



Adopted June 2012

# Downtown Neighborhood Area SECTOR DEVELOPMENT PLAN UPDATE



PREPARED FOR:  
CITY OF ALBUQUERQUE

PREPARED BY:  
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IN ASSOCIATION WITH  
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# Downtown Neighborhood Area Sector Plan

Adopted by the City Council 07/04/12  
Council Bill No. F/S R-11-225 and City Enactment No. 2012-052

## ***Amendments:***

This Plan incorporates the City of Albuquerque amendments in the following referenced Resolutions, which are inserted at the end of the Plan and are on file with the City Clerk's Office. Resolutions adopted from December 1999 to the present date are also available (search for No.) on City Council's Legistar webpage at <https://cabq.legistar.com/Legislation.aspx>.

<i>Date</i>	<i>Council Bill No.</i>	<i>City Enactment No.</i>	<i>Plan References</i>	<i>Note #1</i>	<i>Description</i>
11/16/17	R-17-213	R-2017-102		N/A	Repealing Resolutions And Plans Whose Regulatory Purpose And Content Has Been Replaced By The Integrated Development Ordinance (IDO)

## **Notes:**

1. The amendments in the Resolutions may or may not be reflected in the Plan text: "Yes" in this column indicates they are; "No" indicates they are not.
2. The original adopting Resolution(s) and the Resolutions listed in the table above are inserted at the end of this Plan in chronological order.
3. This Plan may include maps showing property zoning and/or platting, which may be dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System (AGIS) for up-to-date zoning and platting information at <http://www.cabq.gov/gis>.

# CITY of ALBUQUERQUE

## NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-11-225 ENACTMENT NO. B. 2012.052

SPONSORED BY: Debbie O'Malley

### RESOLUTION

FOR AN AREA OF APPROXIMATELY 280 ACRES AND BORDERED  
GENERALLY BY 4<sup>TH</sup>, 5<sup>TH</sup>, 7<sup>TH</sup> AND 8<sup>TH</sup> STREETS ON THE EAST, CENTRAL  
AVENUE ON THE SOUTH, 19<sup>TH</sup> STREET ON THE WEST, AND MOUNTAIN  
ROAD ON THE NORTH, ADOPTING THE DOWNTOWN NEIGHBORHOOD AREA  
SECTOR DEVELOPMENT PLAN AS A RANK 3 PLAN; CHANGING EXISTING  
ZONING FROM SU-2/SINGLE FAMILY (SF), SU-2/TOWNHOUSE (TH),  
RESIDENTIAL TOWNHOUSE (RT), SU-2/MEDIUM DENSITY APARTMENT  
(MDA), SU-2/HIGH DENSITY APARTMENT (HDA), SU-2/RESIDENTIAL  
COMMERCIAL (RC), SU-2/OFFICE (O), SU-2/NEIGHBORHOOD COMMERCIAL  
(NC), SU-2/COMMUNITY COMMERCIAL (CC), SU-2/MIXED RESIDENTIAL/  
OFFICE (MR/O), SU-2/SU-1, SU-2/PARK (PK), SU-3/HOUSING FOCUS, AND SU-  
3/MIXED USE CORRIDOR TO SU-2/DOWNTOWN NEIGHBORHOOD AREA  
SINGLE FAMILY (SF), SU-2/DOWNTOWN NEIGHBORHOOD AREA  
TOWNHOUSE (TH), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED  
RESIDENTIAL (MR), SU-2/DOWNTOWN NEIGHBORHOOD AREA OFFICE  
RESIDENTIAL (OR), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED USE  
LIGHT (MUL), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED USE MEDIUM  
(MUM), SU-2/DOWNTOWN NEIGHBORHOOD AREA NEIGHBORHOOD  
COMMERCIAL (NC), SU-2/DOWNTOWN NEIGHBORHOOD AREA CENTRAL  
CORRIDOR (CC), SU-2/PARK (PK), AND SU-2/SU-1.

WHEREAS, the City Council, the governing body of the City of  
Albuquerque, has the authority to adopt and amend plans for the physical  
development of areas within the planning and platting jurisdiction of the City  
authorized by Statute, Section 3-19-1 et. seq., NMSA 1978, and by its home  
rule powers; and

1           **WHEREAS, on April 7, 2011, the Environmental Planning Commission,**  
2   **in its advisory role on land use and planning matters, recommended that City**  
3   **Council adopt the Downtown Neighborhood Area Sector Development Plan;**  
4   **and**

5           **WHEREAS, the Environmental Planning Commission found approval of**  
6   **the Downtown Neighborhood Area Sector Development Plan consistent with**  
7   **applicable goals and policies of the Albuquerque / Bernalillo County**  
8   **Comprehensive Plan, the Trails and Bikeways Facility Plan, the Facility Plan**  
9   **for Electric Service Transmission and Subtransmission Facilities, the Sawmill**  
10   **Wells Park Sector Development Plan (SDP), the Huning Castle Raynolds**  
11   **Addition SDP, the Downtown 2010 Plan, the McClellan Park SDP, the Fourth**  
12   **Ward Historic Overlay Zone, the Eighth and Forrester Historic Overlay Zone,**  
13   **the Comprehensive City Zoning Code and R-270-1980.**

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

16           **SECTION 1. The City Council makes the following findings, which are**  
17   **supported by and further elucidated in the complete record:**

18           **1. The Downtown Neighborhood Area Sector Development Plan**  
19   **(DNASDP) covers an area of approximately 280 acres. The plan boundaries are**  
20   **Mountain Road to the North, 19<sup>th</sup> Street to the West, Central Avenue to the**  
21   **South and 4<sup>th</sup>/ 5<sup>th</sup>/ 7<sup>th</sup> and 8<sup>th</sup> Streets to the East.**

22           **2. The DNASDP currently contains the following zones: SU-2/SF, SU-**  
23   **2/TH, RT, SU-2/MDA, SU-2/HDA, SU-2/RC, SU-2/O, SU-2/NC, SU-2/CC, SU-**  
24   **2/MR/O, SU-2/SU-1, and SU-2/PK. Properties currently located within the**  
25   **Downtown 2010 SDP that are proposed to be included in the 2012 DNASDP**  
26   **contain either SU-3/Housing Focus or SU-3/Mixed-Use Corridor zoning. The**  
27   **2012 DNASDP proposes the following zones: SU-2/DNA-SF, SU-2/DNA-TH, SU-**  
28   **2/DNA-MR, SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, SU-**  
29   **2/DNA-CC, SU-2/Park, SU-2/SU-1.**

30           **3. The Downtown Neighborhood Area Sector Development Plan**  
31   **proposes a change to the boundary to include Robinson Park within the**  
32   **DNASDP boundaries. This will result in the removal of Robinson Park from the**  
33   **Downtown 2010 SDP.**



1           **4. The DNASDP is within the area designated Central Urban by the**  
2           **Comprehensive Plan. The Central Urban Area is a portion of the Established**  
3           **Urban Area and, as such, is subject to the Established Urban Area policies of**  
4           **the Comprehensive Plan. The 2012 DNASDP furthers applicable Goals and**  
5           **Policies for the Developing and Established Urban (II.B.5) and Central Urban**  
6           **Areas (II.B.6) as follows:**

7                   **A. The DNASDP area contains a variety of zones that allow for**  
8                   **both residential and commercial uses. These zones support overall gross**  
9                   **densities of up to 5 du/acre (II.B.5 Policy a).**

10                   **B. The new zones of the 2012 DNASDP are tailored to promote**  
11                   **economic vitality and stable land uses while respecting the existing**  
12                   **neighborhood values, natural environmental conditions and carrying**  
13                   **capacities, scenic resources, and resources of other social, cultural,**  
14                   **recreational concern (II.B.5 Policy d).**

15                   **C. The DNASDP area accommodates new growth through**  
16                   **development in areas where vacant land is contiguous to existing or**  
17                   **programmed urban facilities and services and where the integrity of existing**  
18                   **neighborhoods can be ensured (II.B.5 Policy e).**

19                   **D. The new, tailored zones of the 2012 DNASDP contain a**  
20                   **regulation that will require buildings to be oriented towards the street and,**  
21                   **thus, pedestrians (II.B.5 Policy f).**

22                   **E. The SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-**  
23                   **NC, and SU-2/DNA-CC zones, which allow for employment and/or service**  
24                   **uses, are located to complement established residential areas and sited to**  
25                   **minimize adverse effects of noise, lighting, pollution, and traffic on the**  
26                   **existing residential environment (II.B.5 Policy i).**

27                   **F. The SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, and SU-**  
28                   **2/DNA-CC zones, which allow commercial development, are located along the**  
29                   **area's major transportation corridors (Mountain, Lomas, and Central), which**  
30                   **provide pedestrian and bicycle access and are within reasonable distance of**  
31                   **residential areas for walking or bicycling (II.B.5 Policy j).**

32                   **G. The 2012 DNASDP will continue and strengthen the**  
33                   **redevelopment and rehabilitation of one of the city's oldest neighborhoods by**

1 establishing mixed-use zoning on the major corridors in the area and other  
2 appropriate locations in order to strengthen residential markets and support  
3 commercial revitalization (II.B.5 Policy o).

4 H. The 2012 DNASDP contains Implementation Policies &  
5 Strategies and an Action Agenda with specific recommendations for  
6 upgrading the neighborhood, including eight policies and action items related  
7 to transportation system improvements for pedestrian, bicycle, and transit  
8 facilities (II.B.6 Policy b)

9 5. The 2012 DNASDP furthers the Goal and Policies of the Air Quality  
10 goal of the Environmental Protection and Heritage Conservation section of the  
11 Comprehensive Plan as follows:

12 A. The DNASDP encourages a balanced land use/transportation  
13 system that promotes the efficient placement of housing, employment and  
14 services, thus reducing automobile travel's adverse effects on air quality  
15 (II.C.1 Policy b).

16 B. The DNASDP calls for the employment of traffic engineering  
17 techniques that are intended to achieve smooth traffic flow at steady,  
18 moderate speeds (II.C.1 Policy c).

19 C. The DNASDP promotes a balanced circulation system that  
20 encourages mass transit use and alternative means of transportation while  
21 providing sufficient roadway capacity to meet mobility and access needs  
22 (II.C.1 Policy d).

23 6. The 2012 DNASDP furthers the Goal and following Policy of the  
24 Developed Landscape goal of the Environmental Protection and Heritage  
25 Conservation section of the Comprehensive Plan as follows:

26 A. The 2012 DNASDP contains landscaping and streetscape  
27 standards, including street tree requirements in all zones and a Street Tree  
28 Palette, that will help control water erosion and dust and create a pleasing  
29 visual environment (II.C.8 Policy d).

30 7. The 2012 DNASDP furthers the Goal and Policies of the Community  
31 Identity and Urban Design goal of the Environmental Protection and Heritage  
32 Conservation section of the Comprehensive Plan as follows:

1           **A. The 2012 DNASDP contains zoning regulations and design**  
2           **standards, including setbacks, height and stepbacks, façade articulation,**  
3           **windows and doors, placement of entries, off-street parking standards, and**  
4           **landscaping, that are intended to ensure compatibility with the existing built**  
5           **environment (II.C.9 Policy b).**

6           **B. Roadway corridors within the DNASDP area and that connect**  
7           **the area to nearby Activity Centers (Downtown – Major Activity Center; Old**  
8           **Town – Special Activity Center) are designed to reinforce the community’s**  
9           **unique identity, and streetscape improvements are designed to facilitate**  
10          **walking safety and convenience as well as provide shade and comfort for**  
11          **pedestrians (II.C.9 Policy e).**

12          **8. The 2012 DNASDP furthers the Goal and Policies of the**  
13          **Transportation and Transit goal of the Community Resource Management**  
14          **section of the Comprehensive Plan as follows:**

15               **A. The 2012 DNASDP contains regulations on development form**  
16               **in the SU-2/DNA-MUM, SU-2/DNA-NC, and SU-2/DNA-CC zones, which are**  
17               **located along the area’s Major and Enhanced Transit Corridors, consistent**  
18               **with the policies contained in Table 11 – Corridor Policies of the**  
19               **Comprehensive Plan. Table 11 provides the following: Building Access from**  
20               **Street – Provide major entrance from street; Building Setback – Minimum**  
21               **setback; setback to provide landscaping or pedestrian activity areas only;**  
22               **Parking Location – Separated from the street by the building (Major Transit),**  
23               **or Separated from the street by the building or to the side of the buildings**  
24               **(Enhanced Transit) (Policy a).**

25               **B. The 2012 DNASDP contains recommendations for**  
26               **transportation investments that emphasize overall mobility needs and choice**  
27               **among modes in the movement of people (policy q).**

28          **9. The 2012 DNASDP supports the Proposed Trails Map on page 22 and**  
29          **the intent of the Rank II Trails and Bikeways Facility Plan through increasing**  
30          **the network and facilities for bicyclists in the area.**

31          **10. The 2012 DNASDP supports the Rank II Facility Plan for Electric**  
32          **Service Transmission and Subtransmission Facilities through the addition of**

1 language provided by PNM to address utility easements, landscaping, and  
2 access to public utility facilities.

3 11. The 2012 DNASDP supports the Sawmill Wells Park SDP (1996, 2000,  
4 2003) by establishing similar zoning and criteria to the SU-2/MRN zone,  
5 located on the north side of Mountain Road within the Sawmill Wells Park  
6 SDP, in the SU-2/DNA-MUL zone on the south side of Mountain Road. This  
7 provides consistency between the two sides of Mountain Road.

8 12. The 2012 DNASDP supports the Huning Castle Raynolds Addition  
9 Sector Development Plan (1981, 1993) by allowing residential and commercial  
10 uses on the north side of Central and restricting the height to 40 feet (and 52  
11 feet conditionally) in the SU-2/DNA-C zone. This provides consistency  
12 between the north and south sides of Central Avenue.

13 13. The 2012 DNASDP supports the Downtown 2010 Plan (2000) through  
14 the creation of an appropriate transition from the Downtown Core to the  
15 residential neighborhood to the west. It also supports the Downtown 2010  
16 Plan's goal of encouraging higher-density residential development within the  
17 Downtown Core by eliminating the DNASDP's HDA zone, which, because of its  
18 allowance for an unlimited number of dwelling units per acre, created direct  
19 competition for residential high-density residential development that,  
20 consistent with the Comprehensive Plan, is better suited within the Downtown  
21 Major Activity Center.

22 14. The 2012 DNASDP supports the McClellan Park SDP (1984) through  
23 the proposed mixed-use zoning in the area adjacent to McClellan Park that  
24 allows a range of uses that reflect the existing mix of uses in the area and will  
25 make the zoning of the areas within the DNASDP that border McClellan Park  
26 more compatible with the zoning and land uses within McClellan Park.

27 15. Within the boundaries of the 2012 DNASDP, there are five registered  
28 Historic Districts and two Historic Overlay Zones (HO Zones). The registered  
29 Historic Districts are the Watson Addition, La Orilla de la Acequia, Manzano  
30 Court, Eighth Street and Forrester, and Fourth Ward Historic Districts. The  
31 two HO Zones are the Eighth Street and Forrester HO Zone and the Fourth  
32 Ward HO Zone.



1           **16. The Albuquerque Bernalillo County Comprehensive Plan, the Rank II**  
2 **Trails and Bikeways Facility Plan, the Rank II Facility Plan for Electronic**  
3 **Transmission and Subtransmission Facilities, the Sawmill Wells Park Sector**  
4 **Development Plan, the Huning Castle Raynolds Addition Sector Development**  
5 **Plan, the Downtown 2010 Plan, the McClellan Park Sector Development Plan,**  
6 **the Fourth Ward Historic Overlay Zone and the Eighth and Forrester Historic**  
7 **Overlay Zone, the 1976 Downtown Neighborhood Area Sector Development**  
8 **Plan, and the City of Albuquerque Comprehensive Zoning Code are**  
9 **incorporated herein by reference and made part of the record for all purposes.**

10           **SECTION 2. The City Council makes the following findings, which are**  
11 **supported by and further elucidated in the complete record, as to compliance**  
12 **with R-270-1980 for the zone changes with respect to each of the 2012**  
13 **DNASDP's eight new zones:**

14           **1. With respect to policy (A), the 2012 DNASDP contains zoning and**  
15 **design regulations that will promote the health, safety, morals and general**  
16 **welfare of the City.**

17           **2. With respect to policy (B), the 2012 DNASDP establishes zoning that**  
18 **is consistent with and reflects existing land uses in order to create stability of**  
19 **land use and zoning and ensure the compatibility of future development.**  
20 **Existing land uses and zoning do not match, and allowing existing zoning to**  
21 **remain threatens to destabilize the neighborhood by allowing new**  
22 **development that is incompatible in scale, intensity, and use with established**  
23 **development.**

24           **3. With respect to policy (C), the 2012 DNASDP furthers and is in**  
25 **compliance with applicable goals and policies in the Comprehensive Plan, the**  
26 **Facility Plan for Electric Service Transmission and Subtransmission Facilities,**  
27 **and the Trails and Bikeways Facility Plan. The 2012 DNASDP complements the**  
28 **Sawmill Wells Park SDP, Huning Castle Raynolds Addition SDP, Downtown**  
29 **2010 SDP and McClellan Park SDP.**

30           **4. With respect to policy (D), the proposed zoning in the 2012 DNASDP**  
31 **is needed because of changed community conditions that render existing**  
32 **zoning outdated and no longer suitable for the area and/or because new**  
33 **zoning will be more advantageous to the community and to the city as a**

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

1 whole, as articulated in the Comprehensive Plan, because it will help ensure  
2 the stability and integrity of one of the city's oldest and most established  
3 neighborhoods while also providing opportunities for new development that is  
4 compatible with existing development and that will support the redevelopment  
5 and revitalization of key transit corridors. Section Four of the 2012 DNASDP  
6 identifies specific Goals and Objectives that were developed by the  
7 community during a year-long public planning process and, when  
8 implemented, are intended to support revitalization efforts and achieve the  
9 community's vision for itself. The eight tailored zones of the 2012 DNASDP  
10 are essential vehicles for achieving the specific Land Use and Planning Goals  
11 and Objectives. As described below, each of the new zones is designed to  
12 support and help further the Goals and Objectives of the Comprehensive Plan  
13 and the 2012 DNASDP in order to respect, protect and benefit the community:

14 A. SU-2/DNA-SF (Single Family): The SU-2/DNA-SF zone is  
15 designed to ensure that the historic development pattern and the  
16 predominantly single-family character of the Downtown Neighborhood Area  
17 are preserved and strengthened by allowing for new development that  
18 responds to its immediate context within the neighborhood. This includes  
19 allowing a secondary dwelling unit, which is consistent with the established  
20 development pattern of the neighborhood. Regulations for setbacks, building  
21 articulation, windows and doors, entries and porches, and garage access and  
22 placement help ensure compatibility between new and existing development.  
23 Development outcomes are more predictable for property owners, residents,  
24 and the City because of the design standards and regulations contained in  
25 this zone.

26 The SU-2/DNA-SF zone is applied to properties that were zoned  
27 SU-2/SF in the 1976 DNASDP and will replace much of the SU-2/TH  
28 (Townhouse) zoning from the 1976 DNASDP where the existing land use is  
29 single family and townhouses were never developed. The majority of existing  
30 SU-2/TH zoning is inappropriate for the neighborhood, and changed  
31 community conditions justify the rezoning to SU-2/DNA-SF. The changed  
32 community conditions can be summarized as follows:

1                   ○ In 1976, the area that was rezoned to SU-2/TH had seen  
2 years of disinvestment and deterioration of the existing housing stock. A map  
3 in the 1976 Plan showing where sub-standard structures existed illustrates  
4 that the areas to be rezoned SU-2/TH generally corresponded to areas with  
5 concentrations of sub-standard structures. The 1976 Plan contemplated that  
6 allowing townhouse development would encourage reinvestment in the areas  
7 of the neighborhood that were in decline by providing an opportunity for  
8 property owners to develop their properties at greater densities.

9                   ○ However, over the next three-and-a-half decades,  
10 reinvestment in the neighborhood came in the form of people buying and  
11 fixing up older homes rather than demolishing them and erecting new  
12 structures.

13                   ○ Thus, the value in the neighborhood today comes from  
14 the preservation and conservation of its historic resources. Where there was  
15 once extensive housing stock that was considered not worth preserving and  
16 better off being replaced, there is now much value placed on and to be gained  
17 from protecting the single-family environment and established development  
18 pattern of the neighborhood.

19                   Additionally, the SU-2/DNA-SF zone is consistent with and helps  
20 further the following applicable Goals and Policies of the Comprehensive  
21 Plan:

22                   ▪ II.B.5 Land Use – Developing and Established Urban Areas

23                   Goal

24                   ○ The SU-2/DNA-SF zone allows for residential  
25 development that supports overall gross densities of up to 5 du/acre (Policy  
26 a).

27                   ○ The SU-2/DNA-SF zone ensures that new development  
28 respects existing neighborhood values, natural environmental conditions and  
29 carrying capacities, scenic resources, and resources of other social, cultural,  
30 recreational concern. This is accomplished through specifying development  
31 guidelines based on local environmental characteristics and community  
32 values (Policy d, Possible Technique #2).

○ The SU-2/DNA-SF zone encourages housing to be oriented towards pedestrians through its requirement to have the primary building entry oriented towards the street (Policy f).

▪ II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.

○ The SU-2/DNA-SF zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

○ The SU-2/DNA-SF zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

B. SU-2/DNA-TH (Townhouse): The intent of the SU-2/DNA-TH zone is to ensure that new townhouse development complements the predominantly single-family character of the neighborhood. This zoning category applies to properties within the DNASDP area that are currently developed as townhouses or multifamily.

The SU-2/DNA-TH zone is consistent with and helps further the following applicable Goals and Policies of the Comprehensive Plan:

▪ II.B.5 Land Use – Developing and Established Urban Areas Goal

○ The SU-2/DNA-TH zone allows for residential development that supports overall gross densities of up to 5 du/acre (Policy a).



1                   ○ The SU-2/DNA-TH zone ensures that new development  
2 respects existing neighborhood values, natural environmental conditions and  
3 carrying capacities, scenic resources, and resources of other social, cultural,  
4 recreational concern. This is accomplished through specifying development  
5 guidelines based on local environmental characteristics and community  
6 values (Policy d, Possible Technique #2).

7                   ○ The SU-2/DNA-TH zone encourages housing to be  
8 oriented towards pedestrians through its requirement to have the primary  
9 building entry oriented towards the street (Policy f).

10               ▪ II.C.8 Environmental Protection and Heritage Conservation –  
11 Developed Landscape Goal: The Goal is to maintain and improve the natural  
12 and the developed landscapes' quality.

13                   ○ The SU-2/DNA-TH zone contains landscaping and  
14 streetscape standards, including a street tree requirement and Street Tree  
15 Palette, that will help control water erosion and dust and create a pleasing  
16 visual environment (Policy d).

17               ▪ II.C.9 Environmental Protection and Heritage Conservation –  
18 Community Identity and Urban Design Goal: The Goal is to preserve and  
19 enhance the natural and built characteristics, social, cultural and historical  
20 features that identify Albuquerque and Bernalillo County sub-areas as distinct  
21 communities and collections of neighborhoods.

22                   ○ The SU-2/DNA-TH zone contains zoning regulations and  
23 design standards, including setbacks, height and stepbacks, façade  
24 articulation, windows and doors, placement of entries, off-street parking  
25 standards, and landscaping, that are intended to ensure compatibility with the  
26 existing built environment (Policy b).

27               C. SU-2/DNA-MR (Mixed Residential): The intent of the Mixed  
28 Residential zone is to provide a transition between the lower-density  
29 residential core of the Downtown Neighborhood Area and the central business  
30 district of Downtown. The SU-2/DNA-MR zone replaces properties that were  
31 zoned SU-2/MDA (Medium Density Apartment) and SU-2/HDA (High Density  
32 Apartment) in the 1976 DNASDP as well as a limited number of properties that  
33 were zoned SU-3/Housing Focus in the Downtown 2010 Plan. The SU-2/DNA-

1 MR zone is more advantageous to the community because the design  
2 regulations for the SU-2/DNA-MR zone, such as setbacks, building height and  
3 stepbacks, building façade articulation, and building entries, ensure that more  
4 intense residential development will be compatible with adjacent development  
5 and reflect the scale of the existing neighborhood; existing zoning does not  
6 regulate these design-related issues, which can result in development that is  
7 out of context with and harmful to existing development.

8 The SU-2/DNA-MR zone is consistent with and helps further the  
9 following applicable goals and policies of the Comprehensive Plan:

10 ▪ II.B.5 Land Use – Developing and Established Urban Areas

11 Goal

12 ○ The SU-2/DNA-MR zone supports overall gross densities  
13 of up to 5 du/acre (Policy a).

14 ○ The SU-2/DNA-MR zone is tailored to appropriately limit  
15 the intensity of new development and provide design standards that are  
16 intended to ensure that new development is consistent with the established  
17 development pattern of the neighborhood and respects existing neighborhood  
18 values, natural environmental conditions and carrying capacities, scenic  
19 resources, and resources of other social, cultural, recreational concern (Policy  
20 d).

21 ○ The SU-2/DNA-MR zone encourages housing to be  
22 oriented towards pedestrians through its requirement to have the primary  
23 building entry oriented towards the street (Policy f).

24 ○ The SU-2/DNA-MR zone provides tailored design  
25 standards that are intended to ensure that new development is consistent with  
26 the established development pattern of the neighborhood and is appropriate  
27 to the Plan area (Policy I).

28 ▪ II.B.7 Activity Centers Goal

29 ○ The SU-2/DNA-MR zone permissively allows the  
30 development of up to 50 dwelling units per acre, which is consistent with the  
31 average density level of existing multi-family development in the  
32 neighborhood. The existing SU-2/HDA zone contains no cap on the number of

dwelling units per acre that can be developed, which is inconsistent with II.B.7.Policy b of the Comprehensive Plan.

- The SU-2/DNA-MR zone contains setback, height, and stepback regulations to ensure that new development is compatible with the height, mass, and volume of existing development. The existing SU-2/HDA zone contains minimal setback requirements, specifically no rear setback requirement, and no stepback requirement, which means that structures whose height, mass, or volume that is significantly larger than others in their surrounding could be built, which is inconsistent with II.B.7.Policy 3 of the Comprehensive Plan. By comparison, even the Downtown 2010 Plan, which regulates the Downtown Major Activity Center, contains a stepback requirement for apartment buildings over 3 stories in height.

- II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.

- The SU-2/DNA-MR zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

- II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

- The SU-2/DNA-MR zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

D. SU-2/DNA-OR (Office Residential): The Office Residential zone is intended to provide a transition between the single-family areas of the neighborhood and the Downtown Core and higher-intensity corridor of Central Avenue to the east and south, respectively. The SU-2/DNA-OR zone

1 recognizes the historic and existing mix of residential and office uses present  
2 at the periphery of the neighborhood but excludes commercial uses. The SU-  
3 2/DNA-OR zone replaces the zoning for certain properties that were zoned SU-  
4 2/MDA (Medium Density Apartment), SU-2/HDA (High Density Apartment), SU-  
5 2/RC (Residential Commercial), or SU-2/CC (Community Commercial) in the  
6 1976 DNASDP, or SU-3/Housing Focus or SU-3/Mixed-Use Corridor in the  
7 Downtown 2010 Plan.

8 The SU-2/DNA-OR zone is consistent with and helps further the  
9 following applicable goals and policies of the Comprehensive Plan:

10 ■ II.B.5 Land Use – Developing and Established Urban Areas

11 Goal

12 ○ The SU-2/DNA-OR zone allows for both office and  
13 residential uses and supports overall gross densities of up to 5 du/acre (Policy  
14 a).

15 ○ The SU-2/DNA-OR zone is located at the periphery of the  
16 neighborhood to serve as a buffer between lower-intensity and higher-  
17 intensity uses. It is tailored to appropriately limit new development and  
18 provide design standards that are intended to ensure that new development is  
19 consistent with the established development pattern of the neighborhood and  
20 respects existing neighborhood values, natural environmental conditions and  
21 carrying capacities, scenic resources, and resources of other social, cultural,  
22 recreational concern (Policy d).

23 ○ The SU-2/DNA-OR zone accommodates new growth  
24 through development in areas where vacant land is contiguous to existing or  
25 programmed urban facilities and services and where the integrity of existing  
26 neighborhoods can be ensured (Policy e).

27 ○ The SU-2/DNA-OR zone encourages buildings to be  
28 oriented towards pedestrians through its requirement to have the primary  
29 building entry oriented towards the street (Policy f).

30 ■ II.C.8 Environmental Protection and Heritage Conservation –

31 Developed Landscape Goal: The Goal is to maintain and improve the natural  
32 and the developed landscapes' quality.



1                   ○ The SU-2/DNA-OR zone contains landscaping and  
2 streetscape standards, including a street tree requirement and Street Tree  
3 Palette, that will help control water erosion and dust and create a pleasing  
4 visual environment (Policy d).

5                   ▪ II.C.9 Environmental Protection and Heritage Conservation –  
6 Community Identity and Urban Design Goal: The Goal is to preserve and  
7 enhance the natural and built characteristics, social, cultural and historical  
8 features that identify Albuquerque and Bernalillo County sub-areas as distinct  
9 communities and collections of neighborhoods.

10                  ○ The SU-2/DNA-OR zone contains zoning regulations and  
11 design standards, including setbacks, height and stepbacks, façade  
12 articulation, windows and doors, placement of entries, off-street parking  
13 standards, and landscaping, that are intended to ensure compatibility with the  
14 existing built environment (Policy b).

15                  E. SU-2/DNA-MUL (Mixed Use Light): The Mixed Use Light zone  
16 is intended to recognize the unique mixed-use character along Mountain Road  
17 and complement the adjacent Sawmill neighborhood to the north. This zone is  
18 designed to ensure that new development serves the neighborhood with low-  
19 impact, neighborhood-oriented commercial uses and provides opportunities  
20 for medium-density residential development. The SU-2/DNA-MUL zone  
21 replaces the zoning for properties that were zoned SU-2/RC (Residential  
22 Commercial) along Mountain Road and 6<sup>th</sup> Street in the 1976 DNASDP.

23                  The SU-2/DNA-MUL zone is consistent with and helps further the  
24 following applicable goals and policies of the Comprehensive Plan:

25                  ▪ II.B.5 Land Use – Developing and Established Urban Areas  
26 Goal

27                  ○ The SU-2/DNA-MUL zone allows for both residential and  
28 commercial uses and supports overall gross densities of up to 5 du/acre  
29 (Policy a).

30                  ○ The SU-2/DNA-MUL zone is tailored to appropriately  
31 limit new development and provide design standards that are intended to  
32 ensure that new development is consistent with the established development  
33 pattern of the neighborhood and respects existing neighborhood values,

1 natural environmental conditions and carrying capacities, scenic resources,  
2 and resources of other social, cultural, recreational concern (Policy d).

3           ○ The SU-2/DNA-MUL zone accommodates new growth  
4 through development in areas where vacant land is contiguous to existing or  
5 programmed urban facilities and services and where the integrity of existing  
6 neighborhoods can be ensured (Policy e).

7           ○ The SU-2/DNA-MUL zone contains conditions that must  
8 be met in order for a property to be eligible to have a non-residential use,  
9 which ensures that employment and service uses are located to complement  
10 established residential areas and sited to minimize adverse effects of noise,  
11 lighting, pollution, and traffic on the existing residential environment (Policy i).

12           ○ The SU-2/DNA-MUL zone provides pedestrian and  
13 bicycle access and is within reasonable distance of residential areas for  
14 walking or bicycling (Policy j).

15           ○ The SU-2/DNA-MUL zone will continue and strengthen  
16 the redevelopment and rehabilitation of one of the city's oldest neighborhoods  
17 by allowing for mixed-use development that will strengthen the residential  
18 market and support commercial revitalization (Policy o).

19           ▪ II.C.1 Environmental Protection and Heritage Conservation –  
20 Air Quality Goal

21           ○ The SU-2/DNA-MUL zone encourages a balanced land  
22 use/transportation system that promotes the efficient placement of housing,  
23 employment and services, thus reducing automobile travel's adverse effects  
24 on air quality (Policy b).

25           ▪ II.C.8 Environmental Protection and Heritage Conservation –  
26 Developed Landscape Goal: The Goal is to maintain and improve the natural  
27 and the developed landscapes' quality.

28           ○ The SU-2/DNA-MUL zone contains landscaping and  
29 streetscape standards, including a street tree requirement and Street Tree  
30 Palette, that will help control water erosion and dust and create a pleasing  
31 visual environment (Policy d).

32           ▪ II.C.9 Environmental Protection and Heritage Conservation –  
33 Community Identity and Urban Design Goal: The Goal is to preserve and

1 enhance the natural and built characteristics, social, cultural and historical  
2 features that identify Albuquerque and Bernalillo County sub-areas as distinct  
3 communities and collections of neighborhoods.

4           ○ The SU-2/DNA-MUL zone contains zoning regulations  
5 and design standards, including setbacks, height and stepbacks, façade  
6 articulation, windows and doors, placement of entries, off-street parking  
7 standards, and landscaping, that are intended to ensure compatibility with the  
8 existing built environment (Policy b).

9           **F. SU-2/DNA-MUM (Mixed Use Medium):** The Mixed Use Medium  
10 zone is intended to recognize the existing mixed-use character along Lomas  
11 Boulevard and 5<sup>th</sup> and 6<sup>th</sup> Streets and provide a transition between higher-  
12 volume transportation corridors and the predominantly single-family  
13 residential areas to either side. The SU-2/DNA-MUM zone replaces the zoning  
14 for properties that were zoned SU-2/RC (Residential Commercial) along Lomas  
15 Boulevard, SU-2/M/R/O (Mixed Residential / Office) north of Lomas between 4<sup>th</sup>  
16 and 6<sup>th</sup> Streets, and certain properties zoned SU-2/NC (Neighborhood  
17 Commercial) on Granite between 4<sup>th</sup> and 5<sup>th</sup> Streets in the 1976 DNASDP.

18           The SU-2/DNA-MUM zone is consistent with and helps further the  
19 following applicable goals and policies of the Comprehensive Plan:

20           ▪ **II.B.5 Land Use – Developing and Established Urban Areas**

21           **Goal**

22           ○ The SU-2/DNA-MUM zone allows for both residential and  
23 commercial uses and supports overall gross densities of up to 5 du/acre  
24 (Policy a).

25           ○ The SU-2/DNA-MUM zone is tailored to appropriately  
26 regulate new development and provide design standards that are intended to  
27 ensure that new development is consistent with the established development  
28 pattern of the neighborhood and respects existing neighborhood values,  
29 natural environmental conditions and carrying capacities, scenic resources,  
30 and resources of other social, cultural, recreational concern (Policy d).

31           ○ The SU-2/DNA-MUM zone accommodates new growth  
32 through development in areas where vacant land is contiguous to existing or

1 programmed urban facilities and services and where the integrity of existing  
2 neighborhoods can be ensured (Policy e).

3 ○ The SU-2/DNA-MUM zone, which allows for retail and  
4 service uses in addition to residential, is located to complement established  
5 residential areas and sited to minimize adverse effects of noise, lighting,  
6 pollution, and traffic on the existing residential environment (Policy i).

7 ○ The SU-2/DNA-MUM zone provides pedestrian and  
8 bicycle access and is within reasonable distance of residential areas for  
9 walking or bicycling (Policy j).

10 ○ The SU-2/DNA-MUM zone will continue and strengthen  
11 the redevelopment and rehabilitation of one of the city's oldest neighborhoods  
12 by allowing for mixed-use development that will strengthen the residential  
13 market and support commercial revitalization (Policy o).

14 ▪ II.C.1 Environmental Protection and Heritage Conservation –  
15 Air Quality Goal

16 ○ The SU-2/DNA-MUM zone encourages a balanced land  
17 use/transportation system that promotes the efficient placement of housing,  
18 employment and services, thus reducing automobile travel's adverse effects  
19 on air quality (Policy b).

20 ▪ II.C.8 Environmental Protection and Heritage Conservation –  
21 Developed Landscape Goal: The Goal is to maintain and improve the natural  
22 and the developed landscapes' quality.

23 ○ The SU-2/DNA-MUM zone contains landscaping and  
24 streetscape standards, including a street tree requirement and Street Tree  
25 Palette, that will help control water erosion and dust and create a pleasing  
26 visual environment (Policy d).

27 ▪ II.C.9 Environmental Protection and Heritage Conservation –

28 Community Identity and Urban Design Goal: The Goal is to preserve and  
29 enhance the natural and built characteristics, social, cultural and historical  
30 features that identify Albuquerque and Bernalillo County sub-areas as distinct  
31 communities and collections of neighborhoods.

32 ○ The SU-2/DNA-MUM zone contains zoning regulations  
33 and design standards, including setbacks, height and stepbacks, façade



1 articulation, windows and doors, placement of entries, off-street parking  
2 standards, and landscaping, that are intended to ensure compatibility with the  
3 existing built environment (Policy b).

4       ▪ II.D.4 Transportation and Transit Goal: The Goal is to develop  
5 corridors, both streets and adjacent land uses, that provide a balanced  
6 circulation system through efficient placement of employment and services,  
7 and encouragement of bicycling, walking, and use of transit/paratransit as  
8 alternatives to automobile travel, while providing sufficient roadway capacity  
9 to meet mobility and access needs.

10               ○ The SU-2/DNA-MUM zone is intended to bring services  
11 and employment opportunities closer to residential areas and encourages new  
12 residential development to occur along a designated Enhanced Transit  
13 Corridor (Lomas), which creates viable mobility alternatives to automobile  
14 travel.

15               ○ The SU-2/DNA-MUM zone contains regulations on  
16 development form that are consistent with the policies contained Table 11 –  
17 Corridor Policies of the Comprehensive Plan. Table 11 provides the following:  
18 Building Access from Street – Provide major entrance from street; Building  
19 Setback – Minimum setback; setback to provide landscaping or pedestrian  
20 activity areas only; Parking Location – Separated from the street by the  
21 building (Major Transit), or Separated from the street by the building or to the  
22 side of the buildings (Enhanced Transit) (Policy a).

23       G. SU-2/DNA-NC (Neighborhood Commercial): The  
24 Neighborhood Commercial zone is intended to provide commercial uses that  
25 serve the neighborhood. The SU-2/DNA-NC zone replaces the zoning for  
26 properties that were zoned SU-2/NC (Neighborhood Commercial) at the  
27 intersection of Lomas Boulevard and 12<sup>th</sup> St. and along 4<sup>th</sup> Street between  
28 Mountain and Granite in the 1976 DNASDP.

29       The SU-2/NC zone furthers the following applicable goals and  
30 policies of the Comprehensive Plan:

31       ▪ II.B.5 Land Use – Developing and Established Urban Areas  
32 Goal

1                   ○ The SU-2/DNA-NC zone allows for both residential and  
2 commercial uses and supports overall gross densities of up to 5 du/acre  
3 (Policy a).

4                   ○ The SU-2/DNA-NC zone is tailored to appropriately  
5 regulate new development and provide design standards that are intended to  
6 ensure that new development is consistent with the established development  
7 pattern of the neighborhood and respects existing neighborhood values,  
8 natural environmental conditions and carrying capacities, scenic resources,  
9 and resources of other social, cultural, recreational concern (Policy d).

10                  ○ The SU-2/DNA-NC zone accommodates new growth  
11 through development in areas where vacant land is contiguous to existing or  
12 programmed urban facilities and services and where the integrity of existing  
13 neighborhoods can be ensured (Policy e).

14                  ○ The SU-2/DNA-NC zone, which allows for retail and  
15 service uses in addition to residential, is located to complement established  
16 residential areas and sited to minimize adverse effects of noise, lighting,  
17 pollution, and traffic on the existing residential environment (Policy i).

18                  ○ The SU-2/DNA-NC zone provides pedestrian and bicycle  
19 access and is within reasonable distance of residential areas for walking or  
20 bicycling (Policy j).

21                  ○ The SU-2/DNA-NC zone will continue and strengthen the  
22 redevelopment and rehabilitation of one of the city's oldest neighborhoods  
23 through tailored mixed-use zoning that strengthens residential markets and  
24 supports commercial revitalization (Policy o).

25                  ▪ II.C.1 Environmental Protection and Heritage Conservation –  
26 Air Quality Goal

27                   ○ The SU-2/DNA-NC zone encourages a balanced land  
28 use/transportation system that promotes the efficient placement of housing,  
29 employment and services, thus reducing automobile travel's adverse effects  
30 on air quality (Policy b).

31                  ▪ II.C.8 Environmental Protection and Heritage Conservation –  
32 Developed Landscape Goal: The Goal is to maintain and improve the natural  
33 and the developed landscapes' quality.

○ The SU-2/DNA-NC zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

○ The SU-2/DNA-NC zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

▪ II.D.4 Transportation and Transit Goal: The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

○ The SU-2/DNA-NC zone is intended to bring services and employment opportunities closer to residential areas, which creates viable mobility alternatives to automobile travel.

H. SU-2/DNA-CC (Central Corridor): The Central Corridor zone recognizes the existing mixed-use character along Central Avenue and encourages new development that is urban in character, vibrant, and provides services and employment areas to complement the historic character of the neighborhood. The SU-2/DNA-CC zone replaces the zoning for properties that were zoned SU-2/CC (Community Commercial) in the 1976 DNASDP.

The SU-2/DNA-CC zone furthers the following applicable goals and policies of the Comprehensive Plan:

▪ II.B.5 Land Use – Developing and Established Urban Areas Goal

1                   ○ The SU-2/DNA-CC zone allows for both residential and  
2 commercial uses and supports overall gross densities of up to 5 du/acre  
3 (Policy a).

4                   ○ The SU-2/DNA-CC zone is tailored to appropriately  
5 regulate new development and provide design standards that are intended to  
6 ensure that new development is consistent with the established development  
7 pattern of the neighborhood and respects existing neighborhood values,  
8 natural environmental conditions and carrying capacities, scenic resources,  
9 and resources of other social, cultural, recreational concern (Policy d).

10                  ○ The SU-2/DNA-CC zone accommodates new growth  
11 through development in areas where vacant land is contiguous to existing or  
12 programmed urban facilities and services and where the integrity of existing  
13 neighborhoods can be ensured (Policy e).

14                  ○ The SU-2/DNA-CC zone, which allows for retail and  
15 service uses in addition to residential, is located to complement established  
16 residential areas and sited to minimize adverse effects of noise, lighting,  
17 pollution, and traffic on the existing residential environment (Policy i).

18                  ○ The SU-2/DNA-CC zone provides pedestrian and bicycle  
19 access and is within reasonable distance of residential areas for walking or  
20 bicycling (Policy j).

21                  ○ The SU-2/DNA-CC zone will continue and strengthen the  
22 redevelopment and rehabilitation of one of the city's oldest neighborhoods  
23 through tailored mixed-use zoning that strengthens residential markets and  
24 supports commercial revitalization (Policy o).

25                  ▪ II.C.1 Environmental Protection and Heritage Conservation –  
26 Air Quality Goal

27                   ○ The SU-2/DNA-CC zone encourages a balanced land  
28 use/transportation system that promotes the efficient placement of housing,  
29 employment and services, thus reducing automobile travel's adverse effects  
30 on air quality (Policy b).

31                  ▪ II.C.8 Environmental Protection and Heritage Conservation –  
32 Developed Landscape Goal: The Goal is to maintain and improve the natural  
33 and the developed landscapes' quality.

1                   ○ The SU-2/DNA-CC zone contains landscaping and  
2 streetscape standards, including a street tree requirement and Street Tree  
3 Palette, that will help control water erosion and dust and create a pleasing  
4 visual environment (Policy d).

5                   ▪ II.C.9 Environmental Protection and Heritage Conservation –  
6 Community Identity and Urban Design Goal: The Goal is to preserve and  
7 enhance the natural and built characteristics, social, cultural and historical  
8 features that identify Albuquerque and Bernalillo County sub-areas as distinct  
9 communities and collections of neighborhoods.

10                  ○ The SU-2/DNA-CC zone contains zoning regulations and  
11 design standards, including setbacks, height and stepbacks, façade  
12 articulation, windows and doors, placement of entries, off-street parking  
13 standards, and landscaping, that are intended to ensure compatibility with the  
14 existing built environment (Policy b).

15                  ▪ II.D.4 Transportation and Transit Goal: The Goal is to develop  
16 corridors, both streets and adjacent land uses, that provide a balanced  
17 circulation system through efficient placement of employment and services,  
18 and encouragement of bicycling, walking, and use of transit/paratransit as  
19 alternatives to automobile travel, while providing sufficient roadway capacity  
20 to meet mobility and access needs.

21                  ○ The SU-2/DNA-CC zone is intended to bring services  
22 and employment opportunities closer to residential areas and encourages new  
23 residential development to occur along a designated Enhanced Transit  
24 Corridor (Lomas), which creates viable mobility alternatives to automobile  
25 travel.

26                  ○ The SU-2/DNA-CC zone contains regulations on  
27 development form that are consistent with the policies contained Table 11 –  
28 Corridor Policies of the Comprehensive Plan. Table 11 provides the following:  
29 Building Access from Street – Provide major entrance from street; Building  
30 Setback – Minimum setback; setback to provide landscaping or pedestrian  
31 activity areas only; Parking Location – Separated from the street by the  
32 building (Major Transit), or Separated from the street by the building or to the  
33 side of the buildings (Enhanced Transit) (Policy a).

1           5. With respect to policy (E), the 2012 DNASDP establishes zoning that  
2 is tailored to ensure that permissive uses in each respective zone will not be  
3 harmful to adjacent property, the neighborhood, or the community.

4           6. With respect to policy (F), the new zones established by the 2012  
5 DNASDP do not require major and unprogrammed capital expenditures.

6           7. With respect to policy (G), the new zones established by the 2012  
7 DNASDP are not motivated by the cost of land or other economic  
8 considerations.

9           8. With respect to policy (H), Mountain Road and a small segment of  
10 Marquette Ave. are the only designated collector streets within the DNASDP  
11 that contain zoning that allows apartments, offices, and commercial uses.  
12 Location on a collector street is not, in itself, the justification for establishing  
13 mixed-use zoning in these areas.

14           9. With respect to policy (I), the 2012 DNASDP generally establishes the  
15 same zoning for entire blocks, corridor segments, or areas of similar  
16 character. The exception to this is the establishment of SU-2/DNA-TH zoning,  
17 which follows where existing townhouse development exists and is justified  
18 because “the nature of structures already on the premises makes the site  
19 unsuitable for the uses allowed in any adjacent zone” (R-270-1980 (I)(2)).

20           10. With respect to policy (J), the 2012 DNASDP does not contain “strip  
21 zoning.”

22           Section 3. The Downtown Neighborhood Area Sector Development  
23 Plan, attached hereto and made a part hereof, is adopted as a Rank 3 Plan with  
24 land use control pursuant to the Comprehensive City Zoning Code and as a  
25 regulatory guide to the implementation of the Rank 1 Albuquerque / Bernalillo  
26 County Comprehensive Plan and applicable Rank 2 plans as cited above.

27           Section 4. All development activities within the Downtown  
28 Neighborhood Area shall be guided and regulated by the provisions of the  
29 Downtown Neighborhood Area Sector Development Plan.

30           Section 5. The Zone Map, adopted by Article 14-16-4-9 ROA 1994, is  
31 hereby amended to reflect the rezoning in the map contained in Section 6 of  
32 the 2012 Downtown Neighborhood Area Sector Development Plan.



1           Section 6. With respect to any overlap that exists between the  
2           Downtown Neighborhood Area Sector Development Plan and the Downtown  
3           2010 Plan and where the regulations of the two Plans conflict, the regulations  
4           of the Downtown Neighborhood Area Sector Development Plan shall prevail.

5           Section 7. EFFECTIVE DATE. This resolution shall take effect five days  
6           after publication by title and general summary.

7           Section 8. SEVERABILITY CLAUSE. If any section, paragraph,  
8           sentence, clause, word or phrase of this resolution is for any reason held to be  
9           invalid or unenforceable by any court of competent jurisdiction, such decision  
10          shall not affect the validity of the remaining provisions of this resolution. The  
11          Council hereby declares that it would have passed this resolution and each  
12          section, paragraph, sentence, clause, word or phrase thereof irrespective of  
13          any provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 4<sup>th</sup> DAY OF June, 2012  
2 BY A VOTE OF: 8 FOR 0 AGAINST.

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4 Excused: Winter

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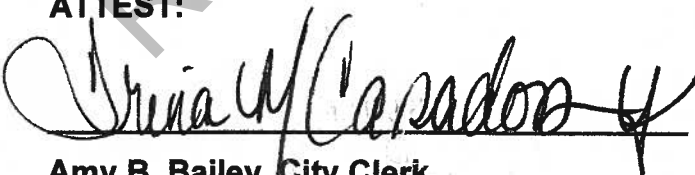
8 Trudy E. Jones, President  
9 City Council

10  
11  
12  
13 APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2012

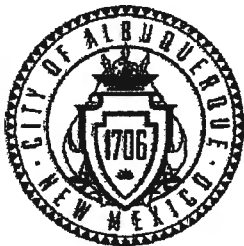
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16 Bill No. F/S R-11-225

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22 Richard J. Berry, Mayor  
23 City of Albuquerque

24  
25 ATTEST:

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27  
28 Amy B. Bailey, City Clerk



# City of Albuquerque

## Office of the City Clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

### Interoffice Memorandum

June 14, 2012

To: CITY COUNCIL

From: AMY B. BAILEY, CITY CLERK

Subject: BILL NO. R-11-225; ENACTMENT NO. R-2012-052

I hereby certify that on June 13, 2012, the Office of the City Clerk received Bill No. R-11-225 as signed by the president of the City Council, Trudy E. Jones. Enactment No. R-2012-052 was passed at the June 4, 2012 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-11-225.

Sincerely,

  
Amy B. Bailey  
City Clerk

## ACKNOWLEDGEMENTS

### Administration

Richard J. Berry, Mayor  
Robert J. Perry, Chief Administrative Officer

### City Council

Don Harris - District 9  
Rey Garduño - District 6  
Ken Sanchez - District 1  
Debbie O'Malley - District 2, Vice-President  
Isaac Benton - District 3  
Brad Winter - District 4  
Dan Lewis - District 5  
Michael D. Cook - District 7  
Trudy E. Jones - District 8, President

### Environmental Planning Commission

Doug Peterson - Chairman, District 8  
Laurie Moyer - Vice Chair, District 7  
Ron O. Garcia - Council District 1  
Jonathan Siegel - Council District 2  
Rob Dickson - Council District 3  
Joe Yardumian - Council District 4  
Richard Shine - Council District 5  
Len Malry - Council District 6  
Michael Dickson - Council District 9

### Landmarks & Urban Conservation Commission

C. Robert Campbell, Chairman  
Phyllis Taylor, Vice-Chair.  
Marie Coleman  
Robert Gerard Heiser  
Charles Price III, Esq.

### Planning Department

Deborah Stover, Director  
Russell Brito, Division Manager, Long Range Planning  
Petra Morris, Project Manager  
Mary Ellen Hennessy, Senior Planner, LUCC  
Juanita Garcia, Assistant Planning Manager, Code Enforcement Division  
Ed Boles, Historic Preservation Planner

### City Council Services

Laura Mason, Director  
Kelly Sanchez, Policy Analyst to Councilor O'Malley  
Kara Shair-Rosenfield, Policy Analyst/Planning  
Andrew Webb, Policy Analyst/Planning  
Steve Hawley, Planning Intern

### Steering Committee

Jim Clark, Chairman  
Anna Muller  
Bob Yuhas  
Chris Calott  
David Keleher  
Jacqueline Guilbault  
Jennifer DeGarmo  
Lee Blaugrund  
Robert Bello  
Steve Morrow  
Stephen Littlejohn  
Sue Brych  
Susan Deichsel

### Consultants

Consensus Planning, Inc.  
James K. Strozier, AICP, Principal  
Jacqueline Fishman, AICP, Project Manager  
Harwick Transportation Group, Inc.  
Nevin Harwick, PE, PTOE  
Historic Preservation Consultant  
Christopher Wilson

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## SECTION 1: EXECUTIVE SUMMARY

*"The Downtown Neighborhood Area is a beautiful and diverse residential neighborhood with well preserved historic homes, small apartments, and appropriately designed, neighborhood-oriented, commercial services located mainly along its primary thoroughfares: Central Avenue, Lomas Boulevard, and Mountain Road. The Downtown Neighborhood Area is a safe and walkable neighborhood with tree-lined streets, wide sidewalks, attractive street lighting, and well maintained parks. It is conveniently located between Downtown, Old Town, and the Museum District. The Downtown Neighborhood Area is a friendly place where neighbors know and interact well with each other."*

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## **A. Introduction**

The Downtown Neighborhood Area Sector Development Plan is the culmination of a year-long planning process to update the original Sector Development Plan, which was adopted in 1976. The planning process was initiated by the community and the Downtown Neighborhood Association. The project was funded and sponsored by the City Councilor for the area, District 2 Councilor Debbie O'Malley, through Council Services. This has been a community-driven planning effort.

The Downtown Neighborhood Area is an area of Albuquerque that is unique in its rich history of development, architectural styles, diversity of residents, and location between Albuquerque's Downtown Core and Old Town. The Plan celebrates these characteristics and seeks to preserve what is best about the neighborhood, while continuing to make improvements to ensure that the residents' long term vision for the neighborhood is achieved. The primary goal of the Sector Development Plan is to ensure that it is consistent with the community's goals to make the Downtown Neighborhood a more walkable community, provide appropriate and attractive infill development, and remain respectful of the neighborhood's historical context and character.

## **B. Sector Development Plan History and Background**

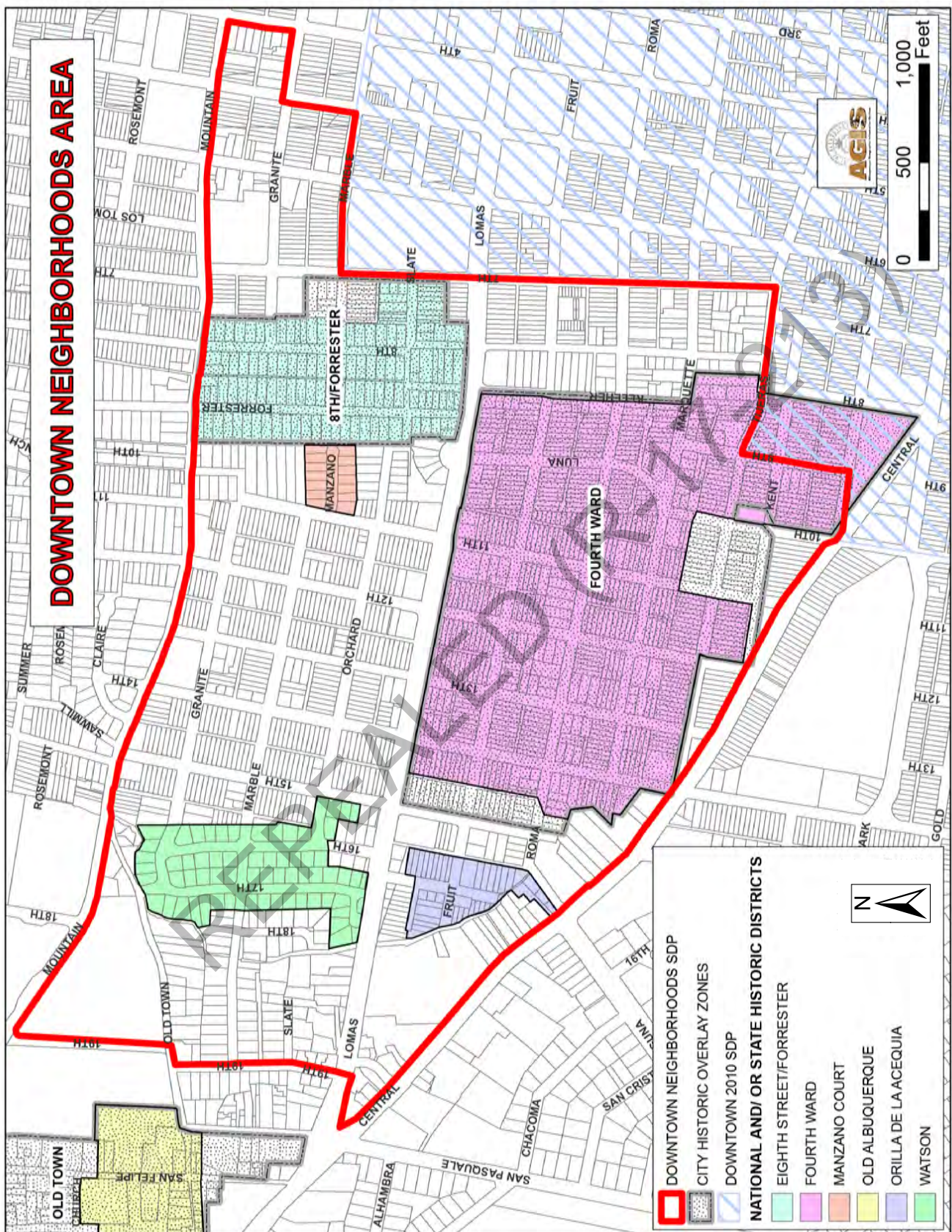
The Downtown Neighborhood Area Sector Development Plan was originally adopted by the City Council in 1976 (Resolution 158-1976). The Downtown Neighborhood Area had been designated a blighted area in accordance with the Community Development Law of the State of New Mexico. The Sector Development Plan was intended to guide redevelopment and improve the living conditions of low and moderate income families, while ensuring the historical development pattern was maintained and that a select group of historic buildings were conserved.

The Sector Development Plan's primary goals were to rehabilitate houses, establish new zoning districts, acquire and develop a neighborhood park, solve drainage problems, and expand community services. The Sector Development Plan did not directly address historic preservation, multi-modal transportation systems, or the design implications of infill development. The zones contained in the existing Sector Development Plan reference specific zoning districts from the City Comprehensive Zoning Code, with some exceptions in regard to parking, usable open space, and building height.

An amendment to the Sector Development Plan was adopted by the City Council in March, 1999. The purpose of the amendment was to protect the neighborhood from the intrusion of commercial parking lots. The amendment impacted three zones contained in the Sector Development Plan; the HDA (High Density Apartment) zone, the RC (Residential Apartment) zone, and the MRO (Mixed Residential/Office) zone.

In addition to the economic and physical changes that have occurred over time, much has changed from a regulatory standpoint, such as the adoption of the two Historic Overlay Zones in 1991: the Eighth and Forrester Historic Overlay





Zone and the Fourth Ward Historic Overlay Zone. There is also a significant mismatch between land use and zoning in much of the Plan area. Other planning documents that were adopted since 1976 and have an impact on the Downtown Neighborhood Area have also necessitated this update.

### **C. Planning Policy Framework**

Planning in the City of Albuquerque is organized by a ranking system. The Rank I plan is the Albuquerque/Bernalillo County Comprehensive Plan, which provides a broad policy framework for development throughout the City and County area. Rank II plans (area and facility plans) provide more detailed analysis and policies for large sub-areas, and are intended to further the policy objectives of the Comprehensive Plan. Rank III plans include Sector Development Plans, which are intended to cover the smallest area geographically and provide the most detailed planning on a neighborhood or corridor level. Sector Development Plans typically establish zoning on a parcel level and contain more detail relative to the physical development of an area and capital improvements. The Downtown Neighborhood Area Sector Development Plan is a Rank III plan. Lower ranking plans are required to be consistent with higher-ranking (Rank I and II) plans.

In addition to higher-ranking plans, the Downtown Neighborhood Area Sector Development Plan must be consistent with other planning documents, policies, and regulations that apply to this area and are referenced in this Plan. These include the Comprehensive City Zoning Code; the Fourth Ward and Eighth and Forrester Historic Overlay Zones; Facility Plan: Electric Service Transmission and Subtransmission Facilities; and the West Downtown Corridor Plan for Central Avenue. The areas where the Downtown Neighborhood Sector Development Plan differs from these other plans, policies, and regulations are noted within the document.

### **D. Planning Process**

The planning process for updating the Downtown Neighborhood Area Sector Development Plan was initiated in October, 2009. The Downtown Neighborhood Area Sector Development Plan is a reflection of the input received regarding the area's strengths and weaknesses, community goals and objectives, and action steps needed to ensure that the best aspects of the neighborhood character are protected and celebrated, and future growth is consistent with the community's vision for the future.

The public involvement process included meetings with the Sector Development Plan Steering Committee; three walking tours of the neighborhood with the Steering Committee and City staff; and three general public meetings on January 16, 2010; February 20, 2010; and September 25, 2010.

The draft Sector Development Plan was submitted to the Environmental Planning Commission (EPC) on October 28, 2010. The EPC is tasked with reviewing the



Plan and providing recommendations to the City Council for its consideration. The City Council is the body that has the authority to approve the Sector Development Plan.

### **E. Major Planning Themes**

Common themes were developed through the public involvement process that run throughout the Sector Development Plan. These are first articulated through the goals and objectives (Section 4) and are carried through into the Implementation Policies and Strategies (Section 5) and the Zoning Regulations and Development Standards (Section 6). Planning themes expressed in the Sector Development Plan include:

- Matching the zoning with the existing land use for properties within the Downtown Neighborhood Area.
- Preserving and celebrating the historic buildings and character of the Downtown Neighborhood Area.
- Reinforcing the Downtown Neighborhood Area as primarily residential, with mixed-use corridors.
- Creating a walkable, bike-friendly community that connects the Downtown Neighborhood Area with Old Town and Downtown.
- Allowing for appropriately-designed and scaled infill development, while respecting the historic character of the Downtown Neighborhood Area.
- Creating tree-lined streetscapes throughout the Downtown Neighborhood Area.
- Calming traffic speeds and reducing cut-through traffic on local streets through the Downtown Neighborhood Area.

### **F. Sector Development Plan Sections**

The Downtown Neighborhood Area Sector Development Plan is comprised of the following sections:

- Section 1: Executive Summary includes a broad overview of the Plan and its history, planning framework, and the planning process.
- Section 2: History and Context provides a historical account of the neighborhood's growth and development over time.
- Section 3: Asset Inventory is a detailed account of the physical and regulatory aspects of the neighborhood. It includes a broad array of information including a community profile (demographics), community perspective, existing land use and zoning, overview of the 1976 Sector

Development Plan, historic overlay zones and districts, existing transportation systems, and utilities.

- Section 4: Goals and Objectives that were developed through the public involvement process and provide direction for the recommendations contained in later sections of the Sector Development Plan are included. The Goals and Objectives cover Land Use and Zoning, Historic Preservation, Community Character, Transportation, and Quality of Life.
- Section 5: Implementation Policies and Strategies provide the direction needed to implement the community's vision for the future. The Implementation Policies and Strategies cover a broad variety of action steps - regulatory, administrative, and capital improvements.
- Section 6: Zoning Regulations are provided to cover each of the zoning districts within the Downtown Neighborhood Area. These include districts that correspond to existing zones contained within the Comprehensive City Zoning Code, but with exceptions, and districts that are completely unique to the Downtown Neighborhood Area. This section also includes non-conforming uses and demolition review regulations.
- Section 7: Action Agenda provides the comprehensive list of action steps called for in the document, the entity responsible for implementing the action step, and the short-term, medium-term, and long-term timeframe for each.
- Appendix A: Glossary provides definitions for the terminology used within the document.
- Appendix B: Street Trees provides a list of appropriate plant materials and planting details for the street trees required in each of the zoning districts.
- Appendix C: West Central Avenue Corridor Concept Plan (excerpts) is included due to Central Avenue being the southern boundary of the Sector Development Plan area.
- Appendix D: Map showing the distance relationship between Court-houses and Bail Bond Office locations.
- Appendix E: A summary of key observations from walking tours conducted as part of the Downtown Neighborhood Area Sector Development Plan process.



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## SECTION 2: HISTORY & CONTEXT

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### **A. THE HISTORY OF THE DOWNTOWN NEIGHBORHOOD AREA**

The identity of the Downtown Neighborhood Area and its revival over the past generation have been firmly grounded in its rich history. Situated between the 1706 Spanish Old Town to the west and the 1880 railroad New Town to the east, the development of Downtown Neighborhood Area mixed Hispanic and Anglo cultural patterns. The historic fabric of the area might be seen as the physical manifestation of the fact that it was one of the first and continues to be one of the most ethnically mixed of city neighborhoods.

#### **Farming Villages, Before 1880**

Puebloan farmers established villages every few miles along the Rio Grande starting about 1,200 A.D. One, known as Tiguex, was located near the site of the park that bears its name at the northwest corner of the current Downtown Neighborhood Area. During the 1600s, Spanish colonists established farm and ranching estancias in this stretch of the Rio Grande that they call the Rio Abajo. One of these, El Paraje de Huertas, stood near present-day Old Town. Driven out by Pueblo Indians in armed revolt in 1680, the Spanish colonists returned in the 1690s. In 1706, the territorial governor moved to establish a more permanent settlement, which he christened Albuquerque. While it was the administrative center for the Rio Abajo, and a trade center on the Camino Real, most residents worked as farmers in the surrounding fields, orchards and pastures.

While a handful of adobe houses from the Spanish, Mexican and early U.S. territorial periods remain in the western portions of the Downtown Neighborhood Area, the primary imprint of this early agricultural landscape is seen in the position of early roads, acequias, and field alignments. Traces of the old acequia madre snake from north to south just west of present-day 16th Street. The alignments of Eighth, Forrester and Luna Streets, likewise, each run down the middle of old long-lot fields that stretched south from Mountain Road. Mountain and Tijeras Roads also trace the routes taken by shepherds driving their flocks to the Sandia Mountains, and wood haulers returning to Old Town with loads of fire wood and building timbers. Both the annual Spanish trade caravan starting in the 1700s that assembled at Albuquerque before moving south, and the U.S. Army post at Old Town from 1846 until 1867, turned their livestock out in the pastures that began at the north and east edges of the Downtown Neighborhood Area.

#### **Railroad Additions, 1880-1900**

The arrival of the Santa Fe Railroad in 1880 meant the establishment of a New Town around the depot to the east. A horse-drawn trolley running down Railroad (later Central) Avenue linked Old and New Towns. New stores in downtown, locomotive repair shops to the south, and a large lumber mill north of the Downtown Neighborhood Area offered many new jobs. The railroad's New Mexico Town Company platted a regular grid of blocks in 1880 at the southern edge of the Downtown Neighborhood Area, known as the Original Town Site. Jose Leandro Perea, owner of widespread properties around the New Mexico territory, followed suit the following year when laid out his own addition stretching between 11<sup>th</sup> and 16<sup>th</sup> Streets. When Huning's Highland Addition, east of

## SECTION 2:

### HISTORY & CONTEXT

the tracks, emerged as the city's first fashionable neighborhood, the Downtown Neighborhood Area grew only gradually.

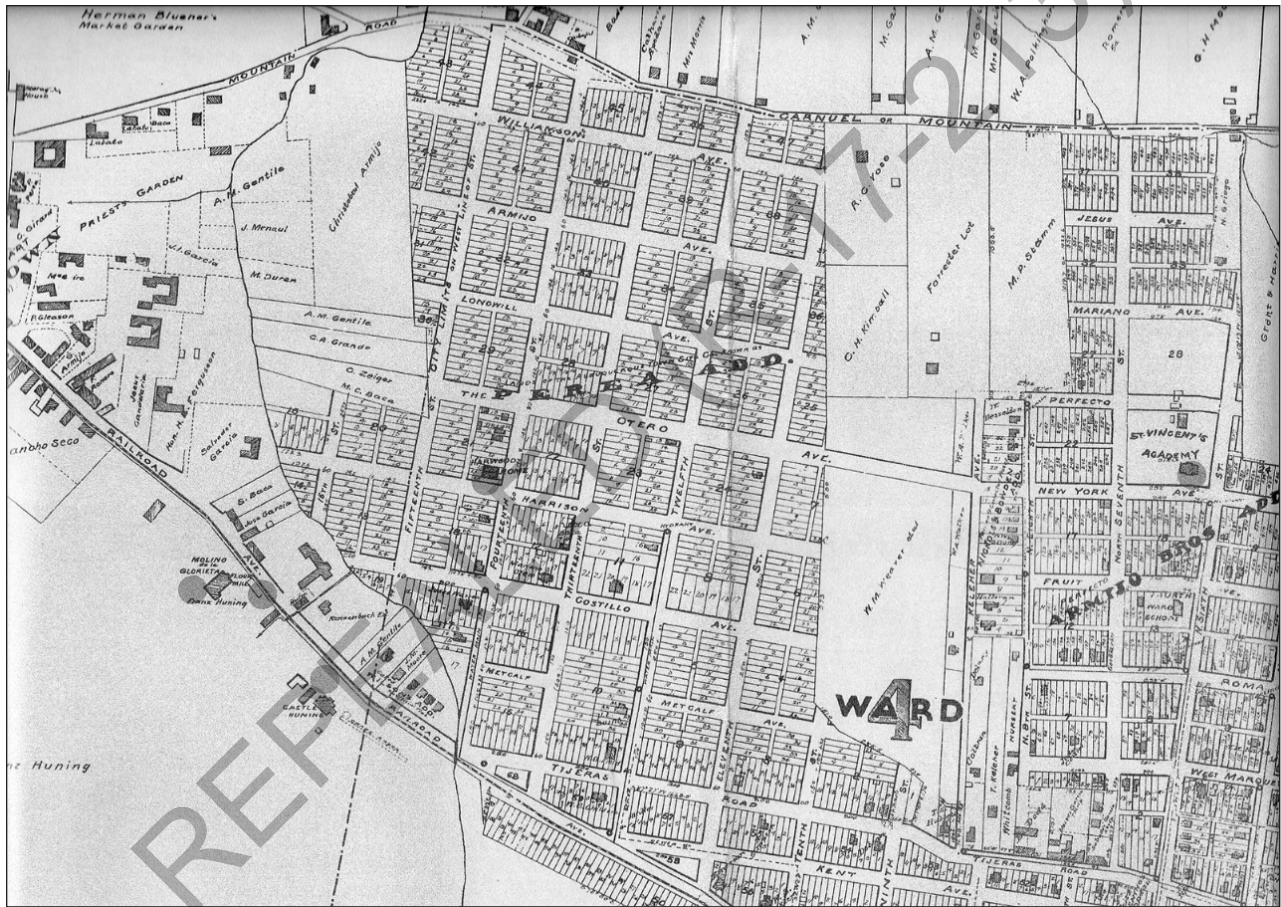
An 1886 bird's eye view of the City records orchards along the western edge of the Downtown Neighborhood Area (see map below). Flat-roofed adobe houses stretched along Mountain Road and the remnant of old Barelas Road (incorporated into Railroad Avenue), east from Old Town to 16th, constituted a linear Hispanic settlement form known as cordilleras. At the south edge of the District, the amenity of the City's first park, triangular Robinson Park, had already attracted four fashionable houses along its north side. Only 23 houses had been constructed in the Downtown Neighborhood Area, each in its own quarter to full city block planted with orchards and kitchen gardens. Most families had planted a ring of trees around their properties, thereby establishing the pattern of street trees usually placed every 25 feet. The two-story Italianate Hesselden House on Roma Avenue remains from these days, while the Coons-Pearl House at Marquette Avenue and 12<sup>th</sup> Street reflects the more numerous one-story picturesque cottages that dotted the neighborhood.



1886 bird's eye view showing Old Town on the top, Downtown lower left, and the Downtown Neighborhood Area in between.



Years later, Kenneth Balcomb, who grew up on 14<sup>th</sup> Street at the end turn of the century, remembered “the palatial Mariano Otero house” and its large barn on the north side of Roma Avenue between 13<sup>th</sup> and 14<sup>th</sup> Streets. “Mr. Otero seemed always to be dressed in a black coat, pin-striped trousers, and plug hat. When he and his lady would emerge from the great front door to go riding, the footman would place a stool to assist their stepping into the carriage.” Balcomb also recalled a barbed wire fence along the edge of Keleher Avenue as it stretched north from Tijeras Avenue to Mountain Road: “Across the fence was a weed- and brush-covered field extending to the west as far as a child’s eye could see. Cattle ran loose in the fields and were rounded up and branded when necessary - a miniature affair, no doubt, but a Wild West adventure to a child.”



1898 Abstract company map

### **Most Fashionable Place to Build, 1900-1925**

By the turn of the century, with Huning Highland nearly filled with houses, the Downtown Neighborhood Area emerged as the city's most fashionable neighborhood. Augmenting the many available lots in the existing Original Town Site and Perea Additions, M. P. Stamm, Harriet Ackerman, and Solomon Luna each subdivided an old long lot field with new house lots on either side of Eighth Street and Forrester Street north of New York (now Lomas), and Luna Boulevard to the south, respectively. The City's Fourth Ward (Central Avenue to Mountain Road, railroad tracks to 14<sup>th</sup> Street) boomed from under 200 houses in 1900 to 615 houses a decade later. South of New York Avenue, fine Classical, Four-square, Colonial Revival, and Prairie style mansions, intermixed with one-story and story-and-a-half bungalows, were home to the families of merchants, attorneys, and businessmen (an area now recognized as the Fourth Ward Historic District). Their names - Bond, Simms, Rodey, Chavez, McCanna, and Otero - long figured prominently in City and State business and politics. North of New York, nearer the large sawmill, modest four-square cottages and bungalows housed working class families (now the Eighth and Forrester District). At the western edge of the Downtown Neighborhood Area, near the old acequia madre, Delores Otero Berg sold lots to Hispanic families who erected vernacular adobe homes (La Orilla de la Acequia district).

Soon after the turn of the century, the construction of the Alvarado Hotel by the depot, and of several tuberculosis sanitariums to the east of the railroad augmented existing employment in the locomotive shops and lumber mill. The horse-drawn trolley on Central Avenue was replaced with electric streetcars in 1904, and a new line developed north on Fourth Street, then west on New York (Lomas), and north again at 12<sup>th</sup> Street to the sawmill. Small shops and neighborhood groceries gravitated to street corners along these streetcar routes, and along historic Mountain and Tijeras Roads. Located primarily up at the sidewalk's edge, many held homes for the merchant family at the rear, or, in a few cases, in second floor apartments.

The State designated Fourth Street as New Mexico Route 1 in 1915, which subsequently became the first alignment of U.S. Routes 66 and 85 in 1926. The western edge of downtown developed as a car sales and repair district, especially along Central and Copper. With booming auto ownership in 1920s, residential development began to shift east toward the University of New Mexico, and the streetcar system was converted to buses in 1924. In 1926, the newly-formed Middle Rio Grande Conservancy announced plans for a system of dams, irrigations canals, drains, and levees, that soon protected the Downtown Neighborhood Area from the threat of spring flooding.

### **Infill and Rise of the Auto, 1925-1950**

The opening of the Country Club Addition south of Central in 1929 ended the Downtown Neighborhood Area's quarter-century run as the most fashionable neighborhood in the City. Here and there in the Downtown Neighborhood Area, some entrepreneurs constructed Southwestern-style courtyard apartments on vacant lots, while others subdivided the few remaining undeveloped tracts.

Houses stood back twenty feet on average from the north-south streets, and typically a little less on the east-west side streets. The planting of street trees amid grass lawns, begun in the 1880s, became even more uniform when Mayor Clyde Tingley made free Siberian elms available from the City nursery starting about 1930. Anna Gotshall's 1923 Manzano Court Addition developed into a distinctive one-block, residential cul-de-sac (now on the National Register). The construction of a Central Avenue bridge over the Rio Grande in 1931, and a railroad underpass at Central in 1936, along with its designation as the new alignment of Route 66 the following year, fostered the development of service stations and motor courts along the southern edge of the Downtown Neighborhood Area, and the emergence of Old Town as a tourist destination.

Various New Deal programs aimed at recovery from the Great Depression - known generically as the Works Progress Administration - put men to work on these highway improvements, and the construction of sewers, paved roads, curbs and sidewalks in the Downtown Neighborhood Area. Another New Deal agency, the Federal Housing Administration, established in 1934, began offering home loan guarantees which allowed developers to erect homogeneous tracts of houses, in contrast to the earlier practice of small individual builders gradually filling in individual lots. I. E. Chacon platted a four block area at the northwest section of the Downtown Neighborhood Area in 1939, the last remaining former fields. Two years later, Chacon turned the subdivision over to builder Leon Watson. Working into the late 1940s, Watson erected the distinctive enclave of Spanish Pueblo Revival adobes known as the Watson Addition (now a historic district). The annexation of Old Town to the City of Albuquerque in 1949 brought the western edge of the Downtown Neighborhood Area into the City.

### **Decline Amid Suburbanization, 1950-1970**

After World War II, the rapid growth of UNM, the new Kirtland Air Force Base (founded in 1940), and the Sandia National Laboratories (1945) all added jobs to the economy and pulled new development toward the East Mesa. The construction of Interstates 40 and 25 in the late 1950s and early 1960s took through traffic off of Central Avenue and Fourth Street, while the construction of Winrock Mall in 1962 further undercut neighborhood and Downtown businesses. The widening of Lomas Boulevard in the early 1960s to carry more cross-town traffic took out a row of houses and businesses along the north side of the road. The creation of this wide arterial and new businesses set back behind parking lots would cut the area in two, and would be the single most negative impact to the historic pedestrian character of the neighborhood. With little new construction in the area, and attention shifted to newly fashionable suburbs at the expanding eastern edge of town, formerly owner-occupied homes in the Downtown Neighborhood Area began to be converted into rentals. "Many of the old families continued to live in the neighborhood, however," wrote historian Susan Dewitt in 1979, "and while property values sank, it never got the reputation for crime and bleak conditions which plagued other inner-city districts."



The 1970 U.S. Census provides a snapshot of the Downtown Neighborhood Area:

**Table 2.1: Downtown Neighborhood Area and Albuquerque, 1970**

Population	DNA	Albuquerque
Spanish	70%	35%
Anglo	22	60
Indian	5	2
Black	2	2
Other	2	2

	DNA	Albuquerque
Families below poverty level	26%	12%
With no car	32	10
Walk to work	17	4
Renter occupied units	53	34

**Neighborhood Revitalization, 1970 to the Present**

The founding of the Downtown Neighborhood Association in 1974, one of the first in the city, brought together long-time families and young people moving into the center city. The City’s Downtown Neighborhood Area Plan of 1976 sought “the renewal of the area and improvement of the living conditions of low- and moderate-income families,” including, “upgrading the housing, public facilities and public services in the area while changing the zoning to maintain the historic development patterns of the area and allow some high density residential uses along the eastern boundary.” The call for the “acquisition and development of a small neighborhood park to serve the central part of the area,” lead directly to the construction of Mary Fox Park in 1979. The Plan emphasized historic preservation, calling for the “conservation of a historically important neighborhood and preservation of select buildings which had historical and cultural significance.”

Not surprisingly given this statement and the grassroots preservation of houses already afoot in the area, the Downtown Neighborhood Area was an early focus of the Albuquerque Historic Landmarks Survey. The Watson Addition and La Orilla de la Acequia were both recognized as State Historic Districts in 1979. Both the Eighth and Forrester and the Fourth Ward areas were recognized as State and National Historic Districts in 1980. A decade later they became subject to historic design review when they were designated City Historic Overlay Zones. Many in these districts have used the State Preservation Tax Credit to improve their houses, while the preservation and refurbishing of historic buildings has been widespread across the entire area. This broad-based commitment to preservation, the extensive historic building stock, and largely intact neighborhoods have been the bedrock of neighborhood revitalization over the past generation.



## SECTION 3: ASSET INVENTORY

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## A. Community Profile

This section is intended to provide an understanding of the population characteristics and trends of the Sector Development Plan area. The Downtown Neighborhood Area contains less than 1% of the total population of the City of Albuquerque, yet statistical comparisons between the Downtown Neighborhood Area and the city are necessary in order to acknowledge the unique trends emerging within the study area. The data presented in this section was obtained from Nielsen Claritas, Inc., which is the industry-leading market research company that provides one-year estimates and five-year projections of demographic data, for any level of geography, based on the U.S. Census Bureau.

### Population

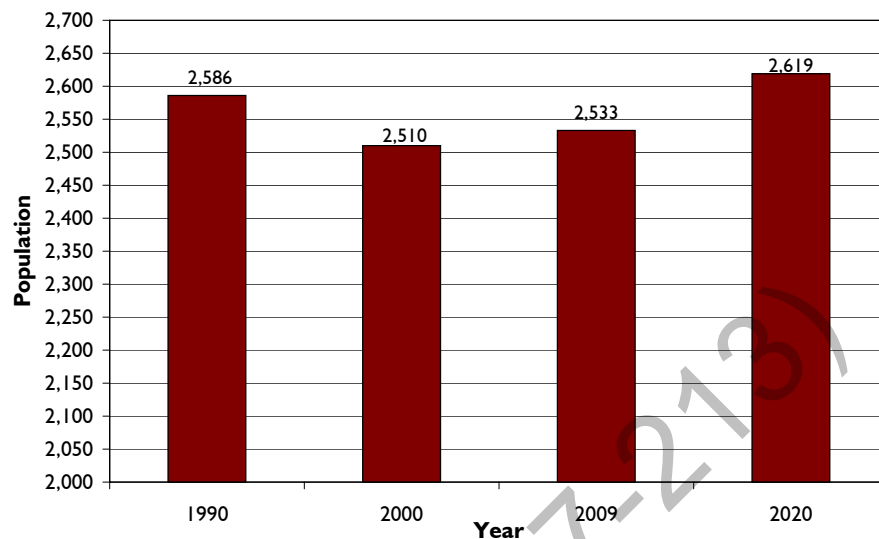
Table 3.1 provides a comparison of the total population of the City of Albuquerque and the Downtown Neighborhood Area. The population of the Downtown Neighborhood Area declined by nearly 3% between 1990 and 2000, while the city experienced a growth of 15%. From 2000 to the current 2009 estimate, the population of the Downtown Neighborhood Area has increased by 1%. The projected population of the Downtown Neighborhood Area in 2020 is 2,619 people, a 3.4% change from 2009. This projection is consistent with the current housing stock of the area, which is mostly comprised of single-family dwelling units, thereby leaving a very low probability for a large influx of population. Figure 3.1 (next page) illustrates the population change of the Downtown Neighborhood Area from 1990 to 2020. The 2020 population projections were calculated by taking the 2014 projections presented by Nielsen Claritas, Inc. and assuming a constant rate of growth to 2020.

**Table 3.1: Population Comparison**

	1990	2000	2009	2020
City of Albuquerque	388,385	448,607	520,244	612,681
Percent Change		+15.15%	+15.96%	+17.80%
Downtown Neighborhood Area	2,586	2,510	2,533	2,619
Percent Change		-2.94%	+0.92%	+3.40%

Source: Nielsen Claritas Inc., based on the US Census Bureau

**Figure 3.1: Downtown Neighborhood Area Population**



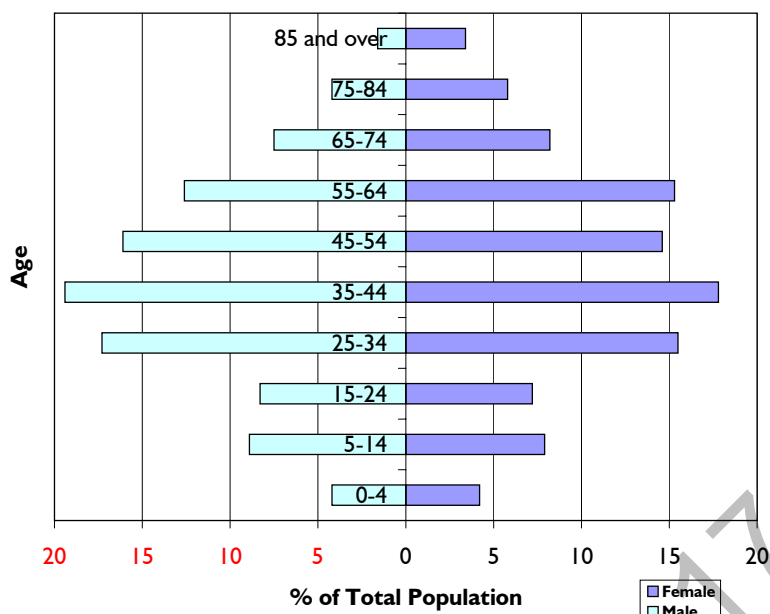
*Source: Nielsen Claritas Inc., based on the US Census Bureau*

### **Age by Sex Breakdown**

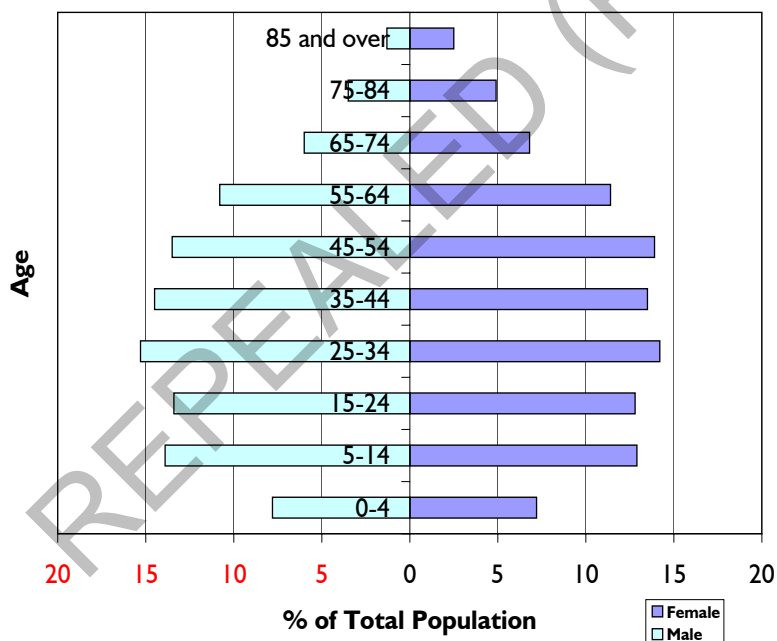
The estimated 2009 age by sex breakdown of the Downtown Neighborhood Area is shown in Figure 3.2. The population is balanced in terms of sex, 51% male and 49% female. There are more females over the age of 65 than males, 56% versus 44%. The majority of the population, 64%, consists of individuals between the ages of 25 to 64 (52% male and 48% female). This age cohort is usually considered as the working cohort, being older than traditional students and younger than those who are retired. In 2000, the Downtown Neighborhood Area's population had a larger percentage of people in the 15-24 age cohort, which is the cohort of high school and traditional college students. No other cohort displayed as much of a change from 2000 to 2009, which was an approximately -5% change. This age group is known for moving, typically out of their guardian's home, which is why the 25-34 age group did not experience a similar rise in population during the same time period.

Figures 3.2 and 3.3 display the estimated 2009 age by sex breakdown for the Downtown Neighborhood Area and the city of Albuquerque, respectively. It is clear from this comparison that the city has a more balanced age distribution than the Downtown Neighborhood Area. The Downtown Neighborhood Area has 20% of its population between the ages of 0-24. This is a significantly smaller percentage than the city, which has 34% of its population in this cohort. The Downtown Neighborhood Area has a slightly larger percentage within the 25-64 age range, 64% versus 54%.

**Figure 3.2: Downtown Neighborhood Area, Age by Sex, 2009**



**Figure 3.3: City of Albuquerque, Age by Sex, 2009**

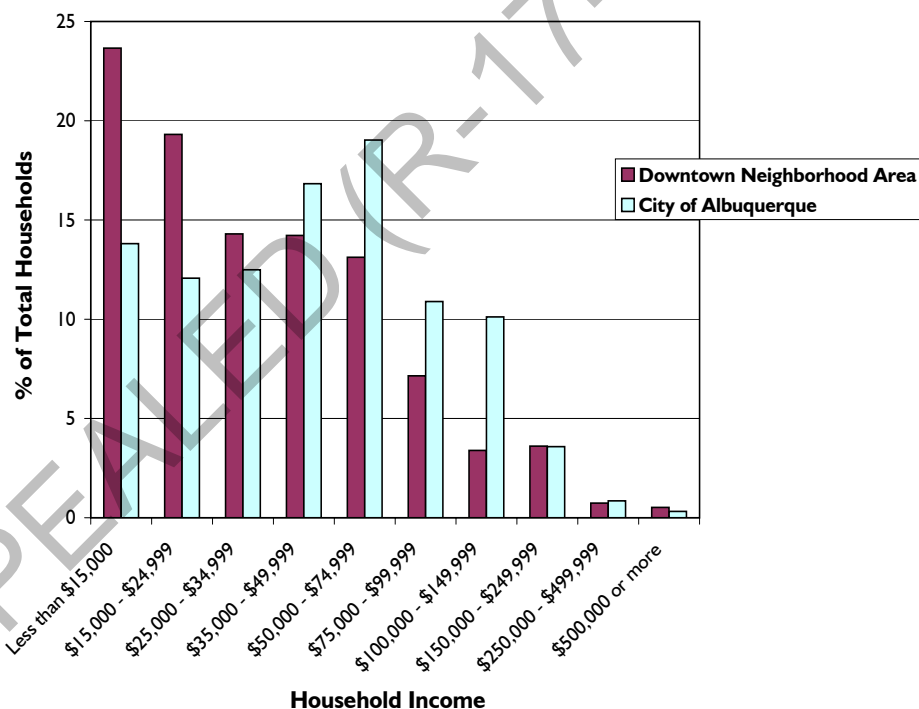


Source: Nielsen Claritas Inc., based on the US Census Bureau

### Household Income

Figure 3.4 provides a comparison of the 2009 estimated household incomes for the Downtown Neighborhood Area and the City of Albuquerque. The Downtown Neighborhood Area has a significantly higher concentration of annual household incomes below \$34,999, 57% compared to the City's 38%. The percentages of households earning less than \$24,999 have decreased since Census 2000 from 51% to 43%. However, there is still a significantly higher percentage of these households in the Downtown Neighborhood Area than in the City of Albuquerque, 43% versus 26%. These numbers are in accord with the amount of renter occupied housing units contained within the study area. The 2009 estimated percentage of renter occupied housing units for the Downtown Neighborhood Area is 59%, whereas the City of Albuquerque is estimated at 38%. It is safe to assume there is a correlation between the lower incomes and the lower amount of owner-occupied housing units.

**Figure 3.4: Household Income, 2009**



Source: Nielsen Claritas Inc., based on the US Census Bureau

### Educational Attainment

Table 3.2 provides a comparison of the educational attainment of individuals over the age of 25 in the Downtown Neighborhood Area and the city of Albuquerque in 2000 and 2009. The Downtown Neighborhood Area contains a 6% higher concentration of people with a less than 9th grade education, 11% versus 5% for the City. The Downtown Neighborhood Area contains an 8% lower concentration of individuals with some college education than the City, 16% versus 24%. These numbers coincide with the lower household income levels and

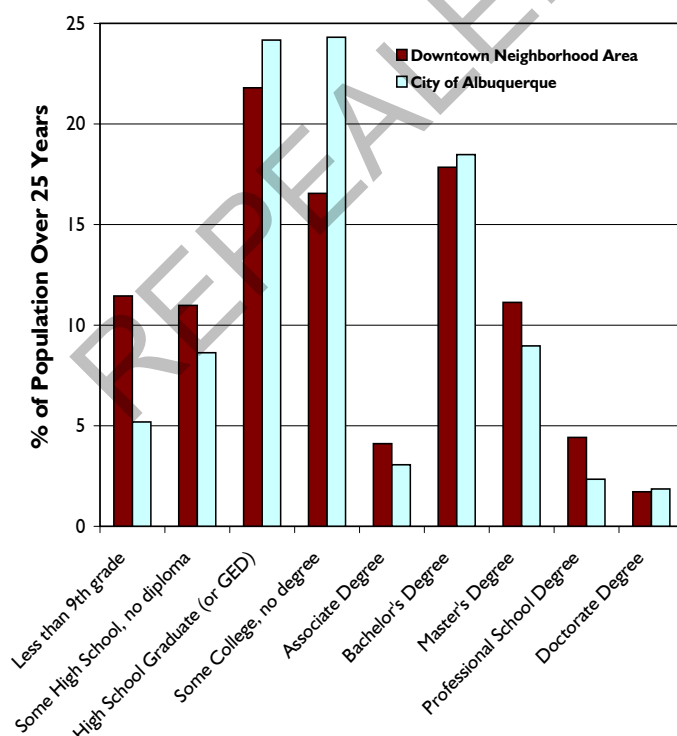
higher concentration of renter-occupied housing units discussed previously. As Table 3.2 indicates, there is not a significant change in these numbers from Census 2000 to the current 2009 estimate. Figure 3.5 shows a comparison of the 2009 estimated educational attainment for the population over 25 years for the Downtown Neighborhood Area and the City of Albuquerque. It is estimated that 17% of the Downtown Neighborhood Area has a Master's, Professional School, or Doctorate Degree, compared to 13% for the City.

**Table 3.2: Educational Attainment for Population Over 25 Years of Age**

	2000		2009	
	ABQ	DNA	ABQ	DNA
Less than 9th grade	5.38%	11.22%	5.19%	11.34%
Some High School, no diploma	8.70%	10.87%	8.63%	10.90%
High School Graduate (or GED)	24.09%	21.89%	24.17%	21.94%
Some College, no degree	24.19%	16.53%	24.31%	16.49%
Associate Degree	5.86%	4.15%	6.06%	4.16%
Bachelor's Degree	18.38%	17.95%	18.48%	17.93%
Master's Degree	9.13%	11.22%	8.97%	11.24%
Professional School Degree	2.36%	4.45%	2.34%	4.36%
Doctorate Degree	1.91%	1.72%	1.86%	1.63%

Source: Nielsen Claritas Inc., based on the US Census Bureau

**Figure 3.5: Educational Attainment for Population over 25 Years, 2009**



Source: Nielsen Claritas Inc., based on the US Census Bureau



### Population by Race and Ethnicity

Overall, the racial breakdown of the Downtown Neighborhood Area's population does not significantly differ from the City of Albuquerque. Table 3.3 shows the percent of population by race for 2000 and 2009. The population of White Alone is the highest for both areas by a large margin, 73% for the Downtown Neighborhood Area and 68% for the City of Albuquerque.

**Table 3.3: Percent of Population by Race**

	2000		2009	
	ABQ	DNA	ABQ	DNA
White Alone	71.59%	71.06%	67.95%	72.60%
Black or African American Alone	3.09%	2.51%	3.61%	2.53%
American Indian and Alaska Native Alone	3.89%	4.90%	4.62%	5.65%
Asian Alone	2.24%	0.96%	2.39%	1.11%
Native Hawaiian and Other Pacific Islander Alone	0.10%	0.08%	0.13%	0.16%
Some Other Race Alone	14.78%	15.74%	16.39%	12.95%
Two or More Races	4.31%	4.74%	4.90%	5.01%

Source: Nielsen Claritas Inc., based on the US Census Bureau

Table 3.4 depicts the percent of population by ethnicity for the Downtown Neighborhood Area and the City of Albuquerque. In 2000, the Downtown Neighborhood Area contained a 8% higher concentration of Hispanics or Latinos with 48% versus 40% for the City, but this percentage was estimated to have dropped in 2009 to 45% while the City of Albuquerque's population of Hispanics or Latinos rose from 40% to 44%. The Downtown Neighborhood Area has a slightly more balanced distribution of these two ethnicity groups than the City.

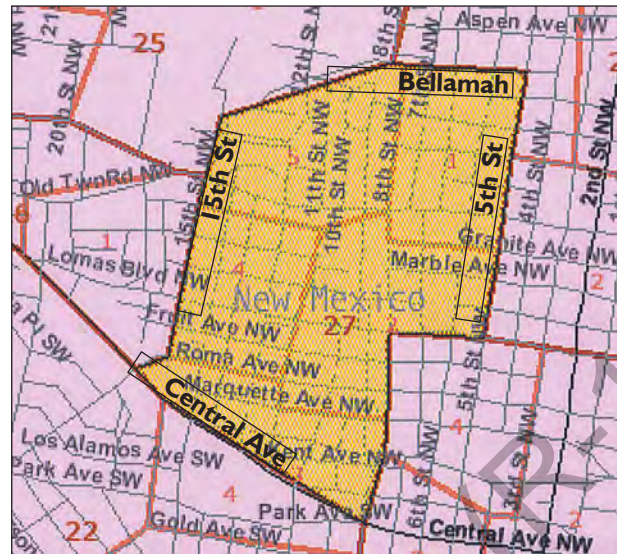
**Table 3.4: Percent of Population by Ethnicity**

	2000		2009	
	ABQ	DNA	ABQ	DNA
Hispanic or Latino	39.92%	48.49%	44.19%	45.24%
Not Hispanic or Latino	60.08%	51.51%	55.81%	54.76%

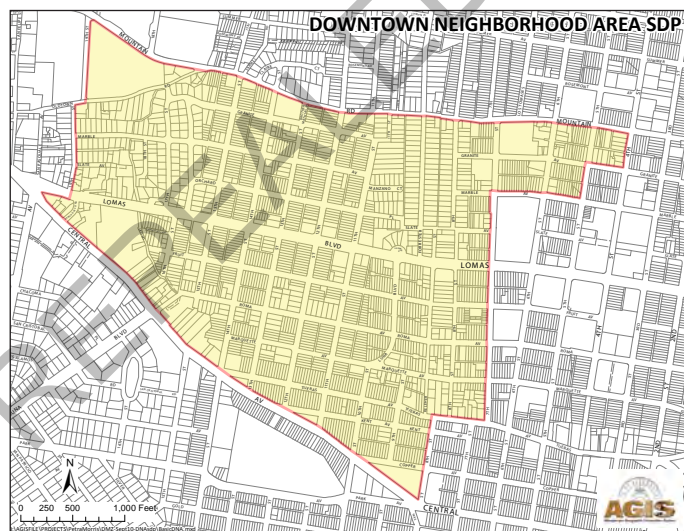
Source: Nielsen Claritas Inc., based on the US Census Bureau

### Historical Population

The 1976 Downtown Neighborhood Area Sector Development Plan used Census Tract 27 for demographic information. However, since the tract boundaries have changed over time, (see maps below), it was not used in the previous sections. Regardless, it is important to know how this area has changed over time and how it compares geographically to the Plan area.



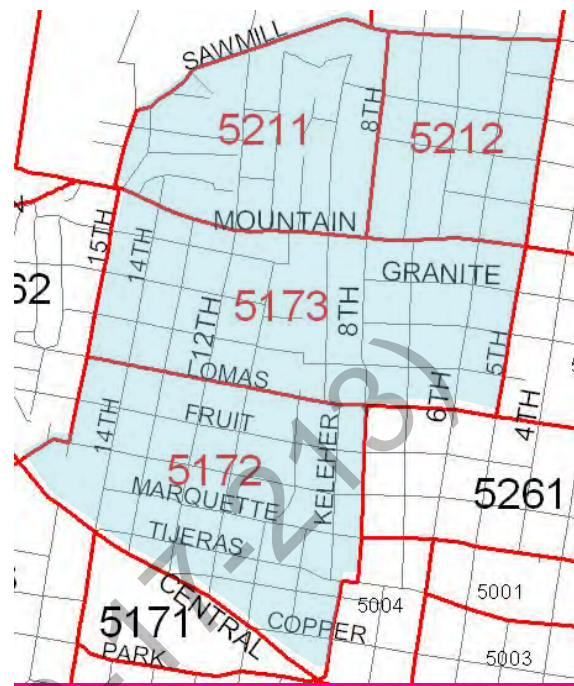
Census Tract 27



Downtown Neighborhood Area

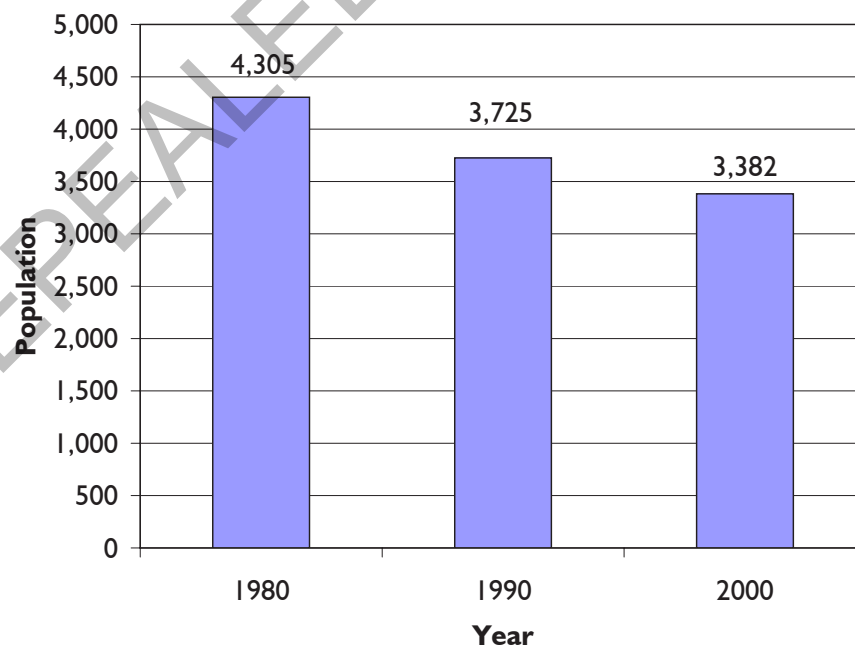
The data in Figure 3.6 (see next page) was obtained from the US Census Bureau and the Mid-Region Council of Governments (MRCOG). For 1980 and 1990, the Census Tract 27 boundaries were the same as the 1970 Census. Since this area experienced a decline in population, the 2000 Census Tract 27

boundaries were extended, and in order to ensure that the same geographic area was compared, Data Analysis Sub-Zone (DASZ) data was used. Figure 3.6 illustrates the decline in population that Census Tract 27 has experienced. The 1975 population estimate presented in the 1976 Downtown Neighborhood Area Sector Development Plan was 4,153 people. The Census Tract population increased to 4,305 people in 1980, an approximately 4% increase, before it began to decline.



Data Analysis Sub-Zones

**Figure 3.6: Census Tract 27- Historical Population**

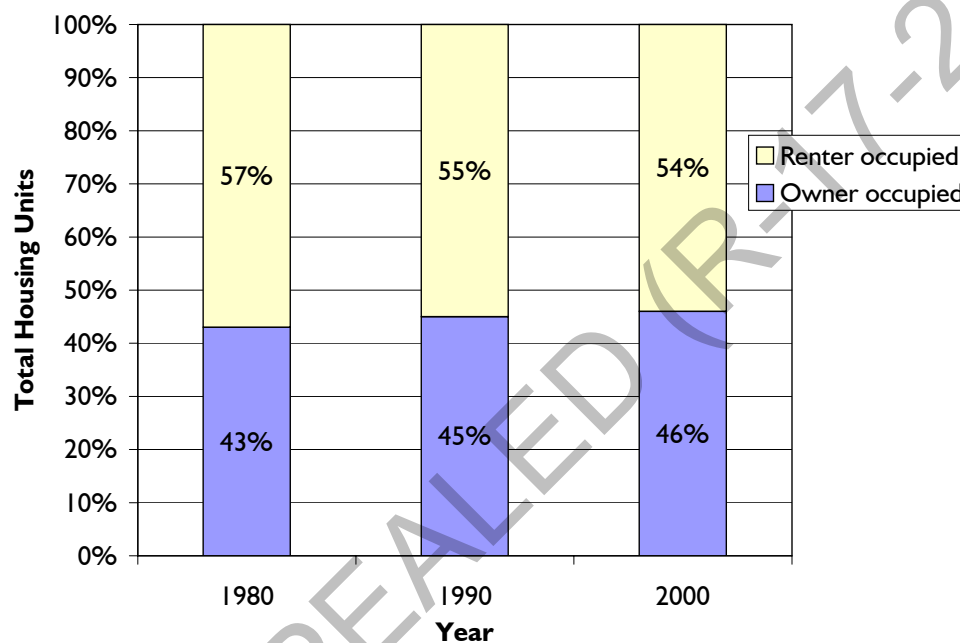


Source: US Census Bureau and Mid-Region Council of Governments

### Historical Housing Tenure

In 1975, it was estimated by MRCOG that the number of renter-occupied housing units was 53% within Census Tract 27. Figure 3.7 shows the breakdown between renter-occupied and owner-occupied housing units for 1980-2000. The number of renter-occupied housing units for Census Tract 27 increased to 57% in 1980, but then experienced marginal decreases in 1990 and 2000. It should be noted that the Downtown Neighborhood Area contains a larger concentration of renter-occupied housing units than the area of the historic Census Tract 27. According to Nielsen Claritas, Inc., the renter-occupied housing units in 2000 for the Downtown Neighborhood Area specifically was 59% and has remained the same for the 2009 estimate.

**Figure 3.7: Census Tract 27 - Historical Tenure 1980-2000**



Source: US Census Bureau and Mid-Region Council of Governments

### Age of Housing Units

The Downtown Neighborhood Area is one of the oldest residential areas in the City of Albuquerque. The majority of the housing units in this area, 51%, are estimated to have been built prior to 1940. There are five historic districts in the Downtown Neighborhood Area: Watson Addition, Orilla de La Acequia, Fourth Ward, Manzano Court, and Eighth and Forrester.

## B. COMMUNITY PERSPECTIVE

A series of walking tours of the Downtown Neighborhood Area was conducted by the consultants with the Sector Development Plan Steering Committee in October, 2009. The walking tours were held during the information gathering stage of the Sector Development Plan update. The key observations gained during the walking tours and provided in this section were instrumental in setting the parameters for what would be contained in the update.

### General

1. There are a tremendous variety of subareas within the Plan area – each with their own set of character-defining elements, including architectural styles and history, size and massing of buildings, land use, street trees and other landscaping, pedestrian accessibility, and overall condition of buildings and public infrastructure.

2. Most private property within the Plan area is in very good condition, with some exceptions. Areas of concern are located in the southern portion of the Plan area – rundown motels and properties along Central and Tijeras Avenues; in the eastern portion of the Plan area – non-conforming parking lots, buildings in need of rehabilitation adjacent to and along Fourth Street.



Non-conforming commercial parking lot along Fourth Street

3. Public infrastructure issues are present throughout the Plan area. Many sidewalks are in poor condition, missing, or ADA non-compliant.



Distressed property along Mountain Road, west of 12th Street

4. Land use is primarily residential in varying densities, with commercial and office use concentrated along Fourth Street (Plan area's eastern boundary) and Central Avenue (Plan area's southern boundary) and to a lesser degree, along Mountain Road (Plan area's northern boundary) and Lomas Boulevard.



5. There are numerous opportunity sites and buildings that could be used for redevelopment purposes, either by the public or private sectors. These sites are identified in the detailed tour notes (Appendix E).



Opportunity site at 10th Street and Central Avenue

6. Mountain Road has undergone a positive transformation with new development and rehabilitation of existing buildings. There is a good mix of neighborhood commercial and residential land uses along Mountain Road, particularly east of 12<sup>th</sup> Street. Some of these small businesses are struggling and some have gone out of business. Opportunity for redevelopment exists west of 12<sup>th</sup> Street, which has been identified in the tour notes.

7. Much of the properties zoned for townhomes, primarily north of Lomas Boulevard, have not been utilized as such. Some of the townhome development has been designed well and fits within the neighborhood, while some projects do not fit from a height, massing, and garage orientation standpoint.



Townhomes along 11th Street with no area left for landscaping in the front setback

8. Many of the properties zoned for RC (residential / commercial) and MRO (mixed residential office) have office uses that do not appear to be in compliance with the Zoning Code, which requires a 50/50 split between the two land uses (100% residential is permitted, but non-residential can be no more than 50%). These are primarily located along Lomas Boulevard and in the eastern portion of the Plan area, north of Lomas Boulevard.
9. There is a disconnect between the existing land use, predominantly single family homes in the historic districts, and the zoning. This is of special concern in those districts that are not regulated by the City's Landmarks and Urban Conservation Commission because it could be seen as an economic incentive to demolish existing structures and rebuild at higher densities. In the historic districts regulated by the LUCC, the LUCC

historic design guidelines for the district are different from the zoning regulations.

10. There is a significant concern regarding the increase of bail bond offices within the Plan area and their apparent lack of compliance with the Zoning Code. These businesses are open 24 hours a day and are a permissive use in the O-1 zone. The Sector Development Plan should specifically address bail bond offices and restrict their locations within the Plan area.



11. There is a need for more convenient and appropriately located commercial uses that serve the neighborhood. Neighbors want services carefully sited and designed so they do not detract from the overall residential character of the Plan area. The scale of these neighborhood commercial uses is an important element.
12. Office uses are seen as an intrusion into the neighborhood, particularly south of Lomas Boulevard. The Sector Development Plan should look at limiting the amount of additional office use that can be built in the Plan area. It was noted that some of the larger, historic homes would be difficult to maintain as single family homes.

### Transportation Issues

1. Lomas Boulevard is the major east-west corridor through the Plan area. It is designated a principal arterial by the Current Roadway Classification System by the Mid-Region Council of Governments (MRCOG). Lomas Boulevard appears to have excess right-of-way, and consideration should be given to the implementation of traffic 'calming' techniques, such as curb extensions (bulb-outs) and lane narrowing in order to ease north-south pedestrian flow across the roadway. Pedestrian amenities, such as benches and street trees, are lacking or inconsistent along Lomas Boulevard.
2. Central Avenue has been the subject of several studies looking at streetscape, cross sections, land uses, etc. There is an on-going study that is being coordinated by the City Council (*West Central Avenue Corridor Concept Plan*). Councilor Isaac Benton and the Reynolds Addition and Huning Castle Neighborhood Associations have been

working on specific improvements that will narrow Central Avenue, create bike lanes, and expand sidewalks. The Sector Development Plan should review these studies and include the relevant information as a part of the Sector Development Plan update process (see Appendix C.)

3. Pedestrian accessibility is a challenge in many parts of the Plan area. There are numerous streets with missing sidewalk sections, deteriorated sidewalks, or very narrow sidewalks. Many intersections are missing one or more ADA-compliant curb ramps. Some curb ramps are significantly offset from the intersection.
4. Many sidewalk sections without parkway strips have Americans with Disabilities Act-deficient driveway cut designs.
5. The intersection of 12th and Mountain has functional issues. Mountain Road has a left turn lane east of Seventh Street within a 32 foot face-to-face (curb-to-curb) roadway section. Can this be applied to 12<sup>th</sup> Street which is 31 feet face-to-face?
6. Maintenance of alleys is a concern within the Plan area. Most of the alleys are not maintained well, and some have become a nuisance to the neighborhood, attracting homeless people and trash accumulation.

#### **Street Trees**

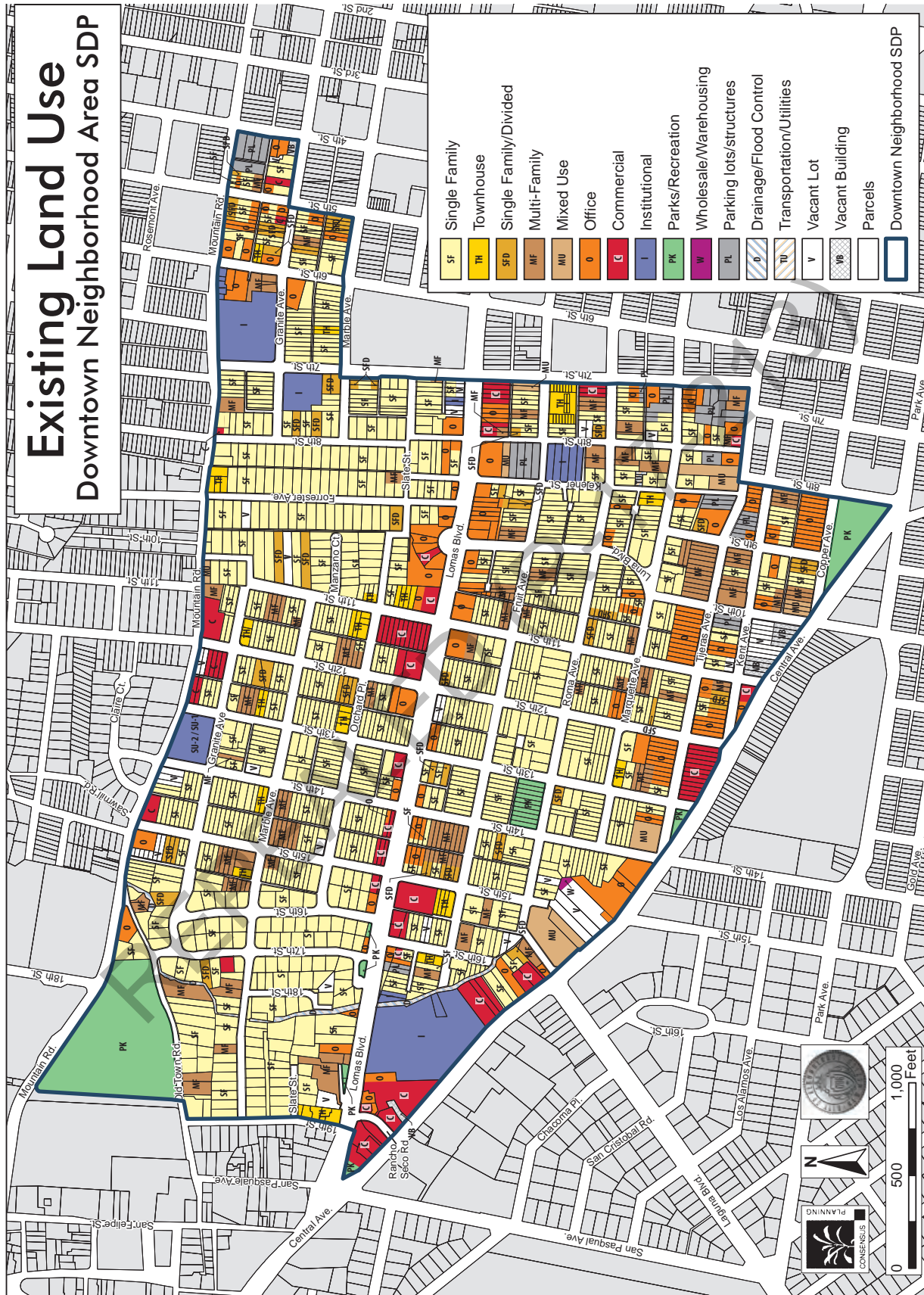
1. While there are some streets that contain street trees, there are many streets that are missing a street tree canopy that is a character-defining element for many parts of the Plan area. Sometimes one side of the street has trees and not the other side, and in many instances, there are no street trees at all. Specific streets that are lacking street trees are called out in the tour notes.
2. Street trees are buckling sidewalks in some areas. A recommendation would be to identify appropriate species and planting techniques for this planting condition between the curb and sidewalk in the Sector Development Plan.



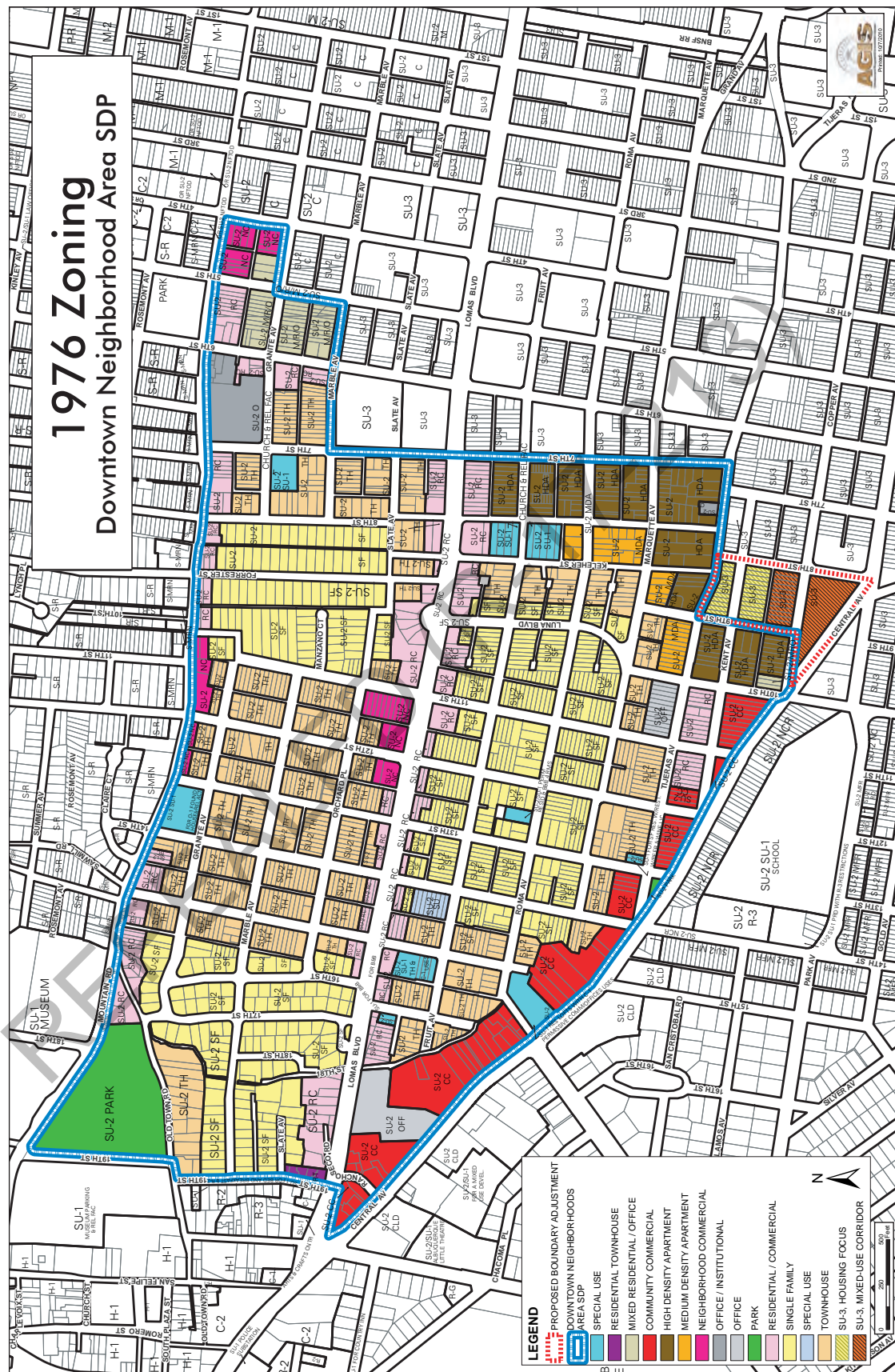
### **C. EXISTING LAND USE and ZONING**

The Downtown Neighborhood Area is primarily composed of single-family detached residential development, and to a much lesser degree, townhomes and multi-family residential, neighborhood commercial uses, and offices (see page 31, Existing Land Use). As previously noted, however, the existing land uses bear little relationship to the existing zoning. Key observations regarding existing land use are as follows:

- The non-residential uses are primarily located along the major roadways at the perimeter of the Downtown Neighborhood Area:
  - ◆ Central Avenue has a mix of office, hotel, and school uses;
  - ◆ Mountain Road has a mix of single family residential and townhome, neighborhood commercial, school, and institutional uses;
  - ◆ Lomas Boulevard has a mix of office, residential, and some neighborhood commercial uses; and
  - ◆ Fifth and Sixth Streets have a mix of residential, office (including bail bond offices), and commercial uses.
- The area around the federal, county, and metropolitan courthouses has a higher concentration of attorney and bail bond offices.
- There are many instances of single-family homes that have been converted to multi-family uses throughout the Downtown Neighborhood Area.
- There are three City parks in the current Downtown Neighborhood Area - Tiguex Park, an 8.42-acre community park located south along Mountain Road and east of 19<sup>th</sup> Street and Old Town; Mary Fox Park, a .82-acre neighborhood park located at 13<sup>th</sup> Street and Roma Avenue; and Soldiers & Sailors Park, a .15-acre neighborhood park at Tijeras Avenue/Central Avenue intersection. A fourth park, the City's oldest, is Robinson Park at Central Avenue and Eighth Street. This Plan recommends inclusion of this 1.6-acre community park in the Plan area boundary.
- Due to the prevalence of narrow residential lots (25 feet in width) many property owners own more than one lot. In many instances, buildings run perpendicular to the lot lines.
- There are numerous distressed properties located along Central Avenue, and to a lesser degree, along Mountain Road, and Fourth, Fifth, and Sixth Streets. These sites and structures are opportunities for adaptive reuse or redevelopment.
- While there is a large amount of townhouse zoning, there are very few townhouses within the neighborhood developed for that specific use. Existing townhouses are relatively new and in small groups of a few units each.







- There are only a few buildings within the Downtown Neighborhood Area that are over two stories in height. This is true even within the SU-2/HDA zoned area, which allows building heights equal to the heights allowed in the Downtown 2010 Sector Development Plan.

#### **D. CURRENT SECTOR DEVELOPMENT PLAN**

The current Downtown Neighborhood Area Sector Development Plan was adopted by the City Council in October, 1976. At the time of adoption, the Plan area had been designated a blighted area, and, as such, the Plan contained a community development plan that was created under the provisions of the Community Development Law of the State of New Mexico. The purpose was to guide redevelopment, eliminate blight, and preserve the historical development pattern and select buildings which had historical and cultural significance within the Downtown Neighborhood Area.

The 1976 Sector Development Plan contained data on population and housing conditions. It also included a land use plan and established zoning within the DNA. Thirteen land uses were established, which corresponded to specific zones in the City Comprehensive Zoning Code, including:

- SF Single Family (*corresponds to the R-1 zone with exceptions*)
- TH Townhouse (*corresponds to the R-T zone with exceptions*)
- MRO Mixed Residential/Office (*corresponds to the R-T zone with exceptions*)
- LDA Low Density Apartment (*corresponds to the R-2 zone with exceptions*)
- MDA Medium Density Apartment (*corresponds to the R-3 zone with exceptions*)
- HDA High Density Apartment (*corresponds to the R-4 zone with exceptions*)
- RC Residential/Commercial (*corresponds to the RC zone with exceptions*)
- O-1 Office/Institutional (*corresponds to the O-1 zone*)
- C-1 Neighborhood Commercial (*corresponds to the C-1 zone*)
- C-2 Community Commercial (*corresponds to the C-2 zone*)
- SU Special Use (*corresponds to the SU-1 zone*)
- P Parking (*corresponds to the P Parking Zone*)
- RP Reserve Parking (*corresponds to the P-R zone*)
- Park (*no zone called out*)

Most of the Plan area was rezoned from office to residential use, with substantial areas designated for medium- to high-density development. Mixed-use zones were designated along Mountain Road and Lomas Boulevard, and commercial use was designated along Central Avenue. Non-conforming uses were given a period of 48 years to convert to conforming uses, which would be 2024 (14 years from this 2010 update to the Sector Development Plan).

Although the 1976 Sector Development Plan referenced existing zoning categories within the City Comprehensive Zoning Code, it customized the development standards through exceptions. The Sector Development Plan allowed for a decrease in the amount of off-street parking required for residential development

and based the number of parking spaces per unit instead of the typical Zoning Code requirement, which bases the amount of parking on the number of baths. The Sector Development Plan decreased the amount of usable open space required in the RC zone from 750 square feet to 500 square feet per dwelling unit. The minimum lot area was decreased for RT zoned property from 2,200 square feet to 2,000 square feet per dwelling unit. The Sector Development Plan made 100% office use conditional for properties in the RC zone along Lomas Boulevard as long as certain criteria were met. Properties zoned C-2 were prohibited from having package liquor sales, vehicle sales, rental, and indoor or outdoor storage.

An amendment to the Downtown Neighborhood Area Sector Development Plan was adopted by the City Council in March, 1999. The purpose of the amendment was to protect the neighborhood from the intrusion of commercial surface parking lots. Three of the zones in the Sector Development Plan were impacted by the amendment, which prohibited commercial parking lots: the SU-2/HDA (High Density Apartment) zone, the SU-2/RC (Residential/Commercial) zone, and the SU-2/MRO (Mixed Residential/Office) zone. The amendment allowed the continuation of existing parking lots, but required that parking lot owners submit a site development plan to include landscaping to the City Zoning Hearing Examiner and landscape improvements be installed within 60 days of approval. It appears that this requirement has not been met by all commercial parking lot owners, which continues to be an area of concern for residents.

### **Plan Area Boundary**

The Downtown Neighborhood Area is adjacent to several other sector development plans, including the Sawmill/Wells Park Sector Development Plan (1996) to the north, the Downtown 2010 Sector Development Plan (2000) to the east, and the Huning Castle & Raynolds Addition Neighborhood Sector Development Plan (1981) to the south. The boundary of the Downtown Neighborhood Area has remained the same since adoption in 1976, with the exception of an adjustment to the eastern boundary at the time of adoption of the Downtown 2010 Plan. The current eastern boundary mostly follows Seventh Street until it gets to Tijeras Avenue, where it takes a jog to the west to Ninth Street. The boundary thereby excludes Robinson Park, and, as such, puts the park within the Downtown 2010 Plan area. The boundary also excludes some single-family homes, one-story apartments, and some converted office buildings. In addition, the eastern boundary does not follow the boundary of the Fourth Ward Historic Overlay Zone and places a small part of the HOZ HO Zone outside of the Downtown Neighborhood Area Sector Development Plan.

### **Changed Neighborhood Conditions**

As previously noted, the primary intent of the 1976 Sector Development Plan was to address the blighting issues within the neighborhood and provide incentives for redevelopment. Zoning districts contained in the Sector Development Plan were specifically crafted to encourage redevelopment and increase the affordable housing stock. In large part, the blighting condition that was present in the neighborhood no longer exists. Broad-scale redevelopment never occurred

in the neighborhood; instead, property owners have more commonly rehabilitated their buildings. The zoning districts were never utilized to their intended or fullest potential and, as a result, there is a significant disconnect between existing zoning and existing land use in the Downtown Neighborhood Area. The existing zoning for many portions of the Downtown Neighborhood Area are contrary to the goals and objectives of the neighborhood.

City Resolution 270-1980 provides the criteria for changes to the City's official zone map. The cornerstone criterion is a demonstration that the existing zoning is inappropriate because (1) there was an error when the existing zone map pattern was created; or (2) changed neighborhood or community conditions justify the change; or (3) a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City Master Plan, even though (1) or (2) above do not apply.

The following conflicts exist in the current zoning:

HDA Zone - This zoning district corresponds to the R-4 zone, which no longer exists in the Comprehensive Zoning Code, and is intended to accommodate the highest density residential development (maximum floor area ratio of 3.0) and incidental uses located near an Urban Center such as Downtown Albuquerque. Permissive uses include non-residential use up to 10 percent of the gross floor area on the premises. Conditional uses include permissive uses in the C-2 zone for up to 10 percent of the gross floor area on the premises. The HDA zone is located in the southeast corner of the Plan area along Seventh and Ninth Streets and Tijeras Avenue. However, a significant conflict between the intent and permissive uses of the HDA zoning district and existing land use is readily apparent. There are no apartments taller than 2 or 3 stories within the area zoned for HDA. The community desire is to change this zoning to a less intense multi-family zone that would allow apartments and townhomes.

MRO and RC Zones - These two zoning districts are intended to allow for a mix of residential and non-residential uses. They both reference to the R-T zone for the residential portion, but RC differs by allowing apartments up to 20 dwelling units per acre. For the non-residential portion, MRO allows up to 50% of the gross floor area in O-1 permissive uses and RC allows certain commercial uses up to 50% of the gross floor area. Both zones allow 100% of the floor area for office as a conditional use. The conflict arises with the non-residential restriction to 50% of the gross floor area. Most of these properties have either requested a conditional use permit to allow all of the gross floor area for office use or they are operating in violation of the Zoning Code.

TH Zone - This district corresponds to the R-T district in the Comprehensive City Zoning Code. There is a large amount of TH zoning within the Downtown Neighborhood Area. At the time when the original Sector Development Plan was adopted, the intent was to encourage redevelopment of the neigh-



neighborhood for affordable housing. However, very little of the property zoned TH is used for townhomes (see *Existing Land Use map*, page 31). Several new townhome projects have been constructed in the recent past with mixed results. Common complaints from the neighbors include the lack of landscaping provided in the front yard, a garage-dominated street view, and massing and scale that is out of character with the surrounding residential area. There is still support for keeping a certain amount of townhouse zoning within the Downtown Neighborhood Area, but decreasing the amount of properties zoned for townhouses to bring the zoning closer to what currently exists and adding design standards that would provide better compatibility with the existing character are desired.

## **E. HISTORIC OVERLAY ZONES & HISTORIC DISTRICTS**

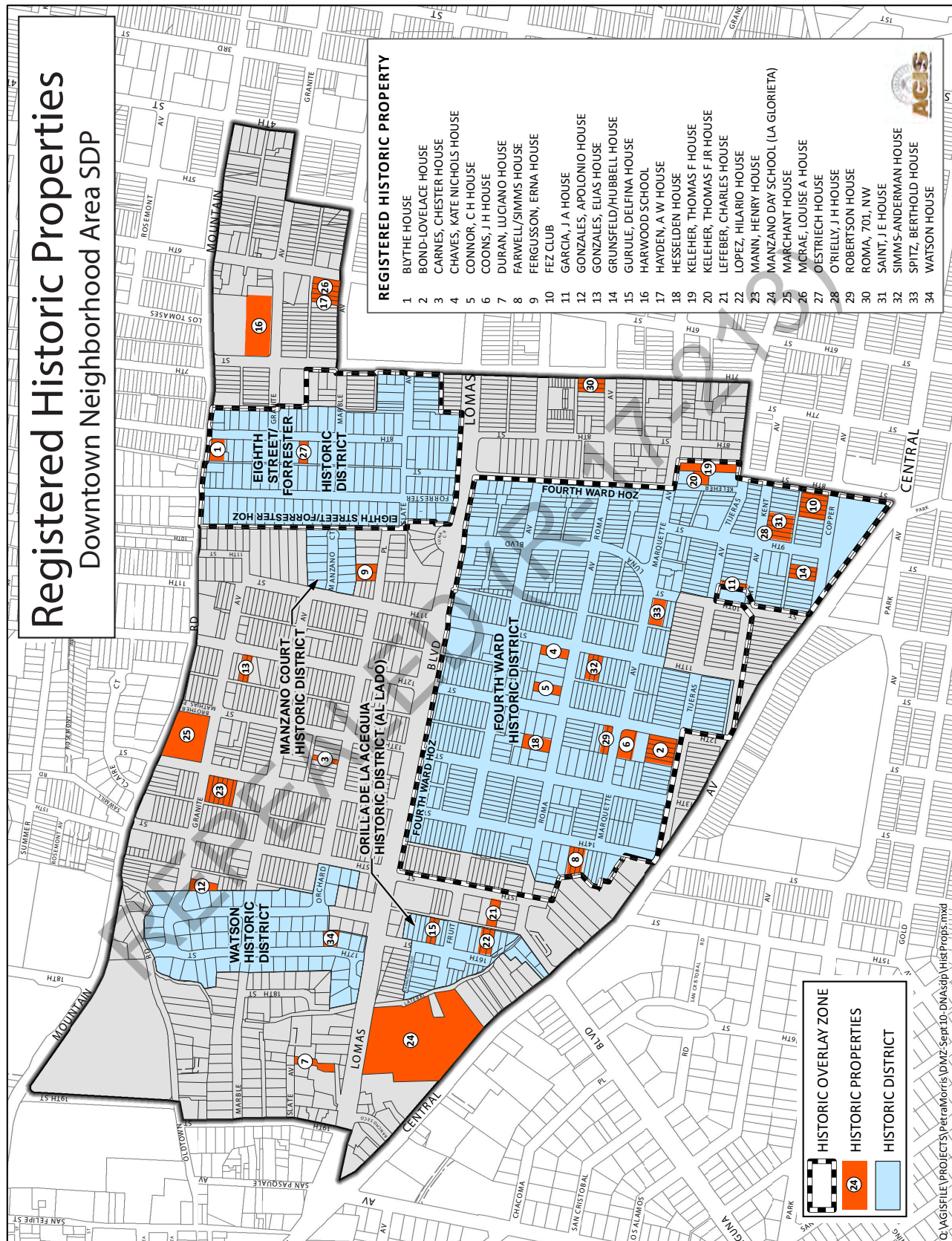
### **Registered Historic Districts**

There are currently five historic districts within the Downtown Neighborhood Area that are listed on the State and/or National Registers for historic properties, including the Fourth Ward, Eighth and Forrester, La Orilla de La Acequia, Manzano Court, and the Watson Addition. Each of these historic districts reflect different architectural styles and periods in the City's early growth. In addition to these historic districts, there are also many buildings located throughout the neighborhood that are listed individually on the historic registers (see *Registered Historic Properties map*, page 37). Unlike Historic Overlay Zones, a historic district designation does not require City development review. However, financial incentives are available for registered buildings and contributing buildings in registered historic districts. Those financial programs require review of proposed work by the State Historic Preservation Division.

### **Financial Incentives**

Buildings listed on the State Register of Cultural Properties or contributing buildings in a state-registered historic district are eligible for a State of New Mexico Investment tax credit for rehabilitation and improvements that promote the building's preservation. A tax credit covering 50% of qualified expenses up to \$50,000 may be awarded. The State of New Mexico also has a preservation Revolving Loan Fund providing below market rate loans for rehabilitation. Many homeowners take advantage of these benefits for various improvements to their properties including re-roofing, mechanical systems, plumbing, electrical, and restoration costs.

Income-producing buildings listed on the National Register of Historic Places are eligible for 20% federal tax credits for qualified rehabilitation. However, this federal program is generally only useful for large-scale projects. If a property is not listed on the Historic Register, it may qualify for a 10% credit as a non-historic property. This applies to a property that was placed in service before 1936, is ineligible for individual listing on the National Register, and does not contribute to a National Register, or state or local historic district. The key project-related criteria for both the 10% and 20% federal tax credits is that the property be income-generating or used in trade or business. As such, the rehabilitation of





owner-occupied residential properties does not qualify for the federal tax credit program.

### **Historic Overlay Zones and Development Review**

Currently, two historic districts, the Fourth Ward and the Eighth and Forrester historic districts, are designated as City Historic Overlay Zones (see *maps on pages 40-44*). The Fourth Ward and the Eighth and Forrester Historic Overlay Zones were designated by the City Council in March 1991. These HO Zones were established to protect the unique historic character of these neighborhoods for future generations by providing for development review. The HO Zones have been very successful in their missions to preserve the area's unique historic character by providing for the review of alterations to historic buildings in order to preserve their historic and architectural character, prevent the unnecessary demolition of historic buildings, and provide development standards to ensure that new development is compatible with the historic district.

### **Landmarks and Urban Conservation Ordinance and Commission**

The City adopted the Landmarks and Urban Conservation Ordinance in 1978. The ordinance requires that within the boundaries of a historic zone, urban conservation overlay zone, or landmark site, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been approved. The Landmarks Ordinance created the Landmarks and Urban Conservation Commission (LUCC) and charged the LUCC with the responsibility to make decisions on applications for Certificates of Appropriateness in accordance with the ordinance. A Certificate of Appropriateness is a document certifying that the LUCC or its staff has reviewed either proposed alterations to a property or new construction of a building, or an application for demolition and the work has been determined to meet the applicable development guidelines for the Historic Zone or City Landmark.

The Mayor appoints members of the LUCC and the Planning Department provides a designated staff person to evaluate projects and provide recommendations to the LUCC on development review applications. City staff also provides limited design assistance, historic preservation guidance and information to property owners, and reviews and may approve changes to buildings that do not require a building permit and/or small additions to buildings. Such alterations include fences, walls, re-roofing, small additions, and window or door replacement. Larger projects are reviewed by the LUCC at a public hearing held each month. All applications require a complete information package that clearly illustrates the proposed changes. A pre-application meeting with City staff is encouraged and staff will determine the level of review required for the proposed project. City staff will also assist with preparing the application.

A Certificate of Appropriateness is not required for interior alterations and routine maintenance that does not alter the exterior appearance of the building. All exterior work affecting the character, design, composition, form, or appearance requires review and approval by the LUCC or its staff.

The majority of the projects presented to the LUCC are either approved as submitted or approved with modifications. With proper planning and consultation with City staff, projects that are out of compliance with the development guidelines can be avoided.

### **Development (Design) Guidelines**

The Landmarks Ordinance requires specific development guidelines for the HO Zones. These guidelines provide the framework for evaluating development review applications. The development guidelines for projects within the HO Zones are applied, in addition to other City codes and regulations. The guidelines for improvements to historic resources (contributing buildings) are oriented towards retaining the original architectural character. The development guidelines also encourage the protection of neighborhood character by including standards for non-historic (non-contributing) buildings and new construction to be generally compatible with the historic buildings and existing neighborhood character. Miscellaneous site features such as accessory buildings, fences, and walls are also addressed in the development guidelines since the overall visual character of the streetscape is affected by such features.

### **Fourth Ward Historic District and Overlay Zone**

The Fourth Ward Historic District and HO Zone derives its name from the City's early system of political subdivisions called "Wards." This large historic district is bounded by Lomas Boulevard to the north; Tijeras, Kent, and Central Avenues to the south; Keleher Avenue and Eighth Street to the east; and 14th and 15th Streets to the west (see HO Zone map, page 40). A small portion of the district at the southeast corner is located outside of the Downtown Neighborhood Area Sector Development Plan boundary. There is also a slight difference between the City's HO Zone boundary and the boundaries for the National and State Historic Districts.

The district contains a variety of homes built between 1880 and 1930, with most of the development beginning in the early twentieth century. Prior to 1900, most new housing was concentrated in Huning's Highland to the east of the railroad tracks and the Fourth Ward had a few houses on large parcels of land.

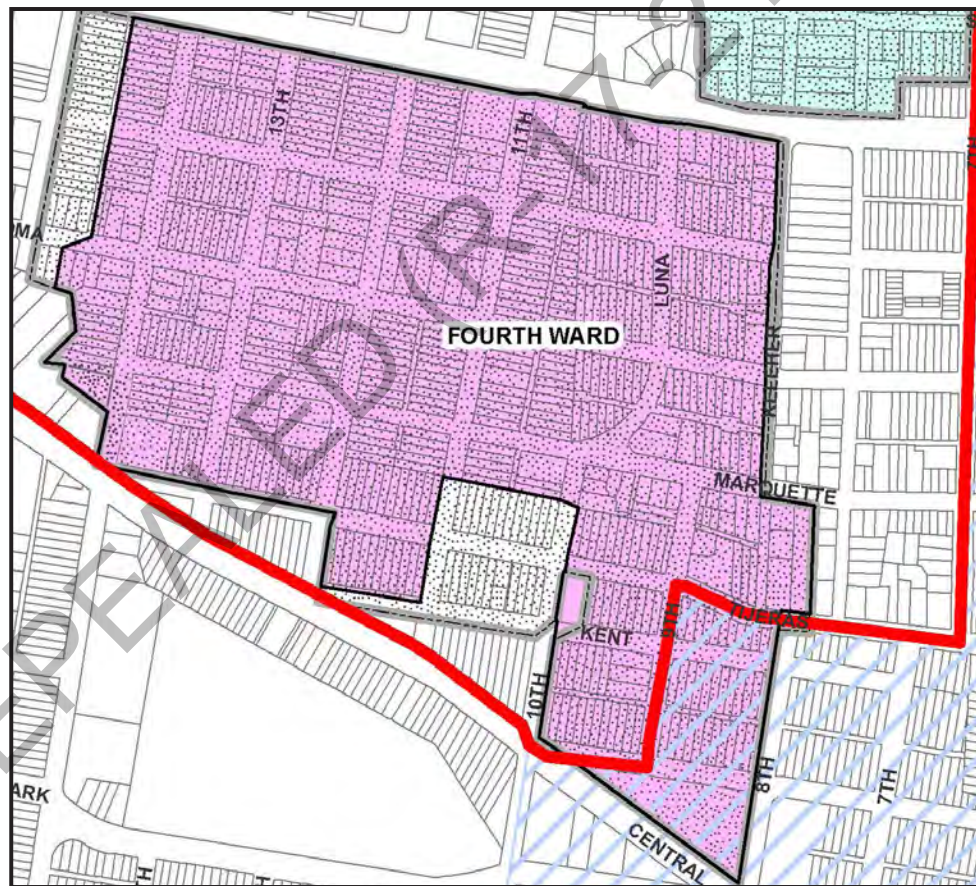
After the turn of the century, the Fourth Ward became the fashionable neighborhood for Albuquerque's growing business class. A wide variety of architectural



Fourth Ward Historic Overlay District

styles are represented in the district including Queen Anne, Bungalow, Hipped Box, Prairie, Federal Style, Territorial Revival, Mission Revival, Spanish Pueblo Revival, Dutch Colonial Revival, Tudor Revival, and Foursquare.

The area developed primarily as a residential neighborhood of mostly single-family dwellings, some multi-family apartments containing central landscaped courtyards, and a few commercial structures. Originally, the front yards were unfenced and street trees were planted in the strip between the curb and the sidewalk. The homes typically had a 20 foot front yard setback on the north-south streets and a 15 foot front yard setback on east-west streets. The Fourth Ward Historic District was listed on the New Mexico State Register of Cultural Properties in 1979 and the National Register of Historic Places in 1980.



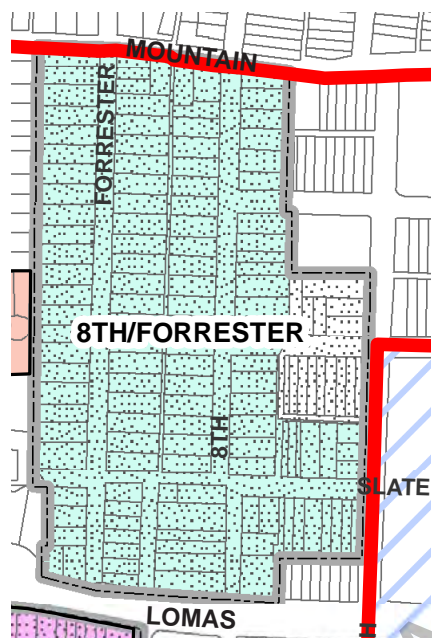
Fourth Ward Historic Overlay District



### **Eighth and Forrester Historic District Overlay Zone**

The Eighth and Forrester HO Zone is a neighborhood of simple, lower-middle class housing bounded by Mountain Road on the north, Lomas Boulevard on the south, the west side of Forrester Street on the west, and a portion of Seventh Street on the east.

The area was built up between 1905 and 1930, with a small area in the south-east corner built before 1900. The predominant architecture is the Hipped Box, a one-story, square house with a hipped roof and front porch, often with a projecting dormer from the front roof slope. The oldest houses are late adaptations to the Queen Anne style. In the late 1910s and 1920s, small versions of the Bungalow style were added, as well as Southwest Vernacular and Spanish Pueblo Revival styles. This is a neighborhood of modest houses – simplified versions of popular styles.



Eighth and Forrester Historic Overlay Zone – on right, contributing building at Eighth and Slate Streets

Typical neighborhood characteristics include a planting strip between the sidewalk and back of curb, long blocks for streets running north-south, common setbacks, small homes on standard 50-foot lots, and mature deciduous trees. Typical building characteristics included a predominance of one-story homes, small simple structures with modest ornamentation, use of brick, frame, and clapboard, frame and stucco, or cast stone as common building materials, and many houses with hipped roofs. The Eighth and Forrester Historic District was listed on the New Mexico State Register of Cultural Properties in 1979 and the National Register of Historic Places in 1980.

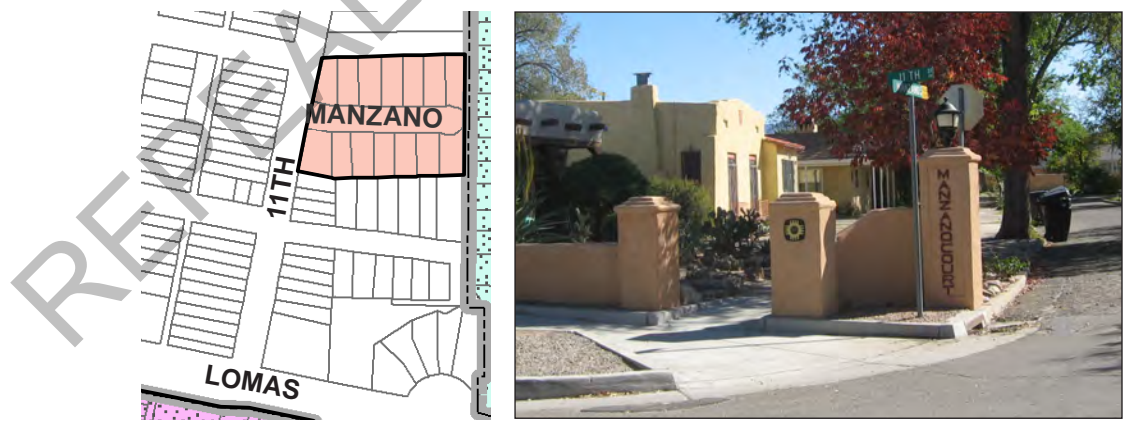
### **Manzano Court Historic District**

Manzano Court, located off the east side of 11<sup>th</sup> Street north of Lomas Boulevard, is a small subdivision of single-family homes along a block-long cul-de-sac. The Manzano Court Addition was platted in 1923 as one of the last subdivisions within Albuquerque's Original Town Site and is distinguished by its concentration of Southwest Vernacular style houses. There are only 12 houses in the district, most of which were built between 1925 and 1937.

The architecture of this district reflects the transition from the imported cottage and bungalow styles of architecture that are found in much of the surrounding neighborhoods to the development of a distinctly regional style of architecture that borrowed elements from popular revival styles such as the California Mission, Mediterranean, and Spanish Pueblo Revival styles. The one-story houses have flat roofs with varying parapets and details that lend individuality to each. Anna S. Gotshall, one of Albuquerque's first women developers, designed most of the contributing houses.

The historic houses typically have a single-car garage located at the rear of the property that is also considered historic. Each garage is similar to the roofline and stucco finish of the main house.

With two sixteen-foot roadways flanking the richly planted median and an ample deciduous tree canopy, the streetscape has a park-like appearance. The low wall with piers along the west side of the subdivision is also a contributing structure. The Manzano Court Historic District was listed on the New Mexico State Register of Cultural Properties in 2003 and the National Register of Historic Places in 2004.

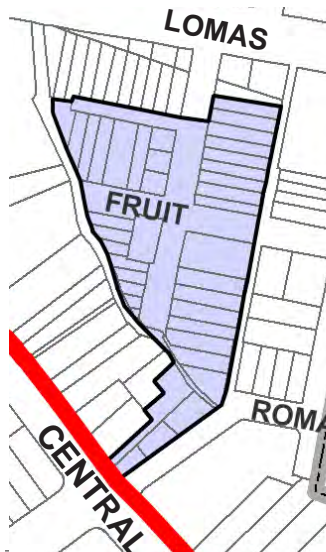


Manzano Court Historic District - on right, entry wall along 11<sup>th</sup> Street

### La Orilla de La Acequia Historic District

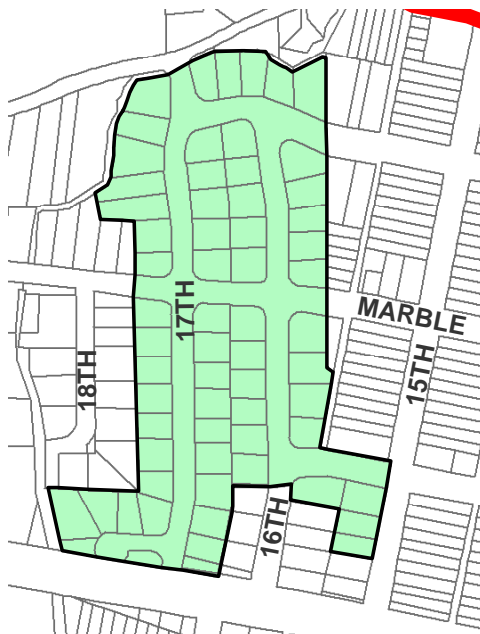
La Orilla de La Acequia (Al Lado del Acequia) is a small neighborhood located between Caminito del Lado to the north, Laguna Boulevard and the acequia to the south and west, and the alley between 15<sup>th</sup> and 16<sup>th</sup> Streets to the east. The neighborhood is tucked between Old Town to the west and the Fourth Ward to the east.

The name of the district is taken from the acequia that is at the district's western boundary. La Orilla de la Acequia is characterized by its concentration of small adobe homes built in New Mexico vernacular architectural style mainly between 1910 and 1925. These houses are different from those in the Fourth Ward just to the east and they reflect the continuity of Hispano building traditions. This was historically a neighborhood of laborers and railroad workers.



Orilla de La Acequia Historic District - on right, Delfinia Gurule home at 306 16<sup>th</sup> Street

The buildings in La Orilla de La Acequia sit close to the street. The buildings that held the neighborhood store, dance hall, and pool hall still exist, though they have been converted to residential uses. La Orilla de la Acequia was placed on the New Mexico State Register of Cultural Properties in 1979.



### Watson Addition Historic District

The Watson Addition Historic District, located between Lomas Boulevard and Old Town Road, covers an irregular shaped area that is centered on 16<sup>th</sup> and 17<sup>th</sup> Streets. The land was assembled and platted as the Chacon Addition in 1939, a controlled residential subdivision. The district is distinguished by its Spanish Pueblo Revival style architecture, a style that is unique to the southwest. Based upon a blending of the architecture of the Pueblo peoples with that of the Spanish colonists, this revivalist style was popular in Albuquerque between 1925 and 1950, and gained much popularity with local builders during the 1930s.



Watson Addition Historic District

Leon Watson, a local builder, purchased the land in 1941 and built houses for the F.H.A. loan market of middle to lower income families. Watson's appreciation for craftsmanship was evident in these high quality houses built in a unified style with the traditional building material of adobe with wood portals, corbels, vigas, and kiva fireplaces. The development's location at the edge of Old Town demonstrates a sensitive transition between the architecture of the Old Town area and the Anglo-style buildings to the east of the district.

Sidewalks within the district are narrow and sit adjacent to the street, leaving no room for the street trees that are common in the Fourth Ward to the east. The Watson Addition was placed on the New Mexico State Register of Cultural Properties in 1979.

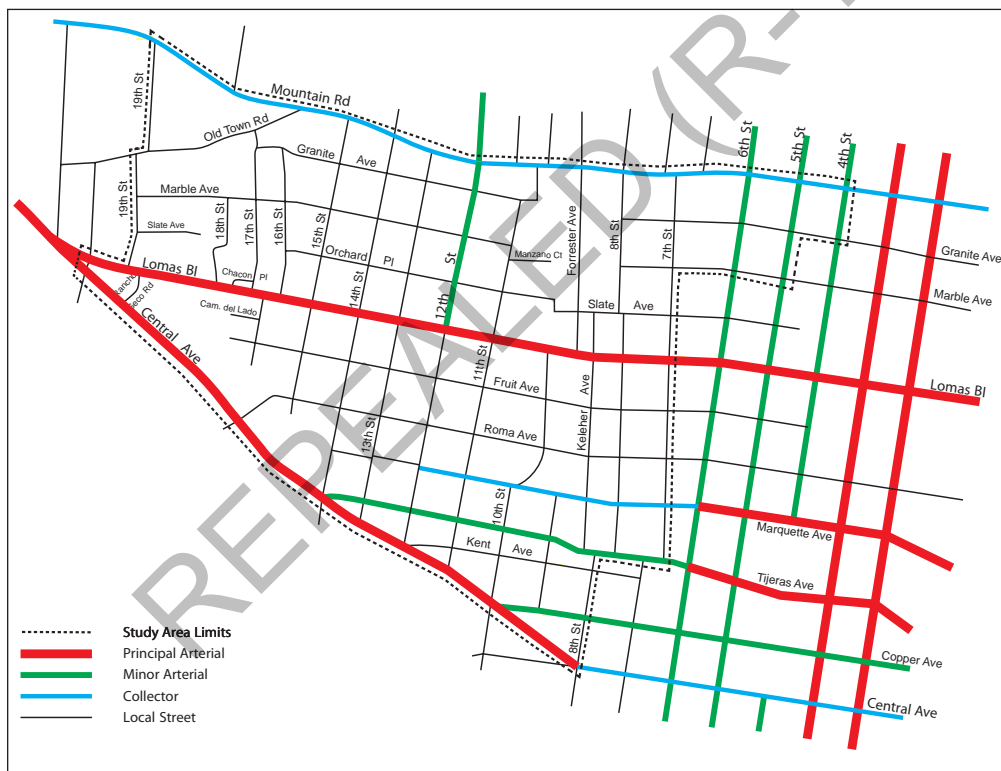


## F. EXISTING TRANSPORTATION SYSTEMS

Transportation is the means by which people and goods move within and through a neighborhood and a community. Within the Downtown Neighborhood Area, numerous modes of transportation are utilized. Mobility to and from the Downtown Neighborhood Area is primarily via passenger vehicles and trucks, though the local transit system can help with area circulation. Pedestrians and cyclists are numerous within the Downtown Neighborhood Area, and these modes provide destination mobility within the area.

### Roadways

The Downtown Neighborhood Area has a street grid pattern which provides access to homes and businesses, as well as access to the greater Albuquerque area. The neighborhood is bisected by one east-west principal arterial, Lomas Boulevard, a four-lane median-divided roadway with wide parking aisles on each side of the road. Central Avenue is the southern boundary of the neighborhood, an east-west principal arterial street with four travel lanes and a median turn lane that demarcates north and south Albuquerque. These two roads are the two functionally classified principal arterials within the neighborhood.



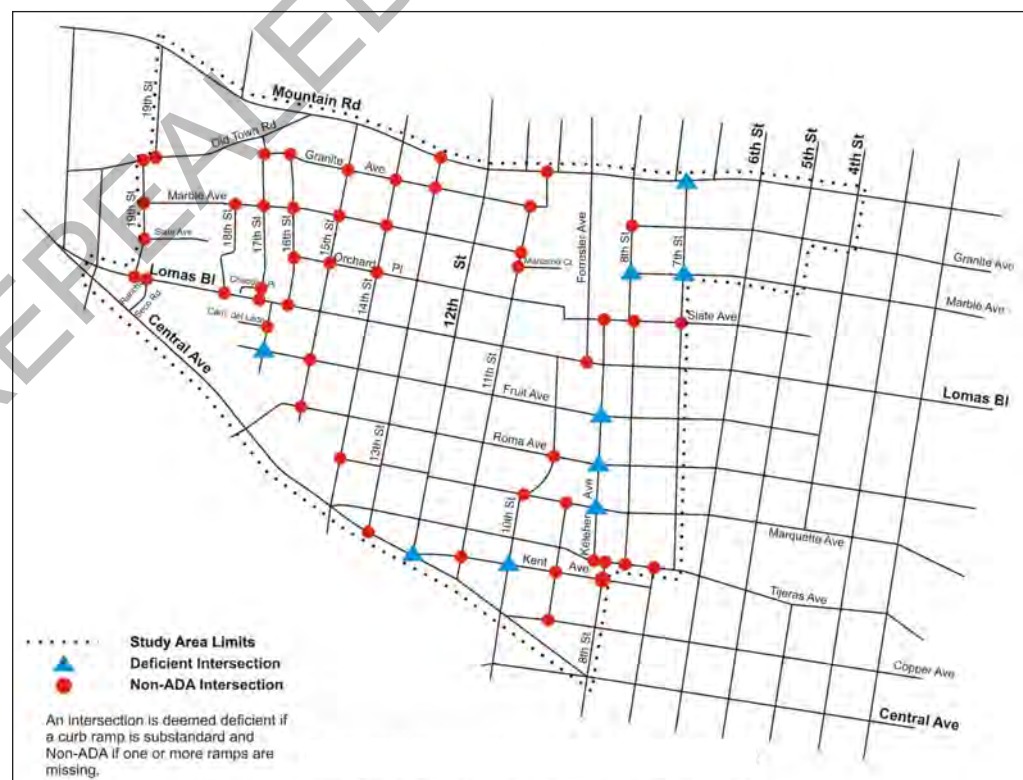
Roadway Functional Classifications

The Downtown Neighborhood Area contains a series of minor arterials. North-south minor arterials include the Fifth Street-Sixth Street one-way couplet, Fourth Street, and 12<sup>th</sup> Street north of Lomas Boulevard. The Fifth Street-Sixth Street one-way couplet streets are each two-lane roadways, with Fifth Street serving northbound and Sixth Street serving southbound traffic. These routes provide service to Interstate

40 to the north and the Albuquerque Central Business District to the south. The 12<sup>th</sup> Street corridor provides north-south circulation within the neighborhood and access to a light industrial neighborhood and I-40 to the north. Two east-west minor arterials serve the neighborhood – Tijeras Avenue and Copper Avenue. These two routes provide access between the Downtown Neighborhood Area and the Albuquerque Central Business District. Each of the minor arterials is a two-lane roadway.

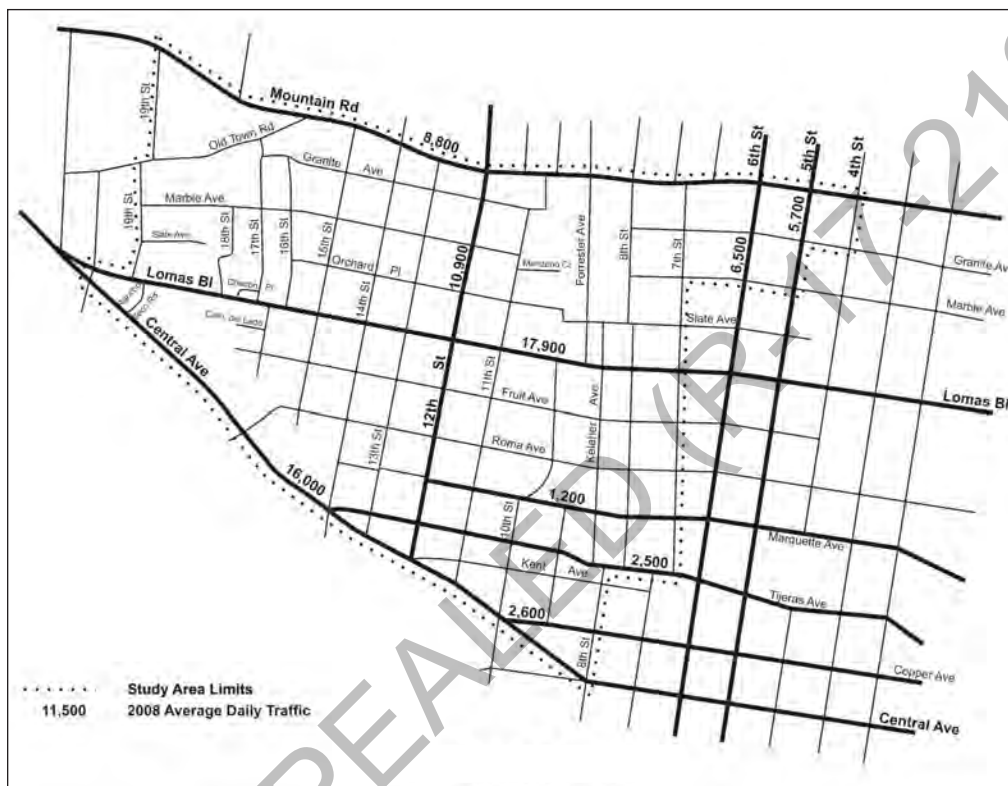
Two east-west collector roads are located within the Downtown Neighborhood Area. Marquette Avenue provides a connection from the Central Business District into the residential area and Mountain Road provides access from the University of New Mexico area to Old Town. Mountain Road is the northern boundary of the Downtown Neighborhood Area. Each of the collector roads is a two lane roadway. The remaining streets within the neighborhood are classified as local streets.

Each of the neighborhood roads and streets were inventoried to identify improvements that would increase safety and mobility for area residents and visitors. A significant deficiency noted was the lack of ADA (Americans with Disabilities Act) compliance on many intersection curb ramps (see *Deficient Curb Ramps* graphic below). The neighborhood has 122 intersections, and 70% of the intersection returns are constructed in compliance with ADA guidelines. The remaining 30% were identified as non-compliant with 3.3% deficient and 26.7% having no curb ramp. It should be noted that many of the missing ramps were on the far side of a “T” intersection which does not have a curb return, but should have a ramp to receive a crossing pedestrian.



Study Area Intersections with Deficient Curb Ramps

Traffic volume data were available from the Mid-Region Council of Governments (MRCOG) for the year 2008 (see *graphic below*). The traffic volumes on the classified roadways range from 1,200 vehicles per day (vpd) to 17,900 vpd on Lomas Boulevard. Each of the roadways operate adequately given the traffic volumes, though 12<sup>th</sup> Street and Mountain Road have 10,900 vpd and 8,800 vpd respectively. Given the narrow roadway environments and moderately high volumes on these two streets, a planning level assessment of operations yielded level of service (LOS) D. All other road segments in the Downtown Neighborhood Area should operate at LOS C or better, indicating good operations.



2008 Roadway Volumes

Neighborhood residents have expressed concern about four roadways – Lomas Boulevard, Mountain Road, Central Avenue, and 12<sup>th</sup> Street:

### **Lomas Boulevard**

Lomas Boulevard bisects the community, separating it to the north and south. The road is approximately 86 feet in width from face of curb to face of curb, and only has one signalized crossing within the study area at 12<sup>th</sup> Street. All remaining crossings are unsignalized. Lomas Boulevard has two 12 foot travel lanes in each direction, a raised, landscaped median with median openings at most intersections and left-turn lanes at seven cross streets. One mid-block crosswalk has been striped between 18<sup>th</sup> Street and 19<sup>th</sup> Street. All other legal crossings are unmarked. Wide parking lanes are provided in each travel direction (approximately 11 feet in width), resulting in a visual 'sea of asphalt'

for pedestrians to negotiate. Neighborhood residents wishing to cross Lomas Boulevard have concerns given the approximate 18,000 vehicles per day on the road, and there is a desire to create a more pedestrian friendly environment within the roadway prism.

### **Central Avenue**

Central Avenue has two travel lanes in each direction and a continuous two-way left-turn median along the south side of the Downtown Neighborhood Area from Copper Avenue to Laguna Boulevard. Parking alternates from the south to north side of the street in this segment. Between Laguna Boulevard and Lomas Boulevard, Central Avenue has four travel lanes and parking along each side of the street with no median area. Similar to Lomas Boulevard, there are infrequent signalized crossings to safely convey pedestrians across a 67-foot roadway cross section. (Based upon an average walking speed, the crossing time for Central Avenue would be 19 seconds, during which a vehicle can travel 975 feet at the posted speed limit.)

A study was undertaken by the City of Albuquerque to reduce the travel lanes and provide pedestrian and bicycle improvements in Central Avenue from Eighth Street to Rio Grande Boulevard. The goal is to improve the connection between Downtown and Old Town, and make the area more inviting for residents and visitors while supporting economic development along this critical corridor. In May 2011, the City restriped the roadway from Eighth Street to the Central Avenue/Lomas Boulevard intersection to a three-lane section. Central Avenue, Lomas Boulevard, and other parallel streets will be monitored for one year and an analysis performed to understand the impact to the transportation system. If the test proves successful, the "ultimate configuration" (to be phased over time) will include two travel lanes, plus one center turn lane, bike lanes, street crossings, on-street parking, wider sidewalks, and landscape improvements.

### **12<sup>th</sup> Street**

12<sup>th</sup> Street is a minor arterial corridor north of Lomas Boulevard and a local street with primarily residential frontage south of Lomas Boulevard within the Downtown Neighborhood Area. The narrow two-lane roadway is a principal link between the areas north and south of Lomas Boulevard because it is the only signalized crossing. Lighting is limited along 12th Street; pedestrian lighting exists north of Lomas Boulevard only and illumination exists at intersections south of Lomas Boulevard.

Utility poles line the east side of 12th Street, and their removal by placing the utilities under ground would improve the aesthetics, as well as create safer sight lines at intersections. Numerous intersections have utility poles placed within two feet of the street, many within intersection returns, compromising safety for motor vehicles and pedestrians. The Marquette Avenue intersection has poles located within the curb ramps in two quadrants, impeding pedestrian mobility. On-street parking is allowed only along the west side of 12th Street through

most of the Downtown Neighborhood Area. Traffic calming in the form of speed humps are installed south of Lomas Boulevard.

### **Mountain Road**

Mountain Road is a collector road constructed within a limited right-of-way between Old Town Road and Fourth Street. The right-of-way appears to vary from approximately 38 feet to 50 feet, which is substandard per the City collector right-of-way requirement of 68 feet. The pavement width varies from 24 feet to 30 feet, including intersection left-turn lanes between Fourth Street and 7<sup>th</sup> Street. A principal consequence of the limited right-of-way is that the sidewalk is constructed behind the curb without a landscape buffer and many obstacles are constructed within the sidewalk. These obstacles include street lights, utility poles, traffic signs and fire hydrants which interfere with pedestrian mobility. The sidewalk along sections of Mountain Road are further restricted by zero building and fence offsets from the sidewalk (property line), creating the perception of a very narrow walkway.

The intersection of Mountain Road and 12<sup>th</sup> Street is a concern for the community because there are no left-turn lanes to facilitate better traffic flow. The Mountain Road approaches are both 31 feet in width and 12<sup>th</sup> Street is 30 feet in width at the intersection. The desired minimum width for an intersection approach with one travel lane in each direction and a left turn lane is 34 feet for two 11 foot travel lanes and a 12 foot left-turn lane. The American Association of State Highway and Transportation Officials (AASHTO) roadway design guidelines (2004 edition) indicate that minimum roadway lane widths are 9 feet, and if all lanes at this intersection were 10 feet to 11 feet in width, a left-turn lane could be added. Should this strategy be considered, it would be prudent to investigate truck restrictions because of their width (up to 8.5 feet), and improvements should be contingent upon a before and after safety evaluation.



### Sidewalks

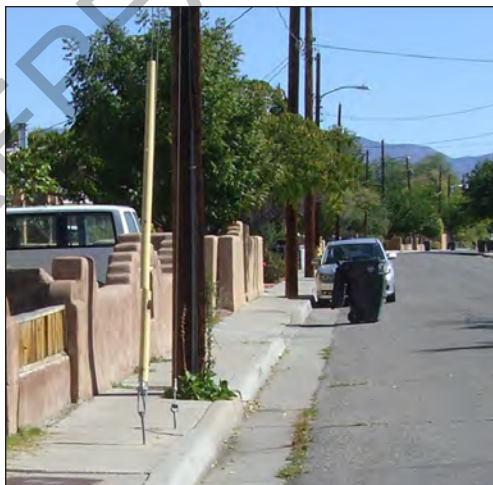
Sidewalks area constructed throughout the Downtown Neighborhood Area, and most of the streets have a landscape buffer between the sidewalk and back of curb. There are locations where the sidewalk was not constructed or has been removed, and some areas where obstacles are located within the sidewalk. A total of 36 sidewalk sections were identified as missing, and these extend from short segments to a block in length. There are also sidewalk segments that have deteriorated or are in need of repair from tree root damage. Many sections of sidewalk in the northwest part of the neighborhood are also very narrow (as narrow as two feet) and obstacles such as utility poles and fire hydrants are common in some areas (see *photos below*). The location of the Downtown Neighborhood Area between the Central Business District and Albuquerque Old Town results in substantial pedestrian activity and demand. Improvements to sidewalks in this area would increase pedestrian mobility for residents and visitors alike.



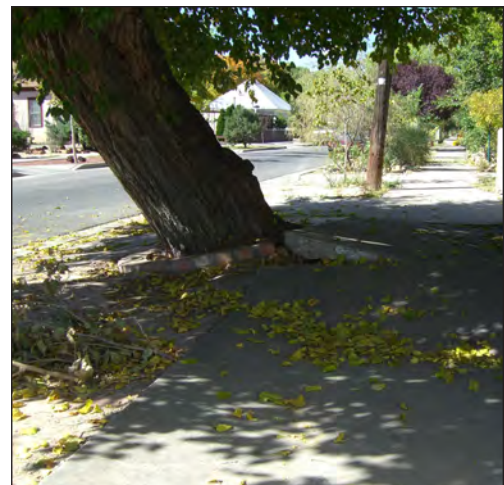
Deteriorated sidewalk



Fire hydrant obstructing very narrow sidewalk



Utility poles and guy wires obstructing the public sidewalk



Sidewalk that has been buckled by tree roots

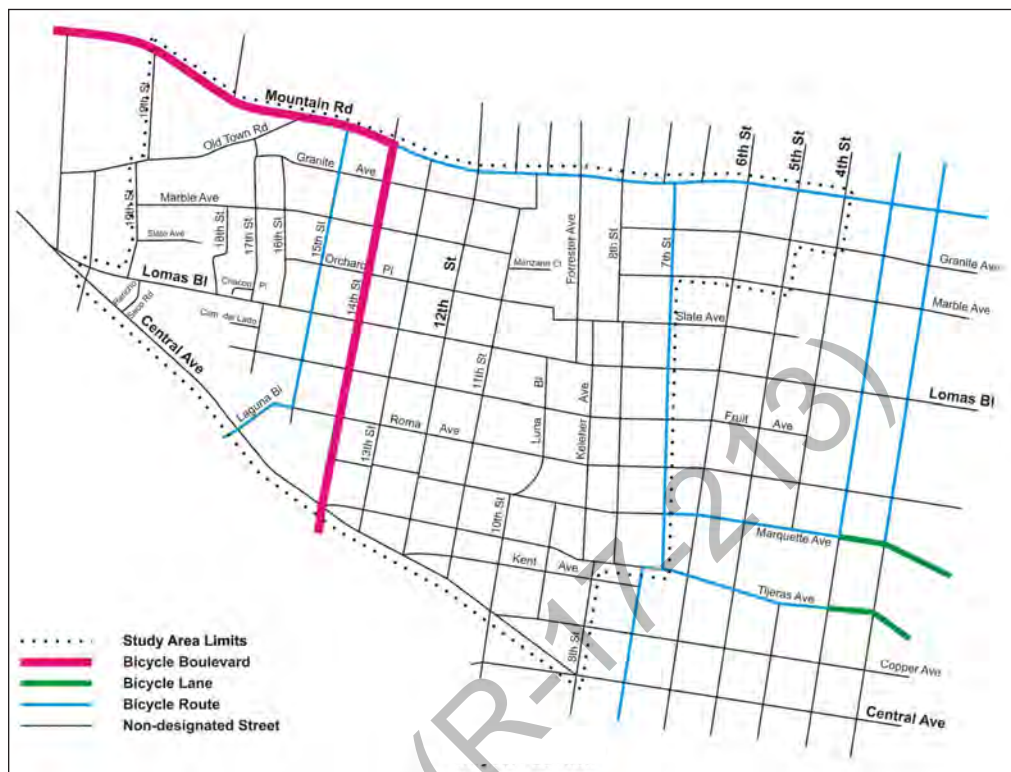


Missing Sidewalk Sections

### Bicycle Facilities

The Downtown Neighborhood Area has good bicycling facilities because it is primarily a network grid of local streets. However, there are currently no bicycle lanes and minimal bicycle routes. There is a bicycle boulevard designated for part of Mountain Road and 14<sup>th</sup> Street. Mountain Road is the only designated east-west bicycle route. Part of the Central Avenue road diet is to include bicycle lanes in each travel direction between Eighth Street and Lomas Boulevard.

Bicycle routes are signed on Mountain Road east of 14<sup>th</sup> Street, 15<sup>th</sup> Street, Laguna Boulevard, and 7<sup>th</sup> Street within the neighborhood. Mountain Road is the most restrictive of these routes. There are no bicycle lanes striped within the neighborhood.



Bicycle Facilities

### Transit

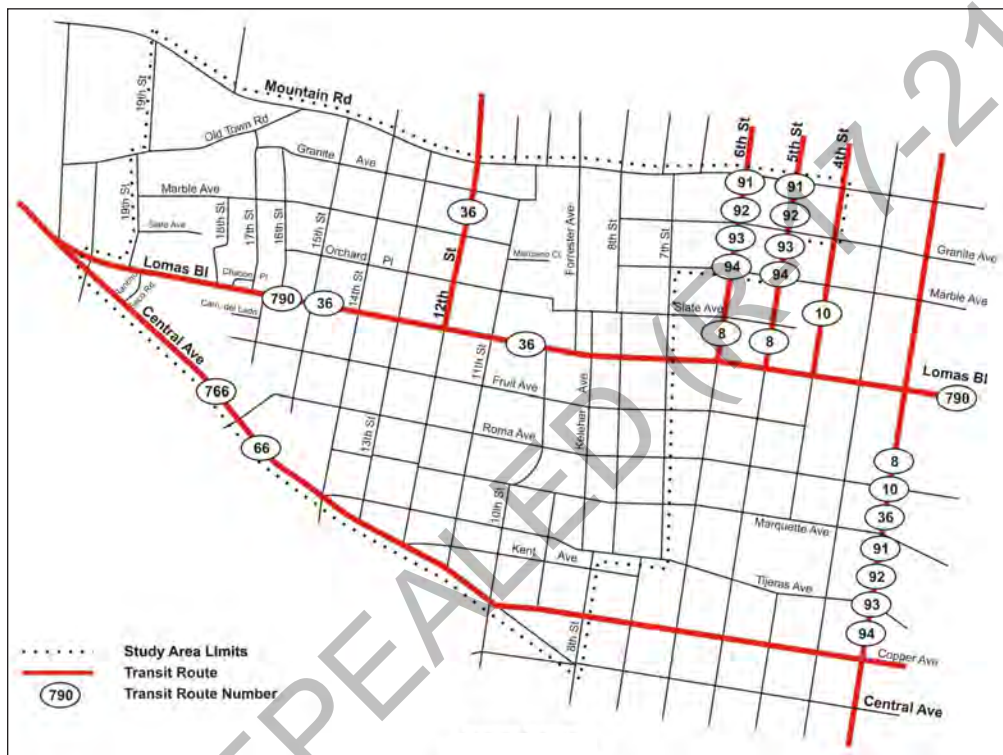
There are ten ABQ Ride routes that traverse the Downtown Neighborhood Area. Four of these routes provide local service within the neighborhood – #8, #10, #36, and #66. Routes #8 and #10 only serve one or two blocks within the Downtown Neighborhood Area, providing little benefit. Route #66 provides daily cross town service along Central Avenue with 15 minute headways most of the day. The Route #66 has the highest ridership in Albuquerque. Route #36 is the only local route that penetrates the Downtown Neighborhood Area. This route currently has weekday and Saturday service, and operates with one hour headways. This level of service does not adequately serve the Downtown Neighborhood Area.



Central Avenue Transit Route #66



The remaining six routes are express routes. The #766 and #790 are limited stop routes that use Central Avenue and Lomas Boulevard respectively, but neither route has a stop within the Downtown Neighborhood Area. Each of these routes has a stop east of Central Avenue and Rio Grande Boulevard. The #766 next stops east of Sixth Street on either Gold Avenue (eastbound) or Copper Avenue (westbound). The #790 stops next on Lomas Boulevard east of Fourth Street. The remaining routes #91, #92, #93, and #94 are express buses that use I-40 and the Fifth Street/Sixth Street corridor for access to the interstate. These routes have two AM and two PM buses and no stops within the study area. Each of the local routes provides service to the Alvarado Transit Center to access the Rail Runner regional rail service.

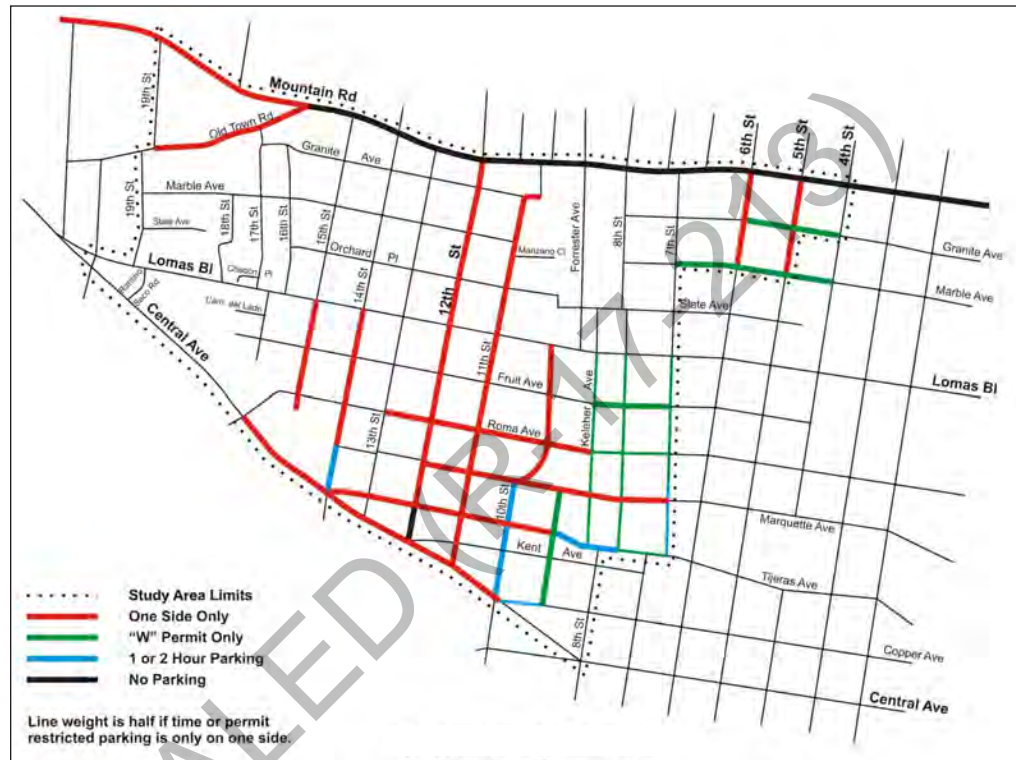


Transit Routes

### On-Street Parking

On-street parking was inventoried within the Downtown Neighborhood Area. Approximately half of the roads had no parking restrictions, except at intersection returns to provide adequate sight triangles. The other half of the roads had restrictions that included prohibition, one or two hour parking limits, and/or permit parking. Parking prohibition was separated into prohibition on one side of the street or both sides. Permit parking in the Downtown Area west of the Central Business District is "W" permit parking. Most of the parking restrictions are located south of Lomas Boulevard.

Parking restrictions are primarily a result of location or roadway width. A number of more heavily traveled roads have parking restricted along one side when the roadway width was 30 feet or less. This includes roads such as Marquette Avenue, Tijeras Avenue, and 12<sup>th</sup> Street. Roads in near proximity to Central Avenue have time limitations on parking in business districts and "W" permit parking where there is residential frontage.



On-Street Parking Restrictions

### Lighting

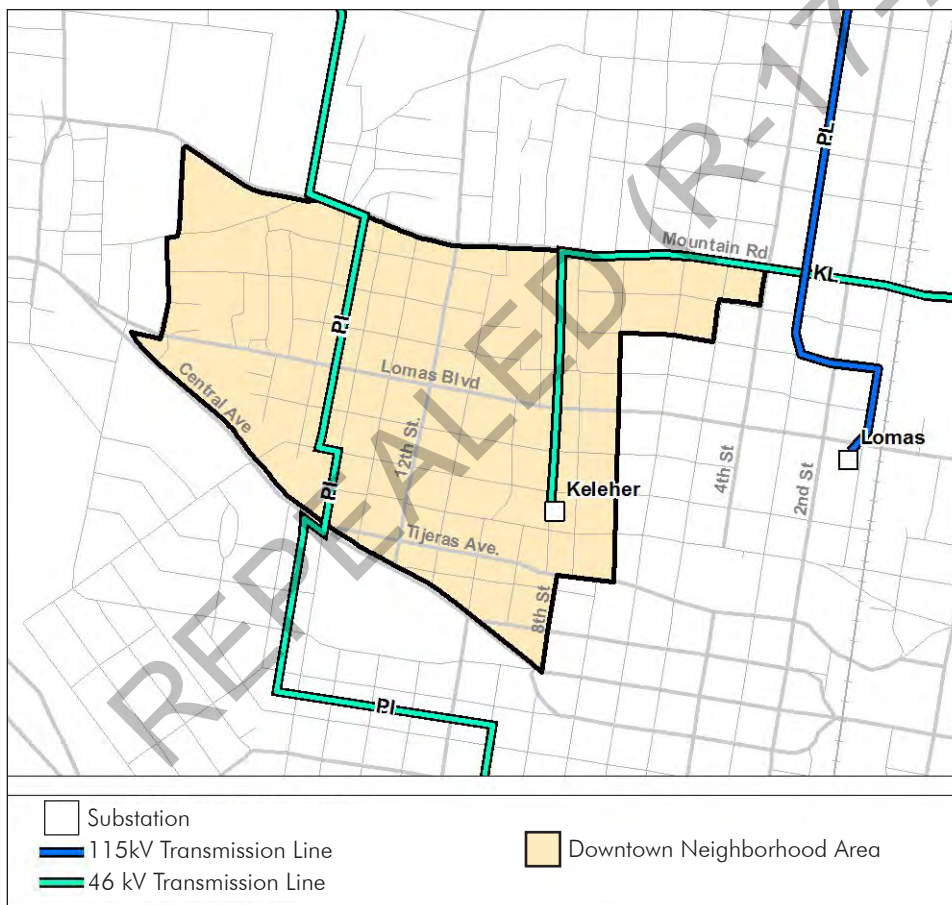
Roadway lighting is provided along Lomas Boulevard and Central Avenue within the Downtown Neighborhood Area. However, there is a perception amongst the residents that Central Avenue is unsafe due to the inadequacy of lighting. Pedestrian lighting is located along 12<sup>th</sup> Street north of Lomas Boulevard to Mountain Road and along Mountain Road from Fifth Street to 12<sup>th</sup> Street. All intersections have single luminaires to denote the location of intersections. Many of the luminaires appear to predate the New Mexico Night Sky Protection Act; therefore, as these luminaires are replaced, they should be replaced with Night Sky-compliant fixtures.

## G. UTILITIES

### Electrical Service

The Public Service Company of New Mexico (PNM) provides electrical service to the City of Albuquerque. Although future growth within the Downtown Neighborhood Area is not anticipated to be particularly robust, PNM responds to growth by adding or expanding the capacity of its electric facilities based on system demands.

Transmission facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the City of Albuquerque/Bernalillo County 1995 Facility Plan: Electric Service Transmission and Subtransmission Facilities (1995-2005). The electric transmission service that serves the Downtown Neighborhood Area consists of two 46 kV transmission lines and one substation.



Electric Transmission Facilities

PNM has numerous energy saving programs and rebates available for residential and commercial property owners, both for new construction and retrofits. The PNM Energy Efficiency Program provides discounts and rebates on energy saving products for residences such as refrigerators, compact fluorescent light bulbs, power saving, and other Energy-Star qualified appliances. Programs for businesses include rebates and incentives for new construction, retrofits to existing buildings, evaporative cooling, and reducing energy use.

### **Public Utility Easements**

Public utility easements (PUEs) are placed across private property in order to ensure access to the utility company. Structures are not permitted to be built within the easements and landscaping must be placed so that it does not hinder access. The width of the public utility easement is typically 10 feet in width. Water, sewer, and storm drainage lines (wet utilities) are separated from gas, electric, and cable lines (dry utilities) for safety purposes.

### **Landscape and Public Utility Easements**

PNM has a preference that landscaping be planted outside of its public utility easements. However, landscaping may be planted within the easements in such a way as to minimize the impact to maintenance of facilities. Trees planted within PNM easements should be no taller than 25 feet in height at full maturity in order to avoid conflicts with electrical transmission lines. In addition, vegetation surrounding ground-mounted transformers and utility pads should allow 10 feet of clearance for access and to ensure the safety of maintenance crews. Coordination is required with utility providers to allow for adequate width, clearance, and appropriate locations for PUEs and utility rights-of-way. Coordination is necessary to address:

- Extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities;
- Projections such as canopies, portals, stoops, balconies, shop fronts, and awnings in PUEs to be compatible with existing utility infrastructure;
- Parking areas and alleys to allow for adequate utility access;
- Utility easements within rear lots and alleys to allow adequate clearances for safe operation, repair, and maintenance;
- Mature tree height and necessary distances from existing and proposed electric utility easements; and
- Screening design to allow access to utility facilities.

### **Natural Gas Service**

New Mexico Gas Company provides natural gas service to the Downtown Neighborhood Area.



## SECTION 4: GOALS & OBJECTIVES

REPEALED (R-17-213)

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## A. Introduction

The following goals and objectives were developed as part of the public involvement process. They are intended to reflect the major themes and aspirations that the neighborhood holds for the future. The goals and objectives form the basis from which the Downtown Neighborhood Area implementation strategies and regulations were crafted.

The goals and objectives are organized under five general categories, including:

- Land Use and Zoning
- Historic Preservation
- Community Character
- Transportation
- Quality of Life

## LAND USE AND ZONING

Land Use Goal 1: The Downtown Neighborhood Area will include neighborhood-scale commercial and office uses that are well designed, appropriately located, and consistent with the existing neighborhood character (building scale and massing).

Objective 1.1: Encourage a mix of uses that serve the neighborhood to locate along primary transportation corridors - Central Avenue, Lomas Boulevard, and Mountain Road.

Objective 1.2: Develop design standards for new and redeveloped commercial and office uses (e.g., signage; building height, massing, and scale; street frontage; parking; density; and open space).

Objective 1.3: Identify the appropriate areas and permissive uses for office and commercial use.

Objective 1.4: Define the appropriate areas, create specific development standards, and develop a public hearing process for considering businesses that could have a negative impact on the neighborhood.

Land Use Goal 2: The Downtown Neighborhood area will promote infill development of surface parking lots and vacant parcels, and redevelopment of distressed structures and properties.

Objective 2.1: Replace surface parking lots and vacant lots with appropriately-scaled infill development.

Objective 2.2: Prohibit new commercial parking lots.

Objective 2.3: Ensure that all existing surface parking lots meet City Zoning regulations relative to landscaping, buffering, and lighting.

Objective 2.4: Encourage public/private partnerships and provide incentives for redevelopment of distressed properties and opportunity sites, and adaptive reuse of buildings.

Objective 2.5: Encourage new investment through the use of municipal planning tools (e.g., Metropolitan Redevelopment Areas, Tax Increment Development Districts, Historic Tax Credits, New Market Tax Credits).

Land Use Goal 3: The predominantly single-family residential character of the Downtown Neighborhood Area will be preserved and protected, while maintaining economic diversity in housing.

Objective 3.1: Ensure that all new single-family residential development is consistent in massing and scale with the immediate area.

Objective 3.2: Encourage renovation of existing single-family homes and retain residential use of homes.

Objective 3.3: Allow for a variety of housing types (i.e., townhomes, single family, multi-family, senior living facilities).

Objective 3.4: Identify the appropriate areas for townhome and multi-family development and ensure adequate buffering between higher-density development and existing single-family development while maintaining a pedestrian-friendly street frontage.

## HISTORIC PRESERVATION

Historic Preservation Goal: The historic character of the Downtown Neighborhood Area will be celebrated and preserved, and balanced with future growth and redevelopment.

Objective 1.1: Identify structures and neighborhoods which are eligible for nomination to state and national historic registers, provide assistance in the nomination process.

Objective 1.2: Develop historic walking tours.

Objective 1.3: Develop a public education program and disseminate information regarding City's Historic Overlay Zones, development guidelines, procedures for design review by the Landmarks and Urban Conservation Commission, available tax credits applicable to those zones, the nomination process, and answer typical preservation renovation questions.

Objective 1.4: Deter the inappropriate demolition of registered historic buildings.

Objective 1.5: Work with the Landmarks and Urban Conservation Commission to develop guidelines that balance historic preservation and energy sustainability.

## COMMUNITY CHARACTER

Community Character Goal 1: The Downtown Neighborhood Area will be a neighborhood characterized and defined by its tree-lined streets.

Objective 1.1: Create and maintain a continuous tree canopy along Lomas Boulevard, Central Avenue, and all residential streets with an existing parkway strip between the curb and the sidewalk.

Objective 1.2: Develop a street tree program that addresses phasing for replacement of old or diseased street trees within public rights-of-way, identifies gaps in the tree canopy and new areas for street trees, and includes a list of appropriate street trees to plant in the parkway strip.

Objective 1.3: Provide incentives for and educate homeowners on maintaining street trees at the front of their property in the parkway strip and on their property, and provide pick-up of tree trimmings by the City.

Community Character Goal 2: The character-defining elements (e.g., architectural style and history, size and massing of buildings, landscaping, etc.) of the areas outside of the Downtown Neighborhood Area's historic zones will be recognized and preserved.

Objective 2.1: Develop design standards for the areas outside of the historic overlay districts.

Objective 2.2: Revise zoning standards to ensure that infill development reflects and complements the neighborhood's history and immediate context; typical building height, size, scale, cadence, and massing; landscape, etc.

## TRANSPORTATION

Transportation Goal 1: The Downtown Neighborhood Area will be the City's most walkable neighborhood.

Objective 1.1: Improve, install, and maintain sidewalks, and ensure handicap accessibility.

Objective 1.2: Maintain the width and location of existing parkway strips between the curb and sidewalk.

Objective 1.3: Slow traffic on neighborhood streets to encourage walking.

## SECTION 4:

### GOALS & OBJECTIVES

Transportation Goal 2: The Downtown Neighborhood Area will have a coordinated roadway system that improves safety and function.

Objective 2.1: Coordinate with and support the West Downtown Corridor Plan (Central Avenue) and other transportation corridor planning studies.

Objective 2.2: Redesign the 12th Street/Mountain Road and 12th Street/Lomas Boulevard intersections to improve safety and traffic flow.

Objective 2.3: Redesign Lomas Boulevard to slow traffic and make it easier for bicyclists and pedestrians to cross, and to foster the development of a pedestrian-oriented commercial district while maintaining its function as a major thoroughfare.

Transportation Goal 3: The Downtown Neighborhood Area will have excellent access to transit services.

Objective 3.1: Improve bus stops (e.g., signage, seating, shade cover) and bus route coverage for regular routes and special events.

Objective 3.2: Encourage the use of public transportation by workers and residents of the Downtown Neighborhood area.

Transportation Goal 4: The Downtown Neighborhood Area will have a comprehensive, safe, and convenient bicycle network for commuter and recreational users.

Objective 4.1: Increase bicycle facilities to provide greater access, mobility, and safety.

Objective 4.2: Encourage existing businesses to provide bicycle racks for their patrons.

Objective 4.3: Coordinate with the City's bicycle planning documents.

Transportation Goal 5: The Downtown Neighborhood Area will contain alleys that are attractive and provide alternative access to garages and safe pedestrian pathways.

Objective 5.1: Encourage property owners to add lighting and landscaping to adjacent alleys.

Objective 5.2: Encourage property owners to maintain alleys adjacent to their properties.

Objective 5.3: Identify and vacate only those alleys that are discontinuous and do not serve a purpose for property owners.

## QUALITY OF LIFE

Quality of Life Goal 1: The Downtown Neighborhood Area will be safe and well lighted.

Objective 1.1: Ensure and maintain adequate street lighting and add lighting at neighborhood parks to increase safety.

Objective 1.2: Ensure that all new lighting meets the shielding requirements of the New Mexico Night Sky Ordinance.

Objective 1.3: Educate and encourage landlords to participate in the City's Crime Free Multi-Housing and Lease Addendum crime prevention program for apartments.

Objective 1.4: Promote the establishment and use of effective crime prevention programs such as the City's Neighborhood Watch, Crime Prevention Through Environmental Design, and Business Crime Prevention programs.

Quality of Life Goal 2: The Downtown Neighborhood Area will encourage and promote green building and energy conservation.

Objective 2.1: Establish recycling and green waste programs in collaboration with the City Solid Waste Department.

Objective 2.2: Sponsor green building tours and competitions in the Downtown Neighborhood Area.

Objectives 2.3: Educate residents and business owners on appropriate methods and materials to meet energy efficiency and sustainability in historic and non-historic structures.

Objective 2.4: Encourage the development of community gardens and composting programs.

Quality of Life Goal 3: The Downtown Neighborhood Area will foster greater communication with the City, area schools, adjacent neighborhood associations, local businesses, and the Downtown Core.

Objective 3.1: Coordinate community events that promote and enhance the Downtown Neighborhood Area.

Objective 3.2: Coordinate and attend meetings with adjacent neighborhood associations.

Objective 3.3: Recognize the importance of area schools and work cooperatively on beautification projects and traffic management.

SECTION 4:  
GOALS & OBJECTIVES

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Quality of Life Goal 4: The Downtown Neighborhood Area will be enhanced through beautification efforts and initiatives.

Objective 4.1: Improve and maintain public parks.

Objective 4.2: Provide landscape and hardscape improvements to streets and public properties.

Objective 4.3: Encourage property owners to add and maintain new landscape on their properties and within the public right-of-way in front of their properties.

Objective 4.4: Encourage property owners to maintain and clean their properties.

REPEALED (R-17-213)





## SECTION 5: IMPLEMENTATION POLICIES & STRATEGIES

REPEALED (R-17-213)

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## **A. Introduction**

The groundwork has been laid throughout the planning process for a series of implementation policies and strategies. These elements are designed to be consistent with the Sector Development Plan's goals and objectives, and are intended to bring the community's vision for the Downtown Neighborhood Area to fruition. The implementation policies and strategies involve a variety of actions - regulatory, administrative, and capital improvements. Each policy is followed by list of strategies designed to accomplish the policy.

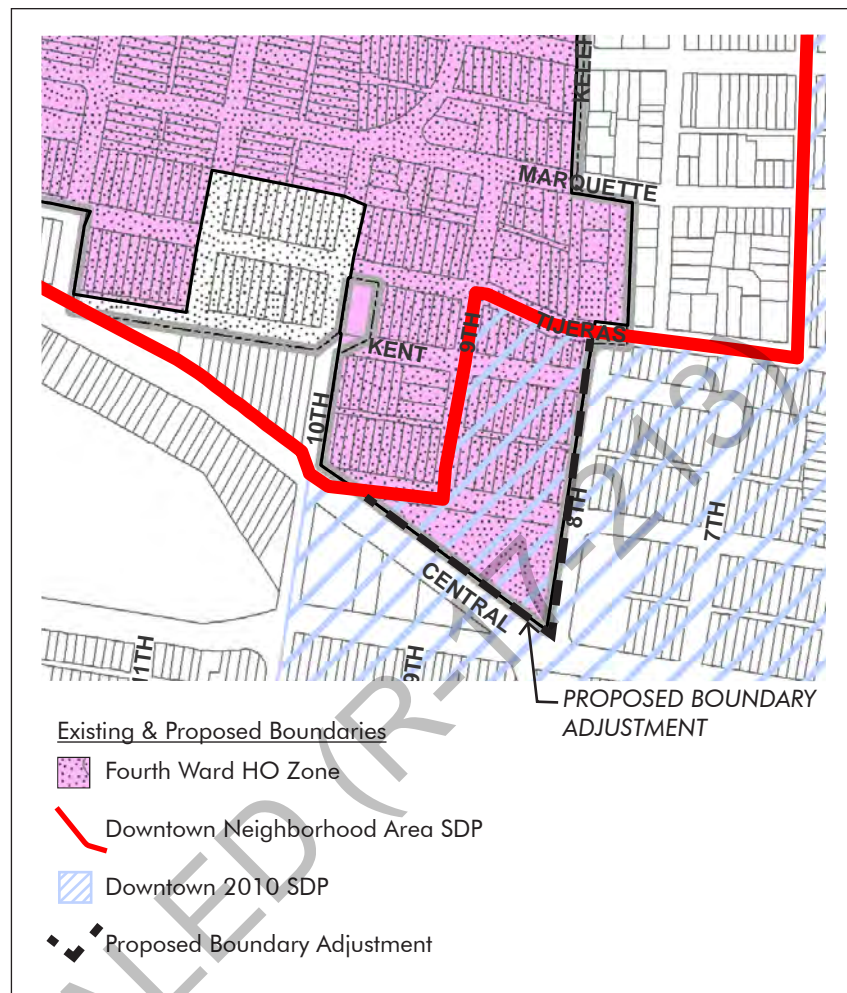
## **B. Implementation Policies and Strategies – Land Use and Development**

### ***Implementation Policy 1: Plan Boundary Adjustment***

The City should adopt a Sector Development Plan boundary that is appropriate to the vision and goals held by the community.

#### ***Strategy***

1. ***Adjust Sector Development Plan Boundary:*** The Plan proposes a boundary adjustment to the Downtown Neighborhood Area that would bring the eastern boundary south down Eighth Street to and west from Central Avenue (see *Boundary Adjustment graphic, page 68*). This boundary adjustment provides three primary benefits, which are supported by the neighborhood:
  - a. The proposed boundary includes Robinson Park in the Downtown Neighborhood Area Sector Development Plan area;
  - b. The proposed boundary makes the Downtown Neighborhood Area Sector Development Plan area and the Fourth Ward HO Zone area consistent; and
  - c. The proposed boundary provides a more logical separation between the Downtown Neighborhood Area Sector Development Plan and the Downtown 2010 Sector Development Plan, with the Hotel Blue (located on the east side of Eighth Street along Central Avenue) in the Downtown 2010 and residential and office in the Downtown Neighborhood Area Sector Development Plan.



### **Implementation Policy 2: Zoning / Development Regulations**

The City should create zoning districts and development regulations that support neighborhood values, and are consistent with existing land use and development patterns, historic preservation, and appropriate infill development.

#### **Strategies**

1. Create New Zoning Districts and Development Regulations: There is a strong community desire to remedy many of the existing zoning conflicts, and to ensure that infill redevelopment accomplishes the Sector Development Plan's goals and objectives that allow for a more walkable community, stays respectful of the historic character, and allows for appropriately designed and scaled infill development that fits in with the context of the surrounding built environment. The Plan proposes a comprehensive set of revisions to the zoning and development standards (see Section 6, Regulations) and covers permissive and conditional uses, prohibited uses, building placement, buffering, height, windows and doors, articulation, garages, ingress/egress, signage, lighting, landscaping, etc. A zone map that corresponds to the zoning regulations is also included in Section 6: Zoning Regulations and Development Standards.

**Implementation Policy 3: Redevelopment of Opportunity Sites**

The City should provide incentives and partner with the private sector on prioritizing redevelopment of vacant and under-utilized parcels throughout the Downtown Neighborhood Area.

**Strategies**

1. Provide Incentives and Encourage Redevelopment of Opportunity Sites:

A number of prime redevelopment opportunity sites were identified during the planning process. These are sites that provide great opportunity to invest in the neighborhood in a way that helps the community realize its vision for the future. Two primary sites are along Central Avenue, the Plan area's southern boundary, and one site is along Fourth Street. All three opportunity sites have the potential to be catalysts for further redevelopment in the area. In addition to these three sites, there are numerous other small properties, buildings, or commercial parking lots that are either vacant, underutilized, or in a blighted condition that would benefit from adaptive reuse or redevelopment efforts.

- a. Central Avenue, Opportunity Site #1: This site is located at 1433, 1435, and 1445 Central Avenue NW (see graphic page 70). It is mostly vacant land, with the exception of a small storefront building on the east edge and a warehouse/manufacturing structure at the far north end, both of which were in use as of the publication of this plan. The entire site is comprised of 1.4 acres on three lots. The site is located between two relatively new redevelopment projects - the Bell Trading Post at 1503 Central Avenue NW and the new office building to the east at 1429 Central Avenue NW. This could be an excellent location for a mixed use project of neighborhood-oriented retail or services, and townhome or low profile condominiums/apartments. The non-residential portion would fit best along the Central Avenue frontage, with the residential portion providing a transition to the more residential area to the north. Vehicular access to the site should primarily be from Central Avenue, rather than 15<sup>th</sup> Street, due to the residential development in that area.
- b. Central Avenue, Opportunity Site #2: This site is located at 1001 Central Avenue NW. It is bounded by Kent Avenue to the north, Central Avenue to the south, 10th Street to the east and a vacant motel to the west. The area is comprised of eight narrow lots with a north-south orientation. A closed restaurant building is situated at the southeast corner with parking to the west and north. The approximately 2/3-acre area could be an excellent redevelopment location for a mixed-use project of either neighborhood-oriented retail or services, a condominium/apartment project, and/or townhouses. Similar to Opportunity Site #1, the non-residential use would fit best fronting Central Avenue.

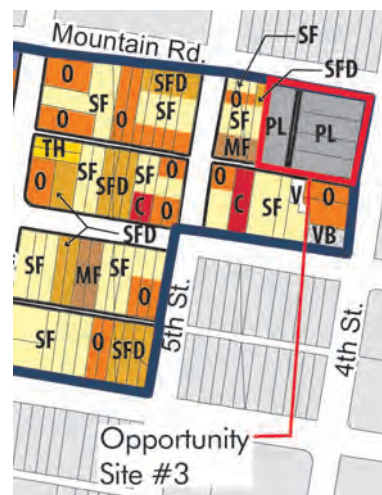




Opportunity Sites along Central Avenue

- c. Fourth Street, Opportunity Site #3: This site is located at 1025 Fourth Street NW, just south of Mountain Road. It is comprised of five lots on approximately .8 acres and is currently being used as a commercial parking lot. The property is appropriately located for neighborhood oriented commercial development fronting Fourth Street. Landscape buffering would be necessary on the west side of the property where it is adjacent to residential development.

Land Use Legend	
SF	Single Family
TH	Townhouse
SFD	Single Family/Divided
MF	Multi-Family
MU	Mixed Use
O	Office
C	Commercial
PK	Parks/Recreation
W	Wholesale/Warehousing
PL	Parking lots/structures
V	Vacant Lot
VB	Vacant Building
	Parcels
	Downtown Neighborhood SDP



Opportunity Site along Fourth Street



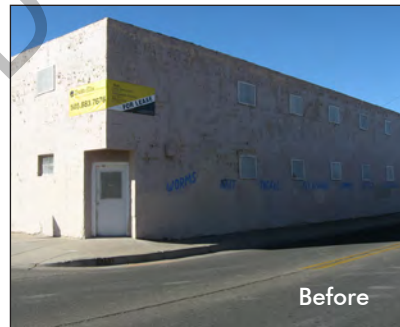
2. Pursue Designation of Central Avenue as a Metropolitan Redevelopment Area: Portions of Central Avenue within the Downtown Neighborhood Area and Huning Castle and Raynolds Addition Neighborhoods are blighted and would benefit from being designated a Metropolitan Redevelopment Area. The purpose of the MRA would be to allow municipal acquisition, ownership, lease, and/or improvement of properties within the area to spur economic development.

The designation and commencement of the MRA is a two-step process with the City in the lead. The City should first determine the appropriate boundary of an MRA along Central Avenue and produce a study pursuant to the Metropolitan Redevelopment Code [3-60A-1 to 3-60A-48 NMSA 1978], with blighted areas defined and mapped, and blighted conditions noted within the boundary. As defined in the study, the City Council would then declare the specific geographic area as a slum or blighted. The second step would be the creation of a Metropolitan Redevelopment Area Plan, which would identify catalytic opportunities and incentives to stimulate public and private investment in the area.

#### **Implementation Policy 4: Adaptive Reuse of Buildings**

The City should promote and provide incentives for the adaptive reuse of buildings in the Downtown Neighborhood Area.

1. Promote the Adaptive Reuse of Existing Buildings: Reinvestment in the neighborhood through the adaptive reuse of buildings has numerous benefits, including costs savings from being able to rely on existing infrastructure, reduction of demolition and construction waste stream into the City's landfills, conservation of the energy expended to create the original structure, and stimulation of economic development within the Downtown Neighborhood Area. Historic preservation of buildings is naturally linked to environmental sustainability and the City's ongoing efforts to reduce greenhouse gases. There are a number of vacant and/or under-utilized buildings within the Downtown Neighborhood Area, particularly old motel sites along Central Avenue, that would benefit from adaptive reuse.



Excellent example of adaptive reuse at Mountain Road and 11th Street

In order to encourage adaptive reuse of existing buildings, the City should adopt incentives to encourage development that would breathe new life into these structures and promote the preservation goals of the neighborhood. Some incentives may include, but are not limited to, a streamlined development review process, reduction of building permit fees, or relaxing some of the typical development standards, such as parking or landscaping.

**Implementation Policy 5: Commercial Parking Lots**

The City should restrict all new commercial parking lots from locating within the Downtown Neighborhood Area and promote the redevelopment of existing commercial parking lots.

**Strategies**

1. Restrict Commercial Parking Lots: Commercial parking lots have primarily occurred in the neighborhood to provide parking for people who work within the Downtown Core. The City has built and operated parking garages in the core, and these should be promoted as the primary means for accommodating workers' vehicles. The Downtown Neighborhood Area is primarily residential, and having commercial parking lots within the neighborhood erodes this character. The Zoning Regulations, Section 6, provide language that restricts new commercial parking lots, which are defined in the Glossary (see Appendix A).
2. Promote Redevelopment of Commercial Parking Lots: There is a higher and better use for those properties that contain commercial parking lots. These are excellent locations for new infill development that fits with the character of the neighborhood and helps to fulfill community goals. The City should provide incentives and work with the private sector to develop these parcels. Incentives may include reduction of impact fees and/or plan review fees, expedited approval process, density bonuses, etc.

**Implementation Policy 6: Future Zone Changes**

The City should discourage future zone map amendments from residential to mixed-use zones.

**Strategy**

1. Discourage Future Zone Map Amendments: The Downtown Neighborhood Area should continue to retain its predominately single-family residential character. The community planning process for this Plan carefully reviewed and assessed appropriate locations for residential and mixed-use zones (i.e. zones that allow residential and non-residential uses) and specifically established mixed-use zones (SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, and SU-2/DNA-CC) in locations that would serve the community and could appropriately accommodate the permissive land uses, residential and non-residential, associated with each zone. Future changes in zoning from purely residential zones to mixed-use zones that allow non-residential uses would under-

mine the neighborhood's primary goal of preserving its single family character. The proximity of the Downtown Neighborhood Area to the Downtown Core has resulted in decades of pressure for office uses, in particular, within the residential area. This Plan supports maintaining the Downtown Core as the primary location in the area for office and/or commercial uses while continuing to allow limited non-residential uses at the edges of the neighborhood to serve as transition areas.

**Implementation Policy 7: Illegal Home/Office Conversions and Commercial Parking Lots**

The City should provide enforcement of regulations in regard to illegal conversions of homes into offices and commercial parking lots.

**Strategies**

1. Remove Illegal Offices: There are buildings scattered throughout the Downtown Neighborhood Area that were illegally converted from residential use to office use. These buildings are on property zoned strictly for residential use and are not considered non-conforming since they were converted after the original 1976 adoption of the Downtown Neighborhood Area Sector Development Plan. City Code Enforcement should identify these individual properties and serve notice to the property owners that they must convert these properties back to residential use within a prescribed time period.
2. Remove Illegal Parking Lots: New commercial parking lots have been prohibited in the Downtown Neighborhood Area since the 1999 Amendment to the Sector Development Plan adopted by the City Council. The existing commercial parking lots were given a period of 60 days to upgrade or risk being removed. Neither upgrading nor removal occurred within this required time period; therefore, these commercial parking lots became illegal more than 10 years ago. The City should enforce this regulation to remove these parking lots and provide incentives for redevelopment as infill sites.

**Implementation Policy 8: Historic Preservation**

The City should promote the preservation of historic buildings and districts, and support property owners in pursuing designation for buildings with potential for registration.

**Strategies**

1. Review and Refine Regulations that Address Historic Preservation: The Fourth Ward and the Eighth and Forrester HO Zones provide direction to property owners wishing to construct new development or additions to existing buildings. The City and the Landmarks and Urban Conservation Commission (LUCC) should review the development guidelines for the Historic Overlay Zones to assure that they provide clear direction for property owners who contemplate alterations to their properties or the construction of new buildings. The LUCC should clarify how the guide-

lines are applied, which guidelines are mandatory, how the guidelines relate to other applicable City regulations, and offer details about how to achieve the preservation goals.

In this review, special attention should be given to addressing improvements associated with today's energy efficiency goals. Consumers have new choices in products and equipment that some homeowners would like to introduce on their historic buildings. The LUCC should help owners identify what products and installations are compatible with historic properties and preservation goals.

2. Create Regulations that Support the Preservation of Neighborhood Character: Applying typical City standards to a location as unique as the Downtown Neighborhood Area would erode the neighborhood character. There are elements of neighborhood character, such as street trees, building placement, and architectural forms, that should be incorporated into the general zoning regulations that apply throughout the neighborhood, regardless of whether the property falls within an historic overlay zone. These elements are addressed in the Zoning Regulations, Section 6.
3. Inform the Public on Historic Preservation: The City does a good job of administering the Historic Overlay Zones, but there are residents who do not understand the City's review process or may not be informed of available tax credits for historic preservation. A greater effort needs to be made to inform people on the details of the review process, renovation practices, tax credits, etc. There is also good information that the City could make available regarding the other three historic districts within the Plan area: Watson Addition, Orilla de La Acequia, and Manzano Court. Development of historic walking tours, informational brochures, interpretive signage, and an expanded website would be useful vehicles for informing the public of these community resources.
4. Establish Historic Overlay Zones and Apply for City Landmarks as Appropriate: Three registered historic districts – Watson, Orilla de la Acequia, and Manzano Court - are not covered by a City Historic Overlay Zone. Applying the HO Zone to one or more of these would provide development review by the City of proposed exterior alterations and demolition of buildings toward protecting their historic character. The City should assess these districts' residents' support for adoption of the Historic Overlay Zone for these districts. The City should also consider City Landmark designation for two rare and significant buildings – the Bell Trading Post at 1503 Central NW and La Glorieta, located as part of the Manzano Day School at 1801 Central NW – in consultation with their owners.
5. Pursue Listing of Individually Eligible Historic Buildings: Many buildings outside the designated historic districts are individually eligible but are not currently listed on the State and National Historic Registers. Such

listing makes preservation tax credits and other benefits available. The preparation of appropriate National Register Historic Contexts, also referred to as multiple property or thematic nominations, can set a recognized context for evaluating properties for registration and substantially reduce the costs of preparing individual building nominations. Existing National Register Historic Contexts cover later buildings in the neighborhood, but the City Preservation Program, working potentially with the State Historic Preservation Division and the University of New Mexico Graduate Certificate in Historic Preservation Program, should prepare an additional Historic Context on the Railroad Neighborhoods of Albuquerque, 1880-1918, covering both residential and neighborhood commercial buildings.

6. Preserve and Acknowledge Historic Districts Through Signage: The street names stamped in the concrete sidewalks at many street corners reflect the completion of much neighborhood infrastructure under the Works Progress Administration during the 1930s. These historic traces should be preserved, and where curb ramps or extensions are being installed, the old sidewalk should either be left intact or the new ramp should be constructed with the addition of street name stamps. The designated historic districts should also be recognized by the addition of sign toppers with the district name placed above the existing street signs.

#### **Implementation Policy 9: Street Trees**

The City should expand upon the excellent examples of the friendly and attractive streetscapes in place within the Plan area. The City shall improve public streetscapes and promote beautification efforts by planting street trees along streets in the Downtown Neighborhood Area.

#### **Strategies**

1. Develop a Street Tree Program: The character of the Downtown Neighborhood Area is defined by the tree canopy. There are roadway segments, such as 12<sup>th</sup> Street, south of Lomas Boulevard, that have a continuous tree canopy. The City should work to reinforce the community character by developing a street tree program that includes replacement of old or diseased street trees within public rights-of-way and fills in gaps in the tree canopy. Appendix B, Street Tree Palette, provides a list of appropriate street trees and tree planting techniques for the Downtown Neighborhood Area.
2. Require Street Trees on Local Streets: The City's Street Tree Ordinance requires street trees for new development that occurs along major streets (collectors and arterials), but does not require street trees along local streets. Since street trees are a defining element of the Downtown Neighborhood Area, the Zoning Regulations (see Section 6) require street trees for all new development - residential and non-residential - regardless of the street classification.

3. Develop an Education Program on Street Trees: Street trees are a valuable resource in our arid climate. However, many people are unaware of proper planting techniques and tree maintenance. The City, through its Urban Forester, should develop an education program for property owners and green waste pick-up on a more regular basis than the current two times per year.

### **C. Implementation Policies and Strategies – Transportation**

The Downtown Neighborhood Area has a mature transportation network that may require some upgrades but serves the community well. A network of arterial and collector roadways are in place to facilitate motor vehicle movement through the neighborhood, while the local streets provide access within the neighborhood. The two area arterials, Lomas Boulevard and Central Avenue, were constructed when through traffic movement was vital to the greater Albuquerque area. These roads now serve a different, more local function, and incorporating them more into the neighborhood is a primary goal of the community.

Transportation considers more than just motor vehicle travel. The Downtown Neighborhood Area, with its proximity to the Albuquerque Central Business District and Old Town, yields many trips via modes other than personal motor vehicles. Many Downtown workers walk the neighborhood during their lunch hour and throughout the day for recreation. Area residents can walk or ride a bicycle to work, school, or for shopping, and if transit routes were improved, more would utilize transit both locally and regionally. The following implementation policies and strategies are intended to provide the Downtown Neighborhood with a comprehensive, multi-modal, transportation system:

#### **Implementation Policy 10: Neighborhood Walkability**

The City should accommodate pedestrians by prioritizing and enhancing walkability and accessibility throughout the Downtown Neighborhood Area.

#### **Strategies**

1. Replace and Improve Sidewalks, Add New Sidewalk Sections, and Remove Sidewalk Obstacles: Deficient sidewalk sections have been identified in areas without sidewalks and locations where sidewalk widths are below minimum City standards (see page 51). These areas should be developed to minimum City standards or better.

An inventory of the neighborhood has revealed many locations with damaged sidewalks. This damage is a result of general wear and deterioration, as well as significant root damage. The root damage has resulted in both heaving and cracking of the sidewalk surfaces. Repair of the damaged sections should be a priority in order to minimize property owner and City liability.

Most of the sidewalks are set back from the roadway, separated by a parkway strip of 4 to 6 feet in width. Some sections of the neighborhood have the sidewalk constructed at the back of curb, and in areas



where this occurs and the sidewalk is over 25 years old, typically the driveway cuts are not ADA compliant. The transitions from the sidewalk to the driveway cut are steep and uncomfortable for wheelchair users and pedestrians alike to traverse. Most users walk in the street in these sections to avoid the discomfort associated with repeated driveway cuts. These sections of sidewalk should be upgraded to current City standards to improve safety and separate the motorized and non-motorized traffic. Parkway strips should be planted with street trees (see *Appendix B, Street Tree Palette*, for appropriate species).

The City should make a concerted effort to remove sidewalk obstacles along major pedestrian corridors such as Mountain Road and 12th Street. Utility poles, luminaires, fire hydrants, and other utilities located within the sidewalks present obstacles to pedestrian mobility and safety. Alternative locations should be found for these infrastructure elements so that they do not impede pedestrians. Removal of these obstructions would greatly improve safety and the pedestrian environment along both corridors.

2. Improve Curb Ramps: Deficient curb ramps have been identified at 30% of all intersection returns in the Downtown Neighborhood Area, and these should be improved to City standards (see page 46). While the curb ramp improvements would enhance walkability and access, it is prudent that these improvements not be made prior to the needed sidewalk improvements where both improvements are required. The sidewalk improvements should be constructed prior to or concurrent with the curb ramp improvements to ensure that curb ramps are not constructed for unwalkable segments.
3. Preserve Existing and Develop New Parkway Strips: Existing parkway strips shall be preserved throughout the Downtown Neighborhood Area. In areas where sidewalks are missing, 4 to 6 foot parkway strips should be developed. As areas redevelop, parkway strips should be required along the redeveloped frontage. Appendix B provides a list of street trees appropriate for planting within the parkway strips.

### **Implementation Policy 11: Neighborhood Traffic Calming**

The City should accommodate vehicular traffic flow, while balancing and integrating it with a pedestrian-oriented neighborhood area.

#### **Strategies**

1. Narrow Existing Roadways: Traffic calming measures should be instituted in character with the neighborhood to create a driving environment that yields slower travel speeds. For major local streets with a width greater than 28 feet and that have a need for sidewalk improvements, the roadway should be narrowed to provide the pedestrian amenities and reduce the roadway width. Local streets with sidewalk improvement

needs should be reduced to 26 feet in width to create an environment of slower motor vehicle traffic.

2. Provide Curb Extensions: Intersections requiring curb ramp improvements with street widths greater than 28 feet should consider the installation of curb extensions (or bulb outs). The curb extensions will reduce the roadway width at the intersection, reducing the crossing distance for pedestrians and creating a more pedestrian friendly environment. Some streets within the Downtown Neighborhood Area allow parking only on one side of the street, and it may be prudent to build curb extensions only on the side with parking to both delineate the parking and maintain the narrower crossing distance. Key recommendations for Lomas Boulevard and 12th Street include curb extensions at specific intersections (see *sections on Lomas Boulevard and 12th Street Recommendations later in this section*).
3. Initiate Neighborhood Transportation Study: Neighborhood residents have expressed concerns regarding the flow and speed of traffic through the Downtown Neighborhood Area. Cut-through traffic is a problem on some of the local streets, including but not limited to 11th, 14th, and 15th Streets, and Laguna Boulevard. The City, in conjunction with neighborhood representatives, has already begun the scoping process for this transportation study, which will be a follow-up action step to this Sector Development Plan. The result of the study may include additional traffic calming measures beyond what has been recommended in the Sector Development Plan.

#### **Implementation Policy 12: Coordinated Transportation Planning**

The City should coordinate transportation planning for all arterials and collectors within and adjacent to the Downtown Neighborhood Area.

#### **Strategies**

1. Incorporate Recommendations from the West Central Avenue Corridor Concept Plan: The Downtown Neighborhood Area shall incorporate and support the recommendations of the West Central Avenue Corridor Concept Plan (see Appendix C) and the Central Avenue/Lomas Boulevard intersection improvements. This may include a permanent road diet (lane reduction) on Central Avenue east of Lomas Boulevard, and future improvements at the Lomas Boulevard/Central Avenue intersection. The Lomas Boulevard/Central Avenue improvements shall be developed in conjunction with the proposed Lomas Boulevard improvements contained in this Plan to ensure consistency between the two planning measures. Important considerations include traffic operations; transit, bicycle, and pedestrian mobility; and pedestrian safety through the intersection.
2. Improve Intersections at 12th Street/Mountain Road and 12th Street/Lomas Boulevard: There are two critical intersections within the Downtown Neighborhood Area that are in need of improvements to increase safety and al-

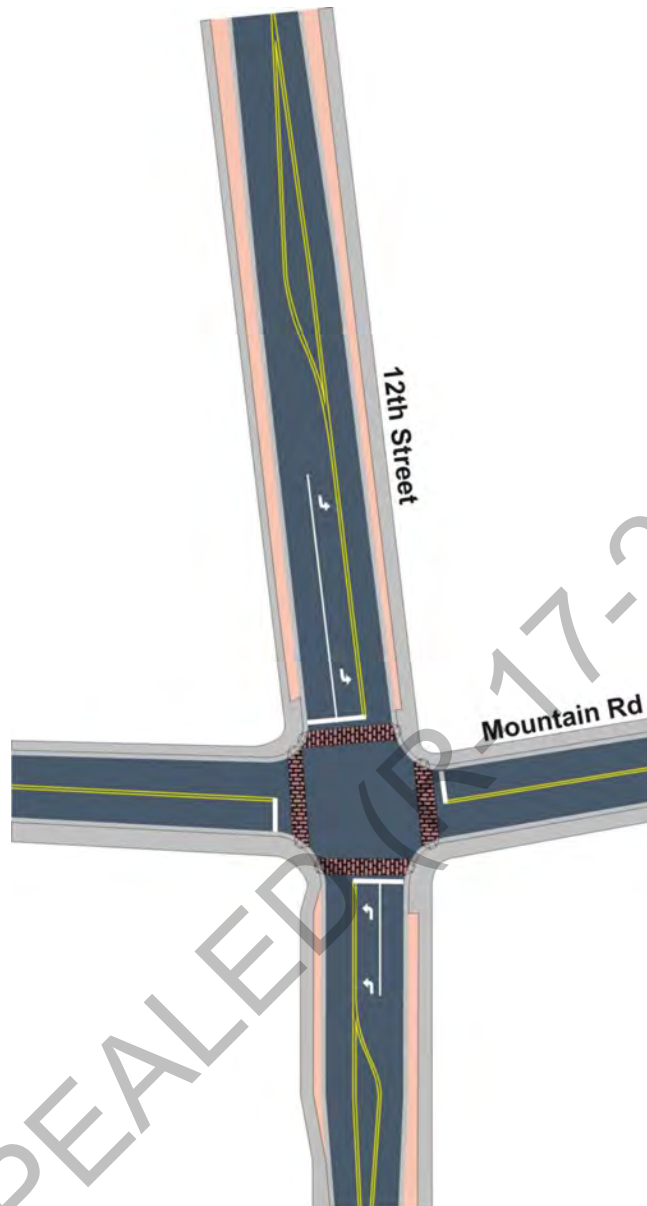
low for better pedestrian and vehicle flow. These include 12th Street/Mountain Road and 12<sup>th</sup> Street/Lomas Boulevard (refer to *transportation graphics following this narrative*). These two intersections should be further studied for appropriate improvements as part of the Neighborhood Transportation Study called for by the Sector Development Plan (see *Implementation Policy 10, Strategy 3, previous page*).

- a. 12th Street/Mountain Road - The 12th Street/Mountain Road intersection operates poorly during peak periods because there are no left-turn lanes for any of the intersection approaches. Neither 12th Street nor Mountain Road has sufficient street width to accommodate turn lanes without some level of roadway widening. Each corridor should be widened to provide a left-turn lane at this intersection. 12th Street should be widened from 32 feet to 34 feet to accommodate the additional lane. This could be accomplished by reducing the landscape buffer along one or each side of the street between Granite and Rosemont Avenues.

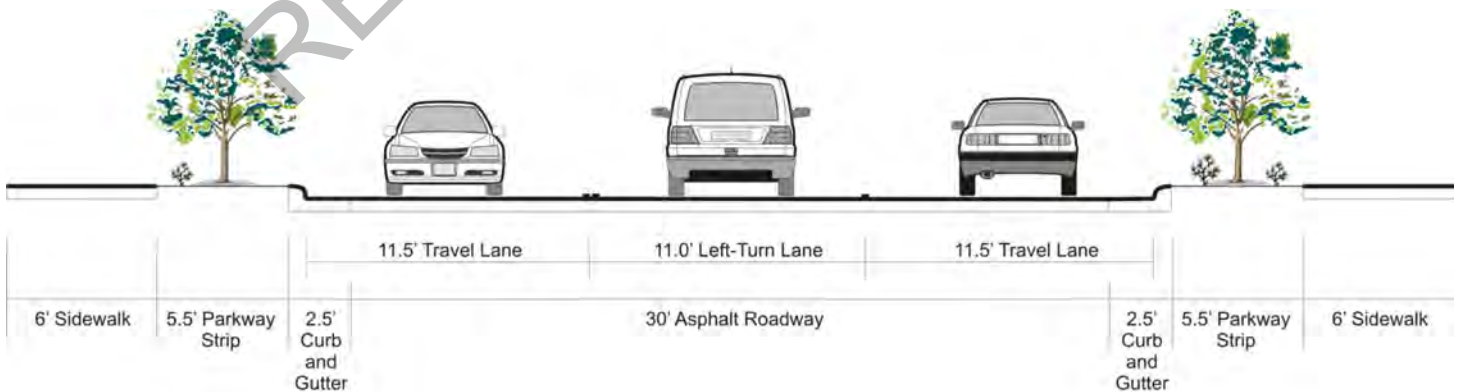
All on-street parking must be restricted within the area in conjunction with the addition of the left-turn lanes. Parking is currently prohibited along the east side of 12th Street. The west side restriction will be required to provide the southbound travel lane. North of Mountain Road, parking is essentially prohibited as a result of narrow lot sizes and close driveway spacing. The closest parking space not encumbered by a driveway is approximately 260 feet north of Mountain Road. South of Mountain Road, only one space would be eliminated because of open driveway frontage.

The City of Albuquerque design standards call for a 100 foot left turn lane, an 84 foot reverse curve entry taper (radius = 150') and an 83 foot roadway widening taper to install the minimum left-turn lane. The lane would be developed using pavement striping and markings, without raised channelization. The minimum roadway length required to install a standard left-turn lane is 267 feet, plus the crosswalk and stop bar distances, approximately 15 feet, for a total of 282 feet. North of Mountain Road, the distance to Rosemont Avenue is approximately 400 feet, adequate to install the lane. South of Mountain Road, the spacing to Granite Avenue is approximately 170 feet. A standard left-turn lane could not be installed on the south 12th Street approach to Mountain Road.

Two options are feasible to stripe a left-turn lane on 12th Street between Mountain Road and Granite Avenue. Option One is to construct a sub-minimum lane (see *12th Street and Mountain Road Plan and Section, page 80*). This lane would include a 50 foot left-turn lane, a 48 foot (R=50') reverse curve entry taper, and a 50 foot widening taper. The taper would be closed with a 1.5 foot radius curve at the Granite Avenue intersection. The principal deficiency with this design is that the left-turn lane would likely not store all of the vehicles required for



12th Street and Mountain Road Intersection - Plan



12th Street South of Mountain Road to Granite Avenue  
(widening 1 foot each side) - Section

each signal cycle, especially during the peak traffic hours. Option Two is to construct a continuous left-turn lane between Granite Avenue and Mountain Road, as either an exclusive northbound left-turn lane or a continuous two-way left-turn lane with 50 foot northbound turn lane striped at the Mountain Road intersection. The Neighborhood Transportation Study should determine which option will provide better intersection operations.

Mountain Road is approximately 32 feet wide at the 12th Street intersection. The Mountain Road intersections east of Seventh Street have left-turn lanes constructed within the same roadway width. The lane widths are approximately 11 feet for each travel lane and 10 feet for the left-turn lane. This could be striped at the Mountain Road/12th Street intersection without any widening required. This lane configuration is narrower than minimum City requirements, and a safety evaluation of the intersections between First Street and Sixth Street should be conducted prior to restriping this intersection. Should the safety evaluation indicate that the existing intersections have normal crash histories, restriping to add left-turn lanes should be considered.

- b. 12th Street/Lomas Boulevard: The 12th Street/Lomas Boulevard intersection is the only signalized crossing of Lomas Boulevard within the neighborhood. The intersection experiences many of the pedestrian crossings because of the traffic signal, and reducing the crossing distance would also reduce the required crossing time for pedestrians. Curb extensions in each quadrant would reduce the Lomas Boulevard crossing distance for pedestrians by up to 16 feet, reducing the required green phase for 12th Street. This provides more flexibility for traffic signal timing, while also improving pedestrian safety. In addition to the curb extensions, stamped, patterned crosswalks are desired to more clearly delineate the pedestrian crossings.

### **Implementation Policy 13: Lomas Boulevard**

The City should accommodate and enhance pedestrian and bicycle travel along and across Lomas Boulevard, while ensuring adequate vehicular traffic flow.

### **Strategies**

1. Develop a Comprehensive Streetscape Plan for Lomas Boulevard: A comprehensive streetscape plan should be developed for Lomas Boulevard. As noted previously, improvements should include curb extensions, sidewalk widening, pedestrian and bicycle crossings, pedestrian lighting, landscaping, median improvements, transit stops, etc. The Plan recommends that improvements extend between 11th Street and 17th Street; however, the comprehensive streetscape plan should determine the appropriate boundaries.

2. Provide Traffic Calming on Lomas Boulevard: Traffic calming measures should be developed for Lomas Boulevard to improve pedestrian accessibility and safety (see *Lomas Boulevard Plan and Section, page 83*). The existing roadway width of 86 feet includes two travel lanes and a 10 foot parking lane in each direction, along with a 16 foot raised median. Appropriate traffic calming measures include the construction of curb extensions at each unsignalized intersection to reduce the pedestrian crossing distance and the lane width to 11 feet or less, exclusive of curb and gutter. The curb extensions should be landscaped to create a sense of 'place' for the neighborhood. The landscape should be coordinated with additional landscape improvements along Lomas Boulevard. Opportunities for water harvesting should be evaluated as part of this work.
3. Provide Lomas Boulevard Sidewalk and Lighting Improvements: Decorative crosswalks should be planned and designed at approximately two block intervals to enhance pedestrian accessibility, with particular attention paid to the area from 11th Street to 17th Street. Initially, crosswalk improvements should be considered at 12th, 14th, and 16th Streets. As the density in the corridor increases, crosswalks could eventually be constructed at other intersections. In addition to crosswalks, raised intersections should be considered to enhance the pedestrian environment, while calming traffic within the corridor.

Roadside improvements within the area should include wider sidewalks and pedestrian lighting. Sidewalks should be widened by approximately 2 to 4 feet along each side of Lomas Boulevard to enhance the pedestrian environment. The lighting should consider the safety needs for both motor vehicles and pedestrians.

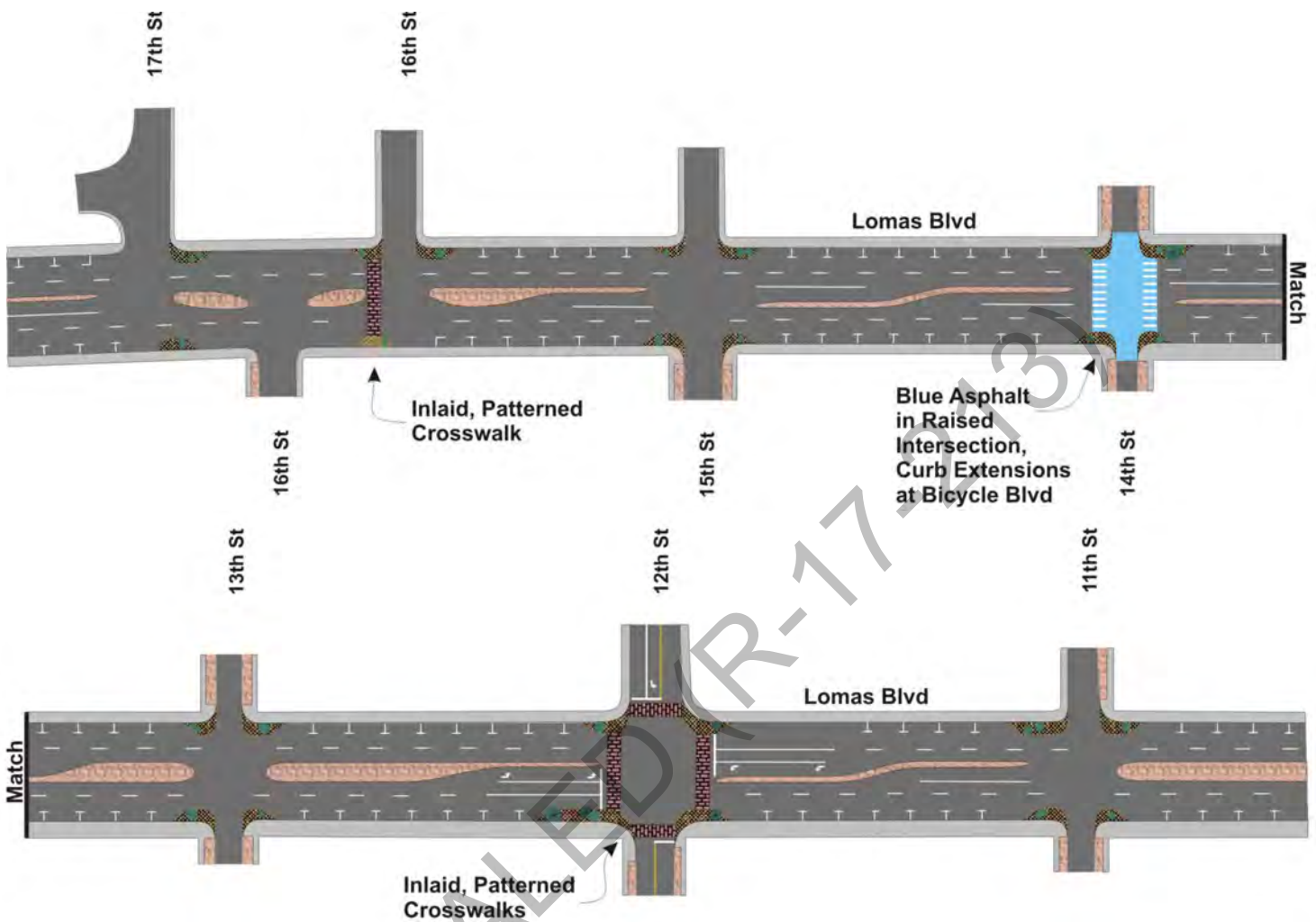
#### **Implementation Policy 14: 12th Street**

The City should accommodate and enhance pedestrian travel along and across 12<sup>th</sup> Street while ensuring adequate vehicular traffic flow.

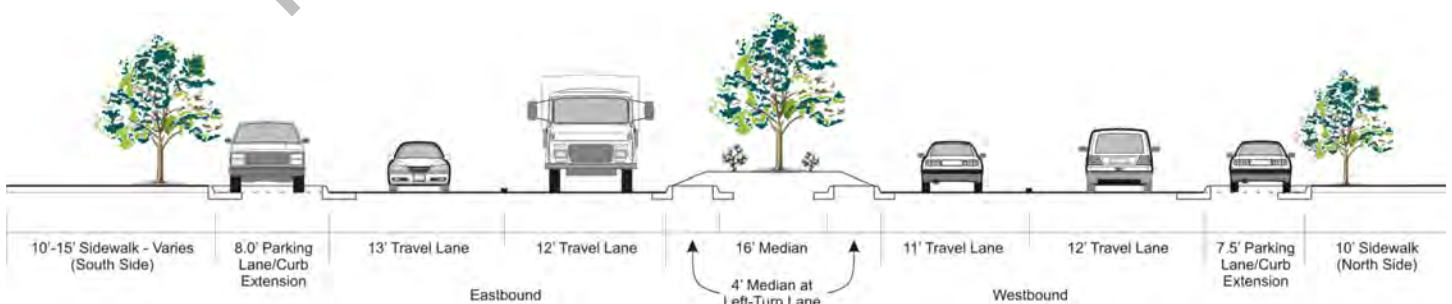
#### **Strategies**

1. Provide Traffic Calming on 12th Street: Recommendations for 12th Street include the installation of curb extensions (bulb outs) at the local street intersections. The curb extensions could reduce the roadway width by up to six feet, reducing pedestrian exposure by approximately two seconds per crossing. This would also better define the parking area along the west side of the corridor and create a narrow driving environment for motor vehicles to calm traffic.
2. Provide Pedestrian Lighting along 12th Street, South of Lomas Boulevard: Pedestrian lighting should be installed south of Lomas Boulevard to Central Avenue. The new lighting should match the existing pedestrian lighting that was installed along 12th Street north of Lomas Boulevard.





1. Each intersection shall have curb extensions where feasible.
2. On-street parking spaces shall be delineated where feasible (driveways not shown).
3. Lomas Boulevard shall have a 10-foot sidewalk along the north side and a 10- to 15-foot sidewalk on the south side.



Lomas Boulevard - Plan (top) Section (bottom)

3. Repair Sidewalks and Improve Curb Ramps along 12th Street: Sidewalk repair and improvements at curb ramps should be made to provide smoother pavement transitions between the sidewalk and street.

**Implementation Policy 15: Enhanced Transit**

The City should enhance transit access for area residents and visitors.

**Strategies**

1. Expand Transit Service and Connectivity: There is very minimal existing transit service to the Downtown Neighborhood Area. In order to encourage transit ridership, transit service to the neighborhood must be improved. Central Avenue and the streets within a few blocks of Central Avenue have frequent service, but the remainder of the neighborhood has limited access to a single, one-way circuit that utilizes 12th Street and Rio Grande Boulevard. Local service using Lomas Boulevard should be considered between Old Town and the Alvarado Transit Center, possibly using Mountain Road as part of a circulator route. Circulator transit service should be considered through the neighborhood between Old Town and the Alvarado Transit Center. This would also provide direct access to the regional Rail Runner service. The new service should be provided such that it has frequent enough headways to encourage transit usage.
2. Provide Physical Improvements to Bus Stops: Physical amenities should be improved in conjunction with adding service to the Downtown Neighborhood Area. Where service is provided along major roadways with sufficient right-of-way, bus stops should be developed with covered seating for riders, and a kiosk with a list and scheduled stops for the routes in the area.

**Implementation Policy 16: Bicycle Circulation**

The City should accommodate and enhance bicycle circulation throughout the Downtown Neighborhood Area.

**Strategies**

1. Add Bicycle Routes: Bicycle route designation should be considered for at least two internal east-west corridors between 7th Street and 14th Street, one north and one south of Lomas Boulevard. Roadways that should be considered are Roma Avenue, south of Lomas Boulevard, and the Orchard Place/Slate Street corridor to the north. Designation of these routes would improve system connectivity within the neighborhood and throughout Albuquerque.
2. Add Bicycle Crossing Push Buttons: Bicycle crossing push buttons should be added to each street approach to signalized intersections if the street is identified as a bicycle route, lane, or boulevard. The push buttons are used to place a call for the stoplight to turn green and allow the bicyclist to proceed through the intersection.

3. Provide Improvements along 14th Street Bicycle Boulevard: Improvements should be considered along the 14th Street segment of the Bicycle Boulevard to enhance bicycling safety and allow for better bicycle flow. One of the critical design considerations of a Bicycle Boulevard is to provide an efficient roadway environment that minimizes delay for bicycles, even at the expense of increasing delay for motor vehicles. Traffic calming is frequently involved in implementing these facilities. However, 14th Street is currently one of the narrowest roadways in the community and additional traffic calming would provide minimum benefit. The 14th Street corridor should be evaluated to eliminate stop signs to give bicycles the right-of-way in accordance with the City's Development Process Manual (DPM) Section N.1.(9).

Another improvement that would improve bicycling safety along 14th Street is to restrict parking. Parking should be eliminated on one side of the roadway where the paved surface is less than 30 feet to improve bicycling safety.

4. Provide Enhanced Bicycle Crossing at 14th Street and Lomas Boulevard: The bicycle crossing for Lomas Boulevard at 14th Street should be improved to alert motorists. Improvements should include curb extensions, additional warning signs, and additional lighting as required to improve safety and accessibility. A raised intersection should be constructed and the pavement should be blue asphalt to indicate a non-standard condition. The blue asphalt will extend from the beginning of the ramp up to the ramp down to existing grade and will underlie the intersection and crosswalks. Crosswalks should be striped across Lomas Boulevard on each side of 14th Street. As required, the medians should be extended to provide pedestrian refuge, and consideration should be given to closing the median to motorized vehicle traffic.
5. Work with Business Community on Providing Bicycle Facilities: Existing and future businesses with the Downtown Neighborhood Area should be encouraged to install additional bicycle parking for employees and patrons beyond what is required in the zones. Bicycle parking should include both bicycle racks for short-term parking and bicycle lockers for all-day storage. The short-term parking will be vital as the mixed-use area develops along Lomas Boulevard to encourage cyclists to patronize the businesses. This will also be important along Central Avenue once the Road Diet has been completed and Central Avenue has bicycle lanes, thereby increasing bicycle activity within the corridor.
6. Provide Updates to the Bikeways and Trails Master Plan: All proposed bikeway updates proposed herein will be forwarded to the City Bicycle-Pedestrian Coordinator for inclusion in the annual bikeway map update and the Bikeways and Trails Master Plan.

**Implementation Policy 17: Alleys**

The City should promote the use of alleys as alternative walking paths and access to rear yards, while ensuring that they are maintained in a safe and attractive manner.

1. Conduct an Inventory of Alleys: Maintaining and utilizing alleys for utility corridors, rear yard access, and walking paths has a direct correlation to the existing neighborhood streetscape character that the neighborhood wishes to maintain. Alley access to garages allows for more on-street parking, lessens the number of driveway cuts, which allows for better pedestrian flow along sidewalks and an increase in the area devoted to landscaping and street trees. Understanding the usefulness of alleys and determining their condition should be a first step in establishing alleys as an integral component of the neighborhood transportation system.

Once the problem areas are identified, the City should work with the adjacent landowners and the Downtown Neighborhood Association to improve the condition of the alleys and to ensure that they are not neglected. The City should also contact the adjacent landowners of alleys that appear to be discontinuous or to not serve a practical purpose to determine whether they should be vacated.

**Implementation Policy 18: Functional Classifications**

The City should pursue appropriate functional classifications of roadways through the Mid-Region Council of Governments' process.\*

1. Pursue Lower Functional Classifications: Two roadway segments are recommended for lower functional classifications: Marquette Avenue, west of Keleher Street, and 12th Street, between Lomas Boulevard and Mountain Road. The reason to downgrade these roadways is that their primary function is no longer to move traffic through the community; rather, they move traffic to destinations along these streets or within the neighborhood. The lower classifications will give the neighborhood more flexibility to introduce local traffic calming measures and will be consistent with the existing land uses and proposed zoning along those streets.
  - a. Reclassify Marquette Avenue, West of Keleher Street: This segment of Marquette should be downgraded from a collector roadway to a local street. This segment is a holdover from when Marquette Avenue was part of a one-way couplet with Tijeras Avenue through downtown Albuquerque, from Second Street to 12<sup>th</sup> Street. Marquette Avenue now terminates as a one-way street at 6<sup>th</sup> Street, and the land use west of Keleher Street is primarily residential, indicative of a local street. Downgrading Marquette Ave would make it eligible for local street design considerations, such as traffic calming, and the centerline striping could be removed. In addition, a narrower travel way would be acceptable, and parking along both sides of the

- 32-foot-wide street could be considered. A consequence of downgrading Marquette Avenue is that this roadway section would then be overlaid on a local street schedule rather than a collector street schedule, reducing the frequency of roadway overlays.
- b. Reclassify 12th Street, Between Lomas Boulevard and Mountain Road: The segment of 12th Street between Lomas Boulevard and Mountain Road should be downgraded from a minor arterial to a collector roadway. It is primarily a tree-lined residential roadway with minimal non-residential development, and slow speeds. This street segment has a posted speed limit of 30 mph. The 12th Street corridor is pedestrian-friendly with residential frontage, and reducing the functional classification from a minor arterial to a collector roadway will identify it as it currently functions and help ensure that slow travel speeds are maintained. The segment of 12th Street south of Lomas Boulevard is classified as a local street and contains three speed humps, which the neighborhood wants to maintain.
  - c. Evaluate Central Avenue for Reclassification: Central Avenue should be evaluated for downgrading from a principal arterial to a minor arterial if the proposed Road Diet in the West Central Avenue Corridor Concept Plan becomes permanent.
  - \* Functional classification of federally eligible roadways must follow the Federal Highway Administration (FHWA) Functional Classification System Guidelines. According to these guidelines, the functional classification of a roadway is determined by a number of factors including, but not limited to: the number of vehicles, trip length, road spacing, amount of access, and system links. Additionally, a proposal for reclassification of a roadway must be pursued through the Mid-Region Metropolitan Planning Organization process and approved by a resolution of the Metropolitan Transportation Board. Then, the proposal must be sent to the New Mexico Department of Transportation for review and approval before a final review and approval from the Federal Highway Administration. Specific design features and evaluating right-of-way constraints are under the purview of the local agency and are not directly related to the functional classification of a roadway.

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## SECTION 6: ZONING REGULATIONS & DEVELOPMENT STANDARDS

REPEALED (R-17-013)

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### Introduction

The regulations presented in this section provide new zoning and development standards for property that falls within the Downtown Neighborhood Area. All properties will maintain an SU-2 (Special Use) zoning designation to reflect the Plan area location. The regulations are based upon a thorough existing land use inventory and the desire of the community for the zoning to better match the current conditions and vision for the future.

Each zoning district has a set of development standards. In many instances, the new zoning district corresponds to an existing zoning district in the Comprehensive City Zoning Code. Where applicable, the existing zoning district or code regulation is referenced and only the exceptions to the existing regulation are listed.

The intent of the regulations is to ensure that infill development is responsive to and complements existing neighborhood patterns. Basic components of the neighborhood pattern that are considered in the regulations include:

- Street frontage character (porches, landscape, building entries, setbacks, on-street parking, etc.)
- Rhythm of development along the street (massing, volume, height, roof lines, etc.)
- Street orientation (windows, doors, primary entries, architectural detailing, etc.)
- Street trees and landscaping (parkway strip, driveway cuts, front yards)
- Architectural features (roof forms, window patterns, color, garage doors, etc.)



## SINGLE FAMILY ZONE - SU-2/DNA-SF

The intent of the SU-2/DNA-SF Zone is to ensure that the historic development pattern and the predominant single family character of the Downtown Neighborhood Area is preserved and strengthened. This zone is not appropriate for multi-family residential, commercial, or office uses. Property zoned SU-2/DNA-SF that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

The SU-2/DNA-SF Zone corresponds to the R-1 zone in the Comprehensive City Zoning Code with the following EXCEPTIONS:

### A. Permissive Uses

1. Permissive uses are per the R-1 zone, EXCEPT secondary dwelling units are permitted as defined in this document.

### B. Prohibited Uses

1. Walls, fences, and retaining walls taller than 3 feet in height are not allowed in the front yard setback.
2. A carport within the front yard setback is not allowed.

### C. Conditional Uses

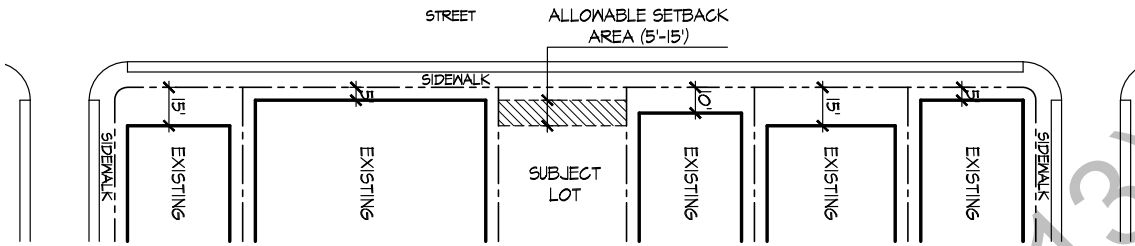
Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. Conditional uses are per the R-1 zone of the Comprehensive City Zoning Code, with the following exceptions:

1. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.
2. Carports and walls, except they shall be consistent with B.1 and B.2 above.
3. SU-2/DNA-SF uses, provided:
  - a. The premises was previously zoned SU-2/SF by the 1976 DNASDP. See Zoning Established by the 1976 DNASDP map on page 32 for eligible properties; and
  - b. The premises at the time of adoption of this Plan is adjacent on at least one side to property that is zoned something other than SU-2/DNA-SF; and
  - c. The premises has alley access or the ability to obtain alley access, either through a re-plat, cross access easement or common ownership of contiguous property with alley access; and
  - d. A Site Development Plan for Building Permit, as defined in the Comprehensive City Zoning Code, is submitted with and tied to the approval of a conditional use; and
  - e. All townhouse developments within the SU-2/DNA-SF zone shall comply with the development standards of the SU-2/DNA-SF zone.

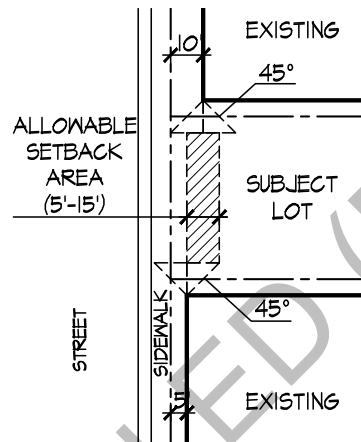
### D. Lot Area and Setbacks

1. The minimum lot area shall be 5,000 square feet.
2. Front yard setbacks for buildings shall be determined by the setbacks on ex-

isting buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the front façade of adjacent buildings. In no case shall the front yard setback exceed 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

3. The minimum rear yard setback for attached or detached garages off an alley is 5 feet.
4. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling unit. In addition to the building separation requirement, the following minimum setbacks from the property line shall apply:
  - a. Side: 5 feet
  - b. Rear: 0 feet, except where applicable shall comply with D.3 above.
  - c. On corner lots, the street side setback shall be a minimum of 10 feet.

#### E. Building Height and Stepbacks

1. Building heights shall comply with §14-16-2-6 (C) R-1 Zone in the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Buildings over 15 feet in height, and second story additions to existing buildings, shall incorporate a minimum horizontal stepback of 6 feet from the front façade. When there is an existing porch, the stepback is measured starting at the porch.

- b. Secondary dwelling units shall not exceed 18 feet in height.
- c. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3(A)(7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed, subject to Zoning Code regulations for buildings that are nonconforming as to height.

**F. Windows and Doors**

1. All building façades that face a public street shall contain a minimum of 30 percent of their surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

**G. Building Entries and Porches**

1. The primary entry to the building shall be oriented towards the street.
2. Front entry porches, with a minimum depth of 5 feet at finished floor elevation, shall be provided.

**H. Garages**

1. Attached and detached garages are permitted.
2. Garages shall be accessed from existing alleys.
3. Where alley access does not exist, a garage door is permitted to face the street. A garage door facing the street shall be set back a minimum of an additional 5 feet beyond the horizontal plane of the front building face or porch façade.
4. A garage door facing a street shall not exceed a width of 9 feet.

**I. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations in the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Secondary dwelling units: 1 space per unit.
  - b. The parking standards in the Zoning Code section cited above shall be the maximum allowed.
  - c. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.



**J. Driveway Cuts and Paved Parking Areas for Lots Without Alley Access**

1. The maximum front yard setback area that can be a paved off-street parking and maneuvering area is 22 feet in width. Porous pavement is allowed.
2. Driveway cuts shall not exceed 16 feet in width.

**K. Street Trees**

1. A minimum of one street tree shall be provided per dwelling unit and maintained by the property owner. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, EXCEPT, where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
2. Street trees shall not be planted within the sidewalk.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**L. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

## TOWNHOUSE ZONE - SU-2/DNA-TH

The intent of the SU-2/DNA-TH Zone is to ensure that new townhouse development complements the predominately single-family character of the neighborhood. The goal of the regulations is to provide adequate articulation to the building so that it does not dominate the public view from the street. This zone is not appropriate for multi-family residential, commercial, or office uses. Property zoned SU-2/DNA-TH that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

The SU-2/DNA-TH Zone corresponds to the R-T zone in the Comprehensive City Zoning Code with the following EXCEPTIONS:

### A. Permissive Uses

1. Permissive uses are per the R-T zone, EXCEPT secondary dwelling units are permitted as defined in this document. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.

### B. Prohibited Uses

1. Walls, fences, and retaining walls taller than 3 feet in height are not permitted in the front yard setback.
2. A carport within the front yard setback is not permitted.

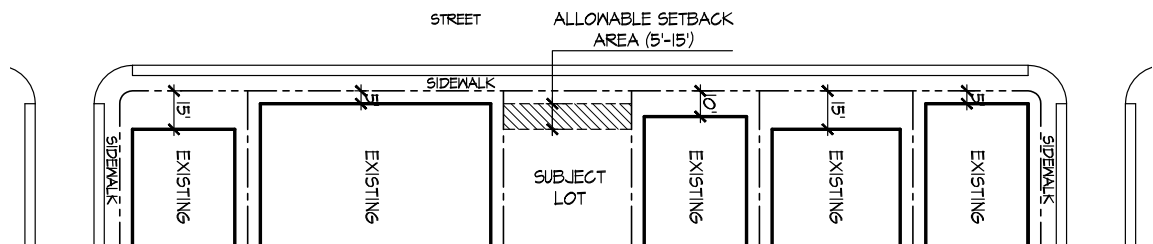
### C. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. Conditional uses are per the R-T zone of the Comprehensive Zoning Code, with the following exceptions:

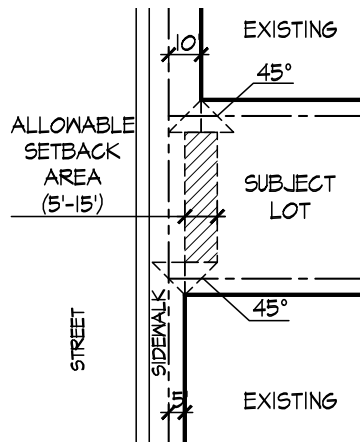
1. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.
2. Carports and walls shall be as regulated by the SU-2/DNA-SF Zone.

### D. Lot Area and Setbacks

1. The minimum lot area shall be 2,000 square feet.
2. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the front façade of adjacent buildings. In no case shall the front yard setback exceed 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

3. Townhouse buildings shall maintain a minimum distance of 10 feet from each other and from adjacent single-family zoned property.
4. The minimum rear yard setback for attached or detached garages off an alley is 5 feet.
5. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling unit. In addition to the building separation requirement, the following minimum setbacks from the property line shall apply:
  - a. Side: 5 feet.
  - b. Rear: 0 feet, except where applicable shall comply with D.4 above.
  - c. On corner lots, the street side setback shall be a minimum of 10 feet.

#### **E. Building Height and Stepbacks**

1. Building heights shall comply with §14-16-2-9 (C) R-T Zone of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Buildings over 15 feet in height, and second story additions to existing buildings, shall incorporate a minimum horizontal stepback of 6 feet from the front façade. When there is an existing porch, the stepback is measured starting at the porch.
  - b. Secondary dwelling units shall not exceed 18 feet in height.
  - c. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3(A)(7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed, subject to Zoning Code regulations for buildings that are nonconforming as to height.

#### **F. Building Façade Articulation**

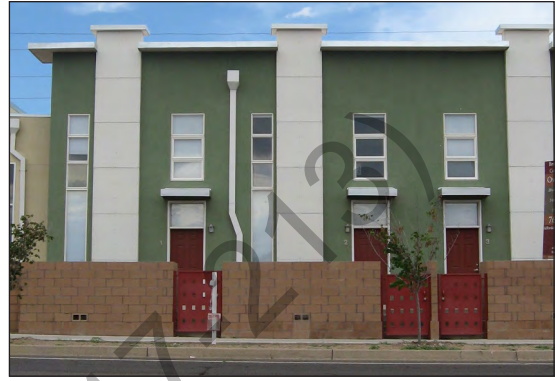
1. Individual units shall be distinguished through articulation of building massing, roof forms, color, or material.

#### **G. Windows and Doors**

1. All building façades that face a public street shall contain a minimum of 30 percent of their surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

#### **H. Building Entries and Porches**

1. The primary entry to the building shall be oriented towards the street.
2. Front entry porches, with a minimum depth of 5 feet at finished floor elevation, shall be provided.



Townhouse Units - Entries face the street, garages are accessed through shared drive, and individual units are articulated

#### **I. Garages**

1. Attached and detached garages are allowed.
2. Garages shall be accessed from alleys.
3. Where alley access does not exist, a garage door is permitted to face the street. A garage door facing the street shall be set back a minimum of an additional 5 feet beyond the horizontal plane of the building face or porch façade.
4. A garage door facing a street shall not exceed a width of 9 feet.

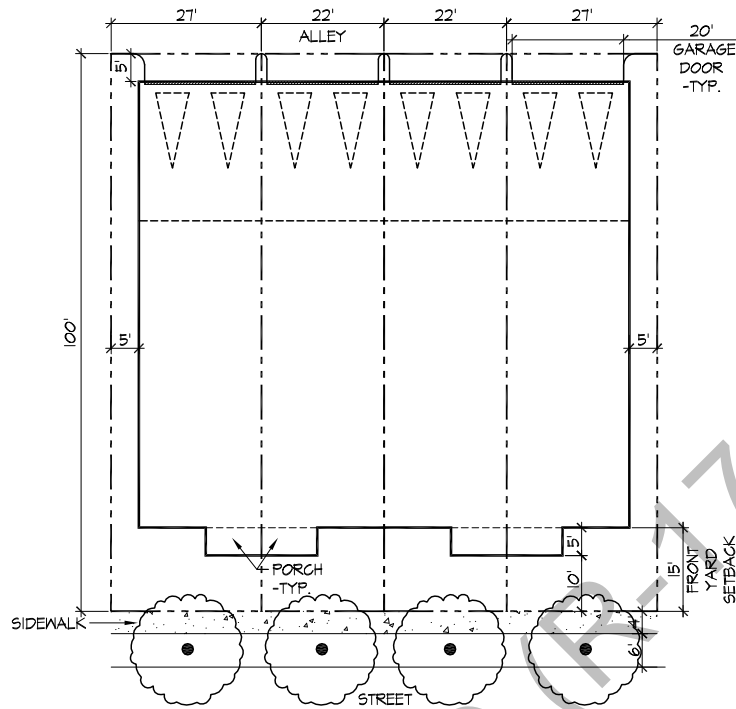
#### **J. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
  - a. The maximum number of off-street parking spaces allowed is 2 spaces per dwelling unit.
  - b. Tandem parking inside a garage is permitted.
  - c. Secondary dwelling units: 1 space per unit.
  - d. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.

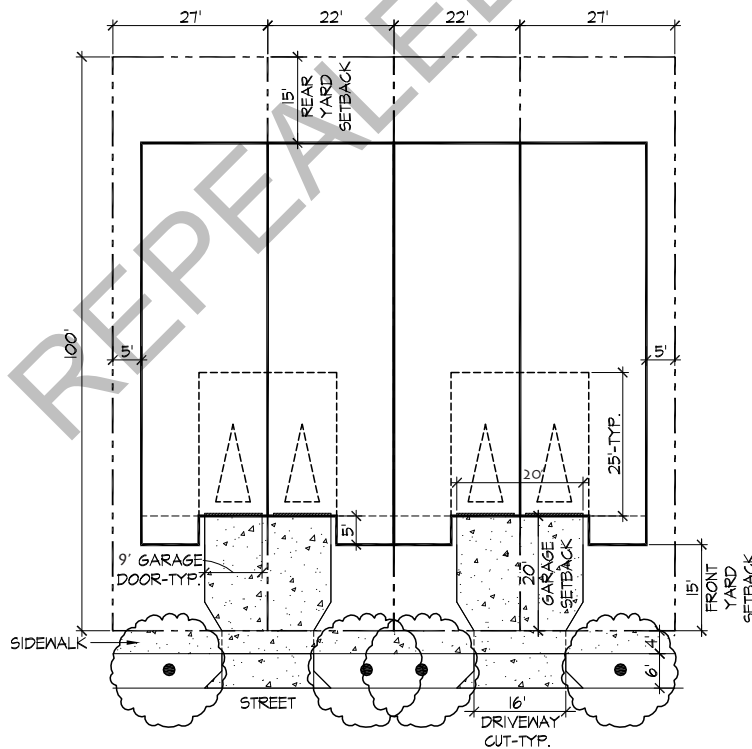
#### **K. Shared Access Driveways and Paved Parking Areas for Lots Without Alley Access**

1. Shared driveways for every two townhouse units are required. The number of driveway cuts onto the public right-of-way shall be minimized in order to preserve on-street parking and provide landscape areas.
2. The maximum front yard setback area that can be an improved (paved)

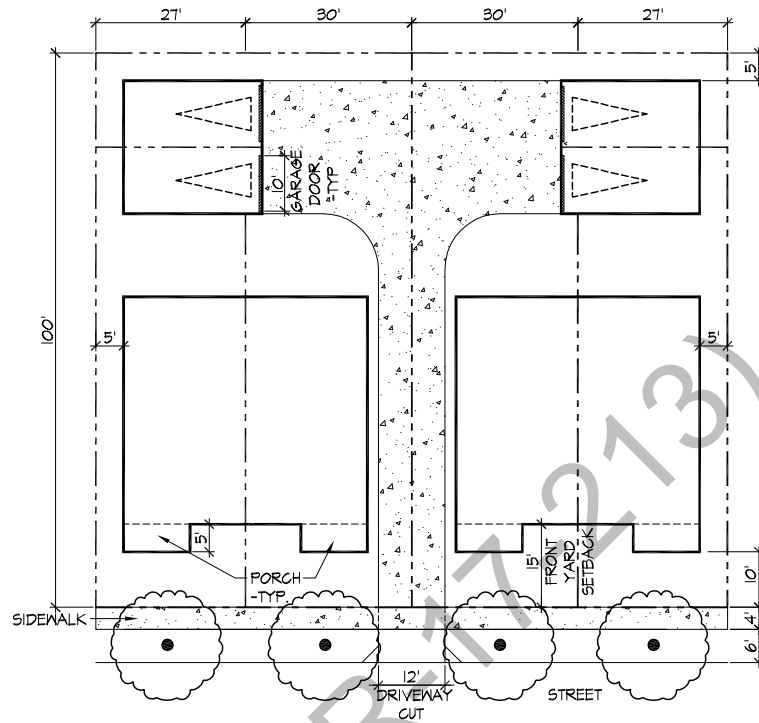
- off-street parking and maneuvering area is 11 feet in width per lot.  
3. Driveway cuts shall have a maximum width of 16 feet.



Typical Townhouse Development - 4 units, alley access



Typical Townhouse Development - 4 units, no alley access



#### L. Usable Open Space

1. The usable open space requirement is 360 square feet per dwelling unit, except where there is no alley access for garages, the usable open space requirement is 500 square feet per dwelling unit.

#### M. Street Trees

1. A minimum of one street tree shall be provided per dwelling unit and maintained by the property owner. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
2. Street trees shall not be planted within the sidewalk.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

#### N. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.



## MIXED RESIDENTIAL ZONE - SU-2/DNA-MR

The intent of the SU-2/DNA-MR Zone is to provide a transition between the lower density residential core of the Downtown Neighborhood Area and the central business district of Downtown. The SU-2/DNA-MR zone provides for higher density residential development. Property zoned SU-2/DNA-MR that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses permissive in the R-2 zone with the following EXCEPTIONS:
  - a. Townhouses shall be as regulated in all respects per the SU-2/DNA-TH zone as specified in this Plan, except as follows:
    - i. Minimum lot area shall be 1,000 square feet for structures that do not exceed 26 feet in height.
    - ii. Minimum lot area shall be 1,500 square feet for structures that are greater than 26 feet in height but do not exceed 40 feet.
    - iii. There shall be a distance of not less than 5 feet between residential buildings.
  - b. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.
  - c. Density:
    1. There is no maximum floor area ratio.
    2. Density of a lot may not exceed 50 dwelling units per acre.
  - d. For properties that do not abut properties zoned SU-2/DNA-SF, non-residential uses permitted in the SU-2/DNA-MUL zone, provided they do not exceed 10% of the gross floor area of the business.

### B. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-MR zone:

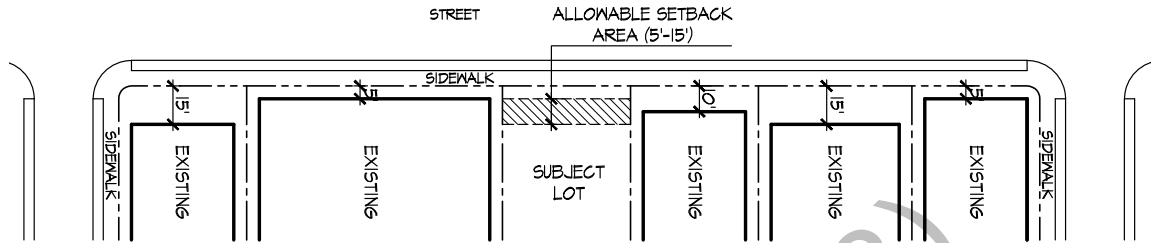
1. More than 50 dwelling units per acre, provided a Site Development Plan for Building Permit, as defined in the Comprehensive City Zoning Code, is submitted with and tied to approval of a conditional use.
2. Senior housing facility.
3. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.
4. Structures which were originally built for non-conforming use.

### C. Setbacks

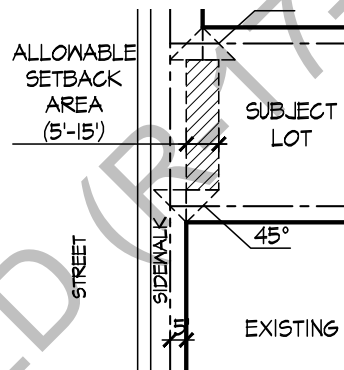
1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also

SECTION 6:  
ZONING REGULATIONS  
SU-2/DNA-MR

fall within a 45 degree angle of the front façade of adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

2. The minimum side yard setback is 5 feet, or 10 feet if adjacent to SU-2/DNA-SF and SU-2/DNA-TH zoned property.
3. The minimum rear yard setback is 15 feet.
4. The minimum rear yard setback for attached or detached garages off an alley is 5 feet.
5. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling units. In addition to the building separation requirement, the following minimum setbacks from the property line shall apply:
  - a. Side: 5 feet.
  - b. Rear: 0 feet except where applicable shall comply with C.4 above.
  - c. On corner lots, the street side setback shall be a minimum of 10 feet.
6. Off-street parking setback: minimum setback is 10 feet from the property line along a public street, except 0 feet from an alley.

**D. Building Height and Stepbacks**

1. The maximum building height is 40 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.
2. Secondary dwelling units shall have a maximum height of 18 feet.
3. There shall be a 6 foot minimum stepback from the horizontal plane of the building face for third story façades facing public streets or abutting 1-story buildings.

**E. Building Façade Articulation**

1. Façades that face public streets shall change a minimum of every 50 feet in height, setback, or material.

**F. Windows and Doors**

1. Apartments - All ground floor building façades that face a public street shall contain a minimum of 30 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Garage doors shall not be counted towards meeting this requirement. Second floor and above shall contain a minimum of 30 percent of its surface in windows.
2. Townhouse - All building façades that face a public street shall contain a minimum of 30% of their surfaces in windows and/or doors. Garage doors shall not be counted towards meeting this requirement.
3. Darkly-tinted windows and/or mirrored or opaque glass are prohibited at the ground floor.

**G. Balconies**

1. Balconies shall be designed and located to minimize impacts on the privacy of adjacent residential properties. Planters or trellises can be used to obstruct views while retaining the benefits of upper level outdoor spaces.



**H. Building Entries**

1. The primary entry to the building shall be oriented towards the street.
2. Building entries for apartments shall be connected to the public sidewalk by a minimum 6-foot-wide sidewalk.

Older apartment complex along Tijeras Ave.  
- lushly landscaped, entry faces the street and is predominant feature

**I. Vehicular Ingress/Egress**

1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.

**J. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
  - a. Townhouse: 1 space per unit minimum, 2 spaces per unit maximum.
  - b. Apartment: 1 space per unit minimum, 2 spaces per unit maximum.
  - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living units or skilled nursing beds.
  - d. Secondary dwelling units: 1 space per unit.
  - e. Buildings constructed before October 22, 1965 need to supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3-foot-high solid wall. Service areas shall be located to the rear of the property.

**K. Usable Open Space**

1. The usable open space requirement is 150 square feet per efficiency or one bedroom or 200 square feet per two bedrooms or more.

**L. Signage**

1. Sign, on-premise, as in §14-16-3-5 of the Comprehensive City Zoning Code with the following EXCEPTIONS:
  - a. Free-standing signs shall not exceed 4 feet in height and 16 square feet per sign face.
  - b. Internally lit signs and electronic display panels are not permitted.

**M. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are not allowed.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

**N. Landscape and Street Trees**

1. Apartment development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the additional requirement that all new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
2. A minimum of one street tree shall be provided per single family or townhouse dwelling unit and maintained by the property owner.
3. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
4. Street trees shall not be planted within the sidewalk.
5. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**O. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

## OFFICE RESIDENTIAL ZONE - SU-2/DNA-OR

The intent of the SU-2/DNA-OR Zone is to provide a transition between the higher intensity corridor of Central Avenue and the neighborhood to the north. The SU-2/DNA-OR zone recognizes the existing mix of residential and office present in the neighborhood, and provides an opportunity for the development of a limited number of neighborhood-serving commercial uses through the conditional use process. Property zoned SU-2/DNA-OR that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses Permissive in the R-2 zone with the following EXCEPTIONS:
  - a. Townhouses shall be as regulated in the SU-2/DNA-TH zone as specified in this Plan, except maximum building height is 40 feet.
  - b. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.
  - c. There is no maximum floor area ratio.
2. Church or other place of worship, including incidental recreational or educational facilities.
3. Library.
4. Office.

### B. Prohibited Uses

1. Commercial parking lots.

### C. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-OR zone:

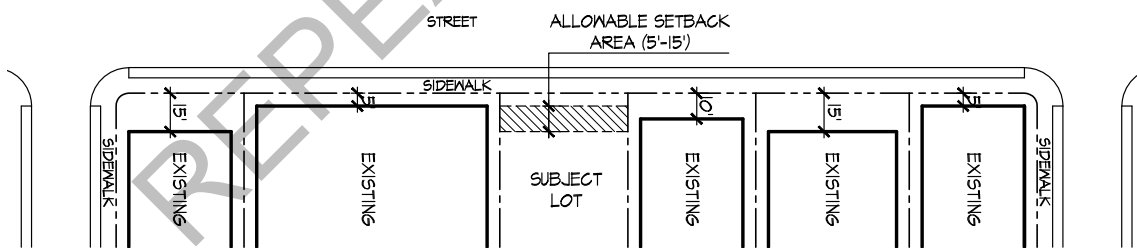
1. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.
2. Senior housing facility.
3. The following non-residential uses, provided that either of the following criteria is met:
  - the building on the subject property was originally built for commercial uses; or
  - the subject property is located on a corner.
- a. Retail sales of food and drink for consumption on- or off-premise, subject to the following restrictions:
  - i. There shall be no drive-up service windows.
  - ii. Alcoholic drink may be sold only under a restaurant license for the sale of beer and wine, as provided by § 60-6A-4 NMSA 1978.
  - iii. Outdoor seating shall be allowed along the 7th Street, Tijeras Avenue, Kent Avenue and Copper Avenue frontages only.
- b. Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor



