site plan and related drawings (folded to fit into an 8.5" by 14" pocket) 6 **copies**
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter briefly describing, explaining, and justifying the request
__ Letter of authorization from the property owner if application is submitted by an agent
__ Copy of the document delegating approval authority to the DRB
__ Completed Site Plan for Subdivision Checklist
__ Infrastructure List, if relevant to the site plan
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application

Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original** to the meeting.
Your attendance is required.

☑ SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (DRB17) **Maximum Size: 24" x 36"**

NA 5 Acres or more & zoned SU-1, IP, SU-2, PC, or Shopping Center: Certificate of No Effect or Approval
✓ Site plan and related drawings (folded to fit into an 8.5" by 14" pocket) 6 **copies**
NA Site Plan for Subdivision, if applicable, previously approved or simultaneously submitted. **6** copies.
✓ Solid Waste Management Department signature on Site Plan
✓ Zone Atlas map with the entire property(ies) clearly outlined
✓ Letter briefly describing, explaining, and justifying the request
✓ Letter of authorization from the property owner if application is submitted by an agent
✓ Copy of the document delegating approval authority to the DRB
✓ Infrastructure List, if relevant to the site plan
✓ Completed Site Plan for Building Permit Checklist
✓ Copy of Site Plan with Fire Marshal's stamp
✓ Fee (see schedule)
✓ List any original and/or related file numbers on the cover application

Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original** to the meeting.
Your attendance is required.

❑ AMENDED SITE DEVELOPMENT PLAN FOR BUILDING PERMIT (DRB01) **Maximum Size: 24" x 36"**
❑ AMENDED SITE DEVELOPMENT PLAN FOR SUBDIVISION (DRB02) **Maximum Size: 24" x 36"**

__ Proposed amended Site Plan (folded to fit into an 8.5" by 14" pocket) **6 copies**
__ DRB signed Site Plan being amended (folded to fit into an 8.5" by 14" pocket) **6 copies**
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter briefly describing, explaining, and justifying the request
__ Letter of authorization from the property owner if application is submitted by an agent
__ Infrastructure List, if relevant to the site plan
__ Completed Site Plan for Building Permit Checklist (not required for amendment of SDP for Subdivision)
__ Fee (see schedule)
__ List any original and/or related file numbers on the cover application

Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original** to the meeting.
Your attendance is required.

❑ FINAL SIGN-OFF FOR EPC APPROVED SDP FOR BUILDING PERMIT (DRB05)
❑ FINAL SIGN-OFF FOR EPC APPROVED SDP FOR SUBDIVISION (DRB06)

__ Site plan and related drawings (folded to fit into an 8.5" by 14" pocket) **6 copies**
__ Approved Grading and Drainage Plan (folded to fit into an 8.5" by 14" pocket) **6 copies**
__ Solid Waste Management Department signature on Site Plan for Building Permit
__ Zone Atlas map with the entire property(ies) clearly outlined
__ Letter carefully explaining how each EPC condition has been met **and** a copy of the EPC Notification of Decision
__ Infrastructure List, if relevant to the site plan
__ Copy of Site Plan with Fire Marshal's stamp (not required for SDP for Subdivision)
__ List any original and/or related file numbers on the cover application

Meetings are approximately 8 DAYS after the Tuesday noon filing deadline. **Bring the original** to the meeting.
Your attendance is required.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

SHERI TOLEFSON 10/7/11
Applicant name (print)

10/7/11
Applicant signature / date

Form revised **October 2007**

☑ Checklists complete
☒ Fees collected
☒ Case #s assigned
☑ Related #s listed

Application case numbers
11DRB - 70284
_____
_____

10-7-11
Planner signature / date

Project # 1007316

H-19-Z

H-18-Z

H-20-Z

J-18-Z

J-20-Z

K-18-Z

K-20-Z

K-19-Z

Zone Atlas Page: **J-19-Z**

Map amended through: **Aug 06, 2004**

Selected Symbols

- Unincorporated Areas
- Sector Plan Boundaries
- Parcel Boundaries
- Easement Lines
- Freeway Lanes
- Jurisdictional Boundaries
- Westgate Wall
- Escarpment
- Grant Boundaries
- Petroglyph
- H-1 Buffer Zone
- Arroyos
- LDN Noise Level
- Airport Clearance Zone
- Design Overlay Zones

0 750 1,500 Feet

NOTE: GREY SHADING REPRESENTS AREA OUTSIDE OF THE CITY LIMITS

CITY OF ALBUQUERQUE 1706 THREE HUNDRED YEARS 1706 • 2006 ALBUQUERQUE Haciendo Historia

A lbuquerque G eographic I nformation S ystem

PLANNING DEPARTMENT

© Copyright 2004

Hunt Uptown II LLC

October 5, 2011

Re: Southeast corner of Louisiana Boulevard NE and Indian School Road NE

Legal Description: Tract letter A of the HUNT – SPECTRUM DEVELOPMENT SITE

To whom it may concern:

Hunt Uptown II, LLC is the owner above referenced parcel and is submitting a site development plan to the City of Albuquerque, Development Review Board. The proposed development will be a three phase multi use project with the first phase being a Target retail store of approximately 165,000 square feet. This proposed development complies with the 2008 Uptown Sector Plan as amended and will further enhance the redevelopment of the uptown area.

Hunt Uptown II does hereby appoint Dekker/Perich/Sabatini as its agent to act on its behalf for the Development Review Board process.

If you have any questions please feel free to contact me at 243-4868.

Sincerely,

Hunt Uptown II LLC

Jim Dobbie
Senior Vice President

Dekker/Perich/Sabatini
architecture interiors landscape planning engineering

October 7, 2011

Mr. Jack Cloud
Chairman, Development Review Board
City of Albuquerque Planning Department
600 2nd St. NW
Albuquerque, NM 87103

Re: Reason for Request - Target at Uptown
Request for review and approval of Site Development Plan for Building Permit
Legal Description: Tract A of Hunt – Spectrum Development Site
City Planning Project # 1007310

Dear Mr. Cloud:

We are acting as agent for Hunt Uptown II, LLC, owners of the subject property, for the actions referenced above. Per the requirements of the Uptown Sector Development Plan, we have previously submitted to the Uptown Review Team (URT) and worked with them to address their comments. You have already received a memo from Chris Hyer, case planner, documenting the completion of the URT's review.

The project is a phased mixed use development on single lot. The initial phase is a single-level Target store over ground level parking. Future phases include a single level retail / restaurant at the southwest corner of the site, and a four-story retail / residential building at the northeast corner, with structured parking below grade. The Site Development Plan for Building Permit shows full project build-out, and additional sheets are provided to document the initial Target store phase.

The design of the project has been carefully vetted against the requirements of the Uptown Sector Development Plan, and the recently adopted City Council Resolution F/S R-11-210. The narrative below describes how the project meets the intent and specifics of these requirements:

Uptown Sector Development Plan: Chapter V. Zoning and Design Regulations

<u>Buildings:</u>

Building exterior finish materials are all durable and of high quality, and have been selected to match or coordinate with the existing ABQ Uptown development to the north. A variety of materials are used including: stone, concrete panels with stucco/textured paint, aluminum storefront and curtain wall systems, Brazilian hardwood (IPE), and metal panels - both smooth and horizontal ribbed. None of the 'prohibited' building materials are used.

The retail space, structured parking, and loading facilities are integrated into a single building, articulated to meet the requirements of the Sector Plan. Articulation elements include: awnings, canopies, entrances extending outward from the façade, glazing or windows, multiple finishes (see above), planters for landscape and seating, trellises, and wall accenting in the form of color variation and engraved patterns. Facades are articulated with both vertical and horizontal elements in the form of awnings and overhangs, pilasters, joint patterns, color changes, louvers, tower elements, and fenestration.

The future phase buildings are designed to coordinate with Target and ABQ Uptown in materials, articulation, and landscape treatments. These buildings utilize most if not all of the articulation elements described above, along with balconies at the residential units on the northwest corner.

7601 Jefferson NE
Suite 100
Albuquerque NM
87109
505.761.9700
fax 761.4222
www.dpsdesign.org

Screening:

Loading areas, trash receptacles, mechanical equipment, and utility structures are all screened using a variety of methods. The loading area for Target is screened with walls that match the materials, colors and patterning of the adjacent building walls, as is the utility yard south of the dock wing. During the initial phase landscaping, walls, and berms will provide screening from Indian School and Uptown Loop, and the future phase building at the northeast corner will provide further screening at full build-out. Refuse containers for the future phase buildings are screened with walled enclosures finished with materials coordinated with each adjacent building. Roof-top mechanical equipment is screened with parapet wall extensions.

Fencing and Walls:

As stated above, screen walls are typically finished with materials and colors that either match or are compatible with the adjacent building. Some openings in the parking level of the Target store are filled with louvers composed of IPE wood, while others are left open, providing more variety and interest. Parking spaces which are adjacent to the public right of way are screened with low walls of either cast in place concrete or stone veneer. None of the 'prohibited' materials are used.

Open Space:

Open space is provided in the form of entry plazas, corner plazas, and outdoor dining areas. Calculations are provided in the submittal drawings indicating both the required and provided open space, landscaping and shading. Amenities provided at open spaces are called out on the enlarged plaza plans and detail sheets. All open spaces are connected with walkways.

Pedestrian Plazas and Playgrounds:

The plazas proposed have been designed to meet the requirements in the Sector Plan. As mentioned above, plazas are connected with walkways, and are easily accessible. Special paving is used as a surface treatment on all plazas, and amenities such as seating, pedestrian scale lighting, trash receptacles, and bike racks are provided.

Landscape:

A landscape plan has been provided as part of the submittal package. The landscape design is based on the requirements of the Sector Plan, and calculations and notes are provided to confirm compliance. An agreement will be executed between Target and the City to ensure long term maintenance of the landscape.

Trees:

The landscape plan indicates the number, placement, and species of trees to be provided along public streets, walkways, and in parking lots. The number and location of shade and specialty trees has been carefully reviewed to ensure compliance with the Sector Plan.

Walkways:

Walkways have been provided along the public right of way, through parking lots, and connecting plaza areas. They have been detailed to meet the requirements of the Sector Plan, including required widths, materials and border patterns. Pedestrian lighting and other amenities are provided along walkways. A detail has been provided showing walkway interconnectivity with adjacent sites.

Landscape Buffers:

7601 Jefferson NE
Suite 100
Albuquerque NM
87109
505.761.9700
fax 761.4222
www.dpsdesign.org

This section of the Sector Plan does not include any required buffers for the subject site.

Parking:

The majority of the parking spaces on site are contained within parking structures, with the remainder as surface parking.

Surface parking areas are landscaped per the requirements of the landscape section of the Sector Plan. Shaded pedestrian walkways are provided linking all parking to the main building entrances of the Target store and the building at the southwest corner of the site. There is no single cell of surface parking with more than 90 spaces. Motorcycle and bicycle parking is provided near building entries.

Parking structures include the area below the Target store, and the sub-grade level below the building at the northeast corner of the site. The parking structure below the Target store is architecturally integrated with the overall building, and meets the requirements for articulation. Articulation elements include: awnings, canopies, multiple finishes (stone, concrete panels with stucco/textured paint, aluminum storefront and curtain wall systems, Brazilian hardwood (IPE)), planters for landscape and seating, trellises, and wall accenting in the form of color variation and engraved patterns. Wayfinding signage is provided at parking level entrances and within the parking levels directing customers to the main building entry. Transit stops have been provided at the main Target entry on Indian School Road and also along Uptown Loop Road. The location and sizes of the transit stops have been coordinated with the City transit department.

Landscape Plan:

The landscape plan in the submittal package has been carefully vetted against the requirements of the Sector Plan. Drawings, calculations, and notes are provided to confirm compliance.

Signage:

Detailed drawings of site signage are provided in the submittal package. These include building mounted, freestanding, and wayfinding signage within the Target parking structure. The Signage Plan has been carefully vetted against the requirements of the Sector Plan to ensure compliance.

City Council Resolution F/S R-11-210 – Section 2:

The Uptown Sector Development Plan was amended by this resolution, and the following is a description of how this project meets the requirements of the revised and added sections.

Chapter IV - E. Building Size (amended):

The Target store exceeds the maximum area of 90,000 square feet for a single user or establishment, and therefore the project has the following:

1. A Floor Area Ratio of 0.5 or greater.
2. At least 50% of the parking within a structure (in this case below the buildings).
3. Primary vehicular access from a collector street (Indian School Road and Louisiana Boulevard).
4. The subject site is within ¼ mile of the centerline of Louisiana Boulevard, therefore the Target store's main entrance is located on Indian School Road (a bounding arterial street) and is separated from the street only by landscaping, sidewalks, and/or a pedestrian plaza.

Chapter V – E. Pedestrian Plazas and Playgrounds (amended):

7601 Jefferson NE
Suite 100
Albuquerque NM
87109
505.761.9700
fax 761.4222
www.dpsdesign.org

The Target store is a "Single-Level, Single-User Retail Facility Exceeding 90,000 sq. ft." and is therefore required to provide a Pedestrian Plaza. A pedestrian plaza has been provided at the grade-level store entry on Indian School Road.

Chapter V – N. Single-Level, Single User Retail Facilities (SLSURFs) Exceeding 90,000 sq. ft. in Uptown (New):

This added section describes additional requirements pertaining to the loading dock and facilities of SLSURFs. It also limits SLSURFs exceeding 90,000 sq. ft. to the SU-3 for MU-UPT zone, and this project complies with that requirement.

Loading Dock Screening and Integration: The loading area for Target is screened with a 16' tall wall that matches the materials, colors and patterning of the adjacent building walls. The wall's length is based on Target's standard practice of dropping trailers at the dock for unloading, while the tractor rig leaves the site until the trailer is ready for pick-up. Additional dock screening is provided during the initial phase of construction with landscaping, walls, and berms that will provide screening from Indian School and Uptown Loop. The future phase building at the northeast corner will provide further screening at full project build-out.

The retail space, structured parking, and loading facilities are integrated into a single building which takes advantage of the natural site and adjacent roadway grades. The dock area is at a level between the parking and store levels, allowing loading of merchandise directly onto the retail floor. This configuration allows the building height to be minimized, and provides separation between customer and delivery traffic, which results in the best possible safety for all.

Maintenance Agreement: A maintenance agreement meeting the requirements of this section is attached to this letter.

Conclusion:

The Target store is a 'raised, single level' design that has been successfully completed on smaller urban sites in other markets around the country. This approach reduces the amount of land needed to accommodate a store of its size, and as a result meets the objectives of the Uptown area by increasing density. The buildings at the northeast and southwest corners of the site provide visual screening of the surface parking and loading areas, provide a mix of on-site uses, and further increase the overall density of the project. The pedestrian amenities, landscape treatments, and architecture of the buildings integrate the project into the evolving fabric of the Uptown area.

We respectfully request approval of the above request. If you have any questions or need clarification of anything contained herein, please contact Jim Dobbie of Hunt Uptown II, Sheri Tollefson, or myself.

Sincerely,

Dekker/Perich/Sabatini
Agent for Hunt Uptown II, LLC

Christopher R. Gunning, AIA, LEED AP BD+C
Principal

7601 Jefferson NE
Suite 100
Albuquerque NM
87109
505.761.9700
fax 761.4222
www.dpsdesign.org

MAINTENANCE AGREEMENT

This Maintenance Agreement ("**Agreement**") is entered this the _____ day of October 2011 by and between the CITY OF ALBUQUERQUE, a New Mexico municipal corporation ("**City**") and TARGET CORPORATION, a Minnesota corporation ("**Target**"), who agree as follows:

RECITALS

WHEREAS, Target is currently under contract to acquire that certain vacant and undeveloped real property consisting of approximately 7.3 acres located in the County of Bernalillo, State of New Mexico as more particularly described on Exhibit A attached hereto and incorporated herein by reference (the "**Property**");

WHEREAS, the City requires that Target, while the Property remains vacant, be maintained in accordance with certain Maintenance Standards as defined below in this Agreement; and

WHEREAS, Target, at its cost and expense, has agreed to maintain the Property, while vacant, in accordance with the Maintenance Standards.

AGREEMENT

NOW THEREFORE, City and Target agree as follows:

1) For so long as the Property remains vacant (i.e. no business is operating on the Property), Target will, at its cost and expense, maintain the Property in accordance with the following maintenance standards (collectively, "**Maintenance Standards**"):

i) Any landscaping on the Property will be watered, pruned and weeded;

ii) Any parking areas on the Property will be kept substantially free of dirt and litter;

iii) The building façades of any buildings on the Property will be kept in good repair (i.e., replacing cracked windows and removing any graffiti); and

iv) Any outdoor security lighting and irrigation systems on the Property will be kept in good working order.

2) If the City determines, in good faith exercising commercially reasonable judgment that Target is not maintaining the Property in accordance with the Maintenance Standards, the City will send written notice of such breach to Target and Target will have thirty (30) days following receipt of City's written notice to cure the breach. All notices, demands and requests (collectively, the "notice") required or permitted to be given under this OEA must be in writing and shall be deemed to have been given as of the date such notice is (i) delivered to the Party intended, (ii) delivered to the then designated address of the Party intended, (iii) rejected at the then designated address of the Party intended, provided such notice was sent prepaid, or (iv) sent by nationally recognized overnight courier with delivery instructions for "next business day" service, or by United States certified mail, return receipt requested, postage prepaid and addressed to the then designated address of the Party intended. The initial addresses of the Parties shall be:

Target: Target Corporation
Target Property Development
Attn: Real Estate Portfolio Management
1000 Nicollet Mall, TPN 12H
Minneapolis, Minnesota 55403

3) At such time as a certificate of occupancy is issued for any building on the Property, this Agreement will automatically terminate and be of no further force and effect.

Signed by City and Target effective as of the date set forth above.

CITY:

CITY OF ALBUQUERQUE

By:_____
Name:_____
Title:_____

TARGET:

TARGET CORPORATION, a Minnesota Corporation

By:_____
Name:_____
Title:_____

EXHIBIT A

Legal Description of the Property

Tract lettered "A" of the HUNT-SPECTRUM DEVELOPMENT SITE, as the same is shown and designated on the plat thereof filed in the office of the County Clerk of Bernalillo County, New Mexico, on August 2, 2004 in Map Book 2004C, Page 226.

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT

INTER-OFFICE MEMO

September 29, 2011

To: Jack Cloud, DRB Chair

From: Christopher Hyer, Senior Planner

RE: Target @ ABQ Uptown

This memo is to inform you that I have reviewed the submittal of the Target @ ABQ Uptown Site Development Plan for Building Permit submittal and the responses to my memo that is dated August 30, 2011. My memo is a compilation of non-compliant issues from members of the Uptown Review team (URT). This memo lists portions of the initial site plan submittal that were not in compliance with the Uptown Sector Development Plan (USDP). The applicant team addressed each of the URT's concerns and submitted annotations on the original memo – their response is both the blue and red text.

I find that the listed changes made to the site plan are in compliance with the USDP and thus, the revised site plan submittal is compliant with the USDP. This is required as is described by Section VII.B.15, Review and Approval Process, of the Uptown Sector Development Plan.

If you have any questions regarding this matter, please do not hesitate to contact me.

Hunt Uptown II LLC

October 6, 2011

Re: Southeast corner of Louisiana Boulevard NE and Indian School Road NE

Legal Description: Tract letter A of the HUNT – SPECTRUM DEVELOPMENT SITE

To whom it may concern:

Hunt Uptown II, LLC is the owner above referenced parcel and is submitting a site development plan to the City of Albuquerque, Development Review Board. The proposed development will be a three phase multi use project with the first phase being a Target retail store of approximately 165,000 square feet. This proposed development complies with the 2008 Uptown Sector Plan as amended and will further enhance the redevelopment of the uptown area.

The City of Albuquerque planner assigned to this project is Chris Hyer and he can be reached at 924-3927 or via email at chyer@cabq.gov.

The hearing is scheduled for October 19, 2011 at 9:00 am in the Plaza Del Sol building located at 600 2nd Street NW (hearing room on the lower level), Albuquerque, NM.

I am enclosing a site development and landscaping plan for your information.

If you have any questions please feel free to contact me at:

Hunt Development Group
201 Third Street NW, Suite 1150
Albuquerque, NM 87102
505-243-4868

Sincerely,

Hunt Uptown II LLC

Jim Dobbie
Senior Vice President

PLEASE NOTE: The Neighborhood and/or Homeowner Association & Coalition information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter – you will need to get an updated letter from our office. It is your responsibility to provide current information – outdated information may result in a deferral of your case.

City of Albuquerque

P.O. Box 1293, Albuquerque, NM 87103

September 20, 2011

Shawndy Behne
Hunt Development Group
201 Third Street NW, Suite 1150/87102
Phone: 505-243-4868/Fax: 505-998-1889
E-mail: shawndy.behne@huntcompanies.com

Dear Shawndy:

Thank you for your inquiry of **September 20, 2011** requesting the names of **ALL Neighborhood and/or Homeowner Associations** who would be affected under the provisions of O-92 by your proposed project at **(DRB SUBMITTAL) – TRACT A, OF THE HUNT-SPECTRUM DEVELOPMENT SITE, LOCATED ON THE OLD MONROE SCHOOL SITE BETWEEN CORNER OF INDIAN SCHOOL ROAD NE AND LOUISIANA BOULEVARD NE** zone map **J-19.**

Our records indicate that the **Neighborhood and/or Homeowner Associations** affected by this proposal and the contact names are as follows:

SEE "ATTACHMENT A" FOR CONTACT NAMES FOR THE UPTOWN NA LIST OF NEIGHBORHOOD AND/OR HOMEOWNER ASSOCIATIONS FOR THIS EPC SUBMITTAL – swinklepleck – 09/20/11

Please note that according to O-92 you are required to notify each of these contact persons by **certified mail, return receipt requested, before** the Planning Department will accept your application filing. **IMPORTANT! Failure of adequate notification may result in your Application Hearing being deferred for 30 days.** If you have any questions about the information provided, please contact me at (505) 924-3902 or via an e-mail message at swinklepleck@cabq.gov or by fax at (505) 924-3913.

Sincerely,

Stephani I. Winklepleck

Stephani I. Winklepleck
Neighborhood Liaison
OFFICE OF NEIGHBORHOOD COORDINATION
Planning Department

LETTERS MUST BE SENT TO BOTH CONTACTS OF EACH NEIGHBORHOOD AND/OR HOMEOWNER ASSOCIATION.

!!!Notice to Applicants!!!

SUGGESTED INFORMATION FOR NEIGHBORHOOD NOTIFICATION LETTERS

Applicants for Zone Change, Site Plan, Sector Development Plan approval or an amendment to a Sector Development Plan by the EPC, DRB, etc. are required under Council Bill O-92 to notify all affected neighborhood and/or homeowner associations **PRIOR TO FILING THE APPLICATION TO THE PLANNING DEPARTMENT.** Because the purpose of the notification is to ensure communication as a means of identifying and resolving problems early, it is essential that the notification be fully informative.

WE RECOMMEND THAT THE NOTIFICATION LETTER INCLUDE THE FOLLOWING INFORMATION:

1. The street address of the subject property.
2. The legal description of the property, including lot or tract number (if any), block number (if any), and name of the subdivision.
3. A physical description of the location, referenced to streets and existing land uses.
4. A complete description of the actions requested of the EPC:
   a) If a **ZONE CHANGE OR ANNEXATION**, the name of the existing zone category and primary uses and the name of the proposed category and primary uses (i.e., "from the R-T Townhouse zone, to the C-2 Community Commercial zone").
   b) If a **SITE DEVELOPMENT OR MASTER DEVELOPMENT PLAN** approval or amendment describes the physical nature of the proposal (i.e., "an amendment to the approved plan to allow a drive-through restaurant to be located just east of the main shopping center entrance off Montgomery Blvd.").
   c) If a **SECTOR DEVELOPMENT PLAN OR PLAN AMENDMENT** a general description of the plan area, plan concept, the mix of zoning and land use categories proposed and description of major features such as location of significant shopping centers, employment centers, parks and other public facilities.
   d) The name, address and telephone number of the applicant and of the agent (if any). In particular the name of an individual contact person will be helpful so that neighborhood associations may contact someone with questions or comments.

Information from the Office of Neighborhood Coordination

The following information should always be in **each** application packet that you submit for an EPC or DRB application. Listed below is a "Checklist" of the items needed.

[X] **ONC's "Official" Letter to the applicant *(if there are associations/coalitions).* A copy must be submitted with application packet -OR-**

[ ] The ONC "Official" Letter *(if there are no associations)*. A copy must be submitted with application packet.

[X] **Copies of Letters to Neighborhood and/or Homeowners Associations *(if there are associations/coalitions).* A copy must be submitted with application packet.**

[X] **Copies of the certified receipts to Neighborhood and/or Homeowners Associations *(if there are associations/coaltions).* A copy must be submitted with application packet.**

Just a reminder **- Our ONC "Official" Letter is only valid for a one (1) month period and if you haven't submitted your application by this date, you will need to get an updated letter from our office.**

Any questions, please feel free to contact Stephani at 924-3902 or via an e-mail message at swinklepleck@cabq.gov.

Thank you for your cooperation on this matter.

****

(below this line for ONC use only)

Date of Inquiry: **09/20/11** Entered: **10:20 a.m.** ONC Rep. Initials: **siw**

UPTOWN NEIGHBORHOOD ASSOCIATION LIST
Updated on: August 5, 2011

ABQ-Park Neighborhood Association "R"

Sandra Jamison
7615 Leah Dr. NE/87110 410-1207 (h)

Alex Morgan
7414 Leah Dr. NE/87110 883-6996 (h)

Alvarado Park Neighborhood Association "R"

Natasha Carty
5907 Princess Jeanne NE/87110
268-5049 (h)

Jane Cohen
1931 Palomas NE/87110
265-71790 (h)

Classic Uptown Neighborhood Association

Stephen Verchinski
2700 Espanola NE/87110 888-1370 (h)
238-2398 (c)

Todd Sloan
2925 Dallas NE/87110 417-3712 (h)

Inez Neighborhood Association "R"

Evelyn B. Feltner
2014 Utah St. NE/87110 271-9027 (h)

Donna Yetter
2111 Hoffman Dr. NE/87110 292-8102 (h)

Jerry Cline Park Neighborhood Association "R"

Julie Jones
7625 Winter Ave. NE/87110 232-4638 (h)

Ron Goldsmith
1216 Alcazar St. NE/87110 232-9516 (h)

Mark Twain Neighborhood Association "R"

Barbara Lohbeck 87110
1402 California NE/87111 254-0285 (h)

Charlotte Rode
1409 California St. NE/87110 440-6635 (h)

Quigley Park Neighborhood Association "R"

Winnie Schmidt
2916 Cuervo Dr. NE/87110-3106 881-2155 (h)

Maureen Maher
2935 Cardenas Dr. NE/87110 888-5181 (h)

Snow Heights Neighborhood Association "R"

Laura Heitman
8011 Princess Jeanne NE/87110 507-8834 (c)

Laura Garcia
1404 Katie NE/87110 235-5858 (h)

Uptown Progress Team, Inc. "R"

David Shaffer
2703-G Broadbent Pkwy/87107 343-1498 (w)

Marcy Hackett
7020 Prospect Pl. NE/87110

Winrock South Neighborhood Association "R"

Richard Peterson
7110 Constitution Ave. NE/87110-7122
321-5432 (message #)

Virginia Kinney
7110 Constitution Ave. NE/87110-7122
321-5432 (message)

7010 3090 0002 4735 5215

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

ALBUQUERQUE NM 87110 USPS

Sent To Virginia Kinney
Street, Apt. or PO Box 7110 Constitution Ave NE
City, State Albuquerque, NM 87110

PS Form ... tions

7010 3090 0002 4735 5246

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

OCT 6 2011 USPS

Sent To Alex Morgan
Street, Apt. or PO Box 7414 Leah Drive NE
City, State Albuquerque, NM 87110

PS Form ... uctions

7010 3090 0002 4735 5253

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

OCT 6 2011

Sent To Natasha Carty
Street, Apt. or PO Box 5907 Princess Jeanne NE
City, State Albuquerque, NM 87110

PS Form ... uctions

7010 3090 0002 4735 5284

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

OCT 6 2011

Sent To Todd Sloan
Street, Apt. or PO Box 2925 Dallas NE
City, State Albuquerque, NM 87110

PS Form ... tructions

7010 3090 0002 4735 5314

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Julie Jones
Street, Apt. or PO Box 7625 Winter Ave NE
City, State Albuquerque, NM 87110

PS Form ... uctions

7010 3090 0002 4735 5291

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

OCT 6 2011

Sent To Evelyn Feltner
Street, Apt. or PO Box 2014 Utah Street NE
City, State Albuquerque, NM 87110

PS Form ... nstructions

7010 3090 0002 4735 5321

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Ron Goldsmith
Street, Apt. or PO Box 1216 Alcazar Street NE
City, State, Albuquerque, NM 87110

PS Form ... Instructions

7010 3090 0002 4735 5307

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Donna Yetter
Street, Apt. or PO 2111 Hoffman Drive NE
City, State, Albuquerque, NM 87110

PS Form ... Instructions

7010 3090 0002 4735 5277

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Stephen Verchinski
Street, Apt. or PO Box 2700 Espanola NE
City, State, Albuquerque, NM 87110

PS Form ... Instructions

7010 3090 0002 4735 5260

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Jane Cohen
Street, Apt. or PO 1931 Palomas NE
City, State, Albuquerque, NM 87110

PS Form 3800, August 2006 See Reverse for Instructions

7010 3090 0002 4735 5123

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87110 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To Barbara Lohbeck
Street, Apt. or PO Box 1402 California NE
City, State, Albuquerque, NM 87110

PS Form 380... ...ions

7010 3090 0002 4735 5185

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

ALBUQUERQUE NM 87107 OFFICIAL USE

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To David Shaffer
Street, Apt. or PO 2703 Broadbent Parkway
City, State, Albuquerque, NM 87107

PS For... ...ructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS ALBUQUERQUE NM 87101

10/06/2011

7010 3090 0002 4735 5130

Sent To Charlotte Rode

Street, Apt. No. or PO Box No. 1409 California NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS

10/06/2011

7010 3090 0002 4735 5154

Sent To Maureen Maher

Street, Apt. No. or PO Box No. 2935 Cardenas Drive NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS ALBUQUERQUE NM 87101

10/06/2011

7010 3090 0002 4735 5192

Sent To Marcy Hackett

Street, Apt. No. or PO Box No. 7020 Prospect Place NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS ALBUQUERQUE NM 87110

10/06/2011

7010 3090 0002 4735 5147

Sent To Winnie Schmidt

Street, Apt. No. or PO Box No. 2916 Cuervo Drive NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS ALBUQUERQUE NM 87110

10/06/2011

7010 3090 0002 4735 5239

Sent To Sandra Jamison

Street, Apt. No. or PO Box No. 7615 Leah Drive NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT

(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE

ALBUQUERQUE NM 87110

Postage	$	$1.48
Certified Fee		$2.85
Return Receipt Fee (Endorsement Required)		$2.30
Restricted Delivery Fee (Endorsement Required)		$0.00
Total Postage & Fees	$	$6.63

0101 15 Postmark Here OCT 6 2011 USPS ALBUQUERQUE NM 87110

10/06/2011

7010 3090 0002 4735 5178

Sent To Laura Garcia

Street, Apt. No. or PO Box No. 1404 Katie NE

City, State, ZIP+4 Albuquerque, NM 87110

PS Form 3800 ... Instructions

7010 3090 0002 4735 5161

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE
ALBUQUERQUE NM 87110

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To: Laura Heitman
Street, Apt. No., or PO Box: 8011 Princess Jeanne NE
City, State: Albuquerque, NM 87110

PS Form ... Instructions

7010 3090 0002 4735 5208

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com®

OFFICIAL USE
ALBUQUERQUE NM 87110

Postage	$ $1.48	0101
Certified Fee	$2.85	15
Return Receipt Fee (Endorsement Required)	$2.30	Postmark Here
Restricted Delivery Fee (Endorsement Required)	$0.00	
Total Postage & Fees	$ $6.63	10/06/2011

Sent To: Richard Peterson
Street, Apt. No., or PO Box: 7110 Constitution Ave NE
City, State: Albuquerque, NM 87110

PS Form ... Instructions

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

This checklist will be used to verify the completeness of site plans submitted for review by the Environmental Planning Commission and Development Review Board. Because development proposals vary in type and scale, there may be submittal requirements that are not specified here. Nonetheless, applicants are responsible for providing a complete submittal. Certification as specified below is required.

I CERTIFY THAT THE SUBMITTED SITE DEVELOPMENT PLAN IS COMPLETE AND ACCURATE, AND THAT ALL APPLICABLE INFORMATION AS SPECIFIED IN THIS CHECKLIST IS PROVIDED. FURTHER, I UNDERSTAND THAT THIS APPLICATION IS BEING ACCEPTED PROVISIONALLY AND THAT INACCURATE AND/OR INCOMPLETE INFORMATION MAY RESULT IN THE SUBSEQUENT REJECTION OF THE APPLICATION OR IN A DELAY OF ONE MONTH OR MORE IN THE DATE THE APPLICATION IS SCHEDULED FOR PUBLIC HEARING.

10/7/11

Applicant or Agent Signature / Date

NOTE: MAXIMUM SIZE FOR SUBMITTAL IS 24" X 36".

Site development plan packets shall be composed of the following plan sheets (unless otherwise approved in writing prior to submittal by the Planning Department):

1. **Site Plan** (including utilities and easements)
2. **Landscaping Plan**
3. **Preliminary Grading Plan** (A separate Grading Plan sheet is required for a sites 1 acre or more.)
4. **Building and Structure Elevations**
5. **Conceptual Utility Plan**
6. **Previously approved Development Plan (if applicable)**

Submitted plan packets must be organized in the above manner. The following checklist describes the minimum information necessary for each plan element. **The Applicant must include all checklist items on their site plan drawings and confirm inclusion by checking off the items below. Non-applicable items must be labeled "N/A." Each non-applicable designation must be explained by notation on the Checklist.**

Accompanying Material

✓ A. 8-1/2" x 11" reduction for each plan sheet.

✓ B. **Written project summary**. Each application must include a brief narrative description of the proposed project, its primary features and how compatibility with the surrounding context has been achieved. RE: CONCLUSION OF REASON FOR REQUEST LETTER

SHEET #1 - SITE PLAN

A. General Information

✓ 1. Date of drawing and/or last revision
✓ 2. Scale: 1.0 acre or less 1" = 10'
1.0 - 5.0 acres 1" = 20'
Over 5 acres 1" = 50'
Over 20 acres 1" = 100' *[Other scales as approved by staff]*
✓ 3. Bar scale
✓ 4. North arrow
✓ 5. Scaled vicinity map
✓ 6. Property lines (clearly identify)
✓ 7. Existing and proposed easements (identify each)
✓ 8. Phases of development including location and square footages of structures, circulation, parking and landscaping

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

B. Proposed Development (If supplemental Sheets are used please indicate sheet #)

1. Structural

- ✓ A. Location of existing & proposed structures (distinguish between existing & proposed, include phasing)
- ✓ B. Square footage of each structure
- ✓ C. Proposed use of each structure
- ✓ D. Temporary structures, signs and other improvements
- ✓ E. Walls, fences, and screening: indicate height, length, color and materials
- ✓ F. Dimensions of all principal site elements or typical dimensions thereof
- ✓ G. Loading facilities
- ✓ H. Site lighting (indicate height & fixture type)
- ✓ I. Indicate structures within 20 feet of site
- ✓ J. Elevation drawing of refuse container and enclosure, if applicable.
- ✓ K. Site amenities including patios, benches, tables, (indicating square footage of patios/ plazas).

2. Parking and Circulation

- ✓ A. Parking layout with spaces numbered per aisle and totaled.
  - ✓ 1. **Location and typical dimensions**, including handicapped spaces
  - ✓ 2. **Calculations:** spaces required: 362 provided: 538

  Handicapped spaces (included in required total) required: 16 provided: 16
  Motorcycle spaces (in addition to required total) required: 7 provided: 10

- ✓ B. Bicycle parking & facilities
  - ✓ 1. Bicycle racks, spaces required: 21 provided: 30
  - ✓ 2. Bikeways and other bicycle facilities, if applicable

- ✓ C. Public Transit
  - ✓ 1. Bus facilities, including routes, bays and shelters existing or required

- ✓ D. Pedestrian Circulation
  - ✓ 1. Location and dimensions of all sidewalks and pedestrian paths
  - ✓ 2. Location and dimension of drive aisle crossings, including paving treatment

- ✓ E. Vehicular Circulation (Refer to Chapter 23 of DPM)
  - ✓ 1. Ingress and egress locations, including width and curve radii dimensions
  - ✓ 2. Drive aisle locations, including width and curve radii dimensions
  - ✓ 3. End aisle locations, including width and curve radii dimensions
  - ✓ 4. Location & orientation of refuse enclosure, with dimensions
  - ✓ 5. Curb cut locations and dimensions
  - ✓ 6. Existing and proposed street widths, right-of-way widths and curve radii
  - ✓ 7. Identify existing and proposed turn lanes, deceleration lanes and similar features related to the functioning of the proposal, with dimensions
  - ✓ 8. Location of traffic signs and signals related to the functioning of the proposal
  - ✓ 9. Identify existing and proposed medians and median cuts

SITE DEVELOPMENT PLAN FOR BUILDING PERMIT *CHECKLIST*

3. Phasing

✓ A. Proposed phasing of improvements and provision for interim facilities. Indicate phasing plan, including location and square footage of structures and associated improvements including circulation, parking and landscaping.

SHEET #2 LANDSCAPING PLAN

Landscaping may be shown on sheet #1 with written approval from Planning Department staff.

✓ 1. Scale - must be same as scale on sheet #1 - Site plan
✓ 2. Bar Scale
✓ 3. North Arrow
✓ 4. Property Lines
✓ 5. Existing and proposed easements
✓ 6. Identify nature of ground cover materials
- ✓ A. Impervious areas (pavement, sidewalks, slope pavings, curb and gutters, etc.)
- ✓ B. Pervious areas (planting beds, grass, ground cover vegetation, etc.)
- ✓ C. Ponding areas either for drainage or landscaping/recreational use

✓ 7. Identify type, location and size of plantings (common and/or botanical names).
- ✓ A. Existing, indicating whether it is to preserved or removed.
- ✓ B. Proposed, to be established for general landscaping.
- ✓ C. Proposed, to be established for screening/buffering.

✓ 8. Describe irrigation system – Phase I & II . . .
✓ 9. Backflow prevention detail
✓ 10. Planting Beds, indicating square footage of each bed
✓ 11. Turf Area - only 20% of landscaped area can be high water turf; provide square footage and percentage.
✓ 12. Responsibility for Maintenance (statement)
✓ 13. Statement of compliance with Water Conservation…Ordinance, see article 6-1-1-1.
✓ 14. Landscaped area requirement; square footage and percent (specify clearly on plan)
✓ 15. Landscaped area provided; square footage and percent (specify clearly on plan)
✓ 16. Planting or tree well detail
✓ 17. Street Tree Plan as defined in the Street Tree Ord.

SHEET # 3 PRELIMINARY GRADING PLAN

The Preliminary Grading Plan provides the Planning Commission and staff with an understanding of site topography and how it relates to adjacent property. Planning staff may waive or allow adjustments to the Preliminary Grading Plan requirements for sites that are small, relatively flat and have no existing or proposed extraordinary drainage facilities. Waivers must be obtained in writing from the City Engineer prior to application submittal.

Grading information for sites that are under 1 acre can be included on Sheet #1 with written approval from the Planning Department Staff.

A. General Information

✓ 1. Scale - must be same as Sheet #1 - Site Plan
✓ 2. Bar Scale
✓ 3. North Arrow
✓ 4. Property Lines
✓ 5. Existing and proposed easements

✓ 6. Building footprints
✓ 7. Location of Retaining walls

B. Grading Information

✓ 1. On the plan sheet, provide a narrative description of existing site topography, proposed grading improvements and topography within 100 feet of the site.
✓ 2. Indicate finished floor elevation and provide spot elevations for all corners of the site (existing and proposed) and points of maximum cut or fill exceeding 1 foot.
✓ 3. Identify ponding areas
✓ 4. Cross Sections
Provide cross section for all perimeter property lines where the grade change is greater than 4 feet at the point of the greatest grade change. Provide one additional cross section in each direction within no more than 100 feet of the reference point.

SHEET #4 UTILITY PLAN

✓ 1. Fire hydrant locations, existing and proposed.
✓ 2. Distribution lines
✓ 3. Right-of-Way and easements, existing and proposed, on the property and adjacent to the boundaries, with identification of types and dimensions.
✓ 4. Existing water, sewer, storm drainage facilities (public and/or private).
✓ 5. Proposed water, sewer, storm drainage facilities (public and/or private)

SHEET #5 BUILDING AND STRUCTURE ELEVATIONS

A. General Information

✓ A. Scale (minimum of 1/8" or as approved by Planning Staff).
✓ B. Bar Scale
✓ C. Detailed Building Elevations for each facade
✓ 1. Identify facade orientation (north, south, east, & west).
✓ 2. Facade dimensions including overall height and width
✓ 3. Location, dimensions, materials, and colors of principle façade elements- windows, doors, etc.
✓ 4. For EPC and DRB submittals only – Color renderings or similar (12 copies) illustrations

NA E. Site Development Plans for single family residential projects with multiple units may require submittal of specific information on building features in lieu of elevation drawings for each building. Applicants are advised to discussed submittal requirements with Planning Department staff.

B. Signage

✓ 1. Site location(s)
✓ 2. Sign elevations to scale
✓ 3. Dimensions, including height and width
✓ 4. Sign face area - dimensions and square footage clearly indicated
✓ 5. Lighting
✓ 6. Materials and colors for sign face and structural elements.

PRE-APPLICATION REVIEW TEAM (PRT) MEETING

PA # 10- 139 **Date:** 12/14/10 **Time:** 3:45

1. AGENCY REPRESENTATIVES PRESENT:

Planning	☒	Carmen Marrone	☒	Others Carrie Barkhurst
Transportation	☒	Tony Loyd	☐	Others
ONC	☐	Stephani Winklepleck	☐	Others
Code Enforcement	☒	Robert Pierson	☐	Others
☐ Others				

2. TYPE OF APPLICATION ANTICIPATED/APPROVAL AUTHORITY:

☐ Zone Map Amendment	☐ EPC Approval	☐ City Council Approval	
☐ Sector Dev. Plan Amendment	☐ EPC Approval	☐ City Council Approval	
☐ Site Dev. Plan for Subdivision	☐ EPC Approval	☐ DRB Approval	
☒ Site Dev. Plan for Bldg. Permit	☐ EPC Approval	☒ DRB Approval	
☐ Annexation	☐ Bern. Co. Commission Approval	☐ EPC Approval	☐ DRB Approval
☒ Other text amendment to SDP			

3. SUMMARY OF PRT DISCUSSION:

- proposing raised single level bldg > 90K ☐
- 560 parking spaces total - 350 spaces underground
- F.A.R. - 4.5 - w/ future uses → .5
- TIDD approved based on site plan at the time - could TIDD money be used for other improvements since TIDD money will not be used for this project.
- Traffic will have to be revisited - trip gen. comparison at a minimum.
- min. of 10% of site shall be reserved for public open space - parking should not be located between the bldg + major streets
- propose to submit application for text amendment + site plan concurrently
- schedule - plan to submit 1st part of 2011
- access points will not change

4. SIGN AND DATE TO VERIFY ATTENDANCE & RECEIPT OF THIS SUMMARY

(PRT DISCUSSIONS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE NON-BINDING)

CMarrone 12/14/10
PRT CHAIR / DATE

APPLICANT OR AGENT / DATE

001-002.

FIRE HYDRANT AND INSTANTANEOUS FIRE FLOW REQUIREMENTS

ALBUQUERQUE FIRE DEPARTMENT
FIRE MARSHAL'S PLAN CHECKING OFFICE
600 2ND ST N.W, 8TH Floor, Plaza del Sol
Albuquerque, New Mexico 87102
(505) 924-3611 / FAX (505) 924-3619

ZONE MAP NUMBER J-19-Z

REFERRAL # _____

SITE ADDRESS _____

LEGAL DESCRIPTION: SUBJECT TRACT A Hunt - Southern development site

NUMBER HYDRANTS REQUIRED FOR THE LARGEST BUILDING 4

INSTATANEOUS FLOW REQUIRED 4,000 GPM

SQUARE FOOTAGE – LARGEST BUILDING 38,000 SQ FT

TYPE CONSTRUCTION II-B Sprinklered

PERTINENT DATA FOR DETERMINATION AND LOCATION OF FIRE HYDRANTS

ALL REQUIRED HYDRANTS SHALL BE INSTALLED AND OPERABLE PRIOR TO CONSTRUCTION

☐ ALL REQUIRED HYDRANTS SHALL BE WITHIN 450 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

☒ ALL REQUIRED HYDRANTS SHALL BE WITHIN 300 FEET TO THE FURTHEST POINT OF THE BUILDING AS A TRUCK ROLLS.

TOTAL NUMBER HYDRANTS REQUIRED FOR THIS PHASE OF CONSTRUCTION OR SITE 4

DATE: 3-10-2011

FIRE DEPARTMENT INSPECTOR: R. C. Sanchez

RECEIVED BY: Pagan Q. Cafer TELEPHONE: 972-385-2272

NOTES:

1. ALL HYDRANTS NEEDED TO PROTECT AN INDIVIDUAL BUILDING MUST BE ABLE TO PROVIDE A MINIMUM RESIDUAL OF 20 PSI, UNDER REQUIRED FIRE FLOW CONDITIONS.
2. DETERMINATION OF THE WATER SYSTEM CAPASITY TO PROVIDE REQUIRED FIRE FLOW SHALL BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION (924-3987), BASED ON PEAK DAY CRITERIA.
3. DESIGN OF PRIVATE FIRE PROTECTION SYSTEMS IS THE RESPOSIBILITY OF THE DEVELOPER'S CONSULTANT. APPROVAL OF DESIGN MUST BE MADE BY THE PUBLIC WORKS DEPARTMENT, UTILITY DEVELOPMENT SECTION.

WHITE – INDIVIDUAL YELLOW - FILE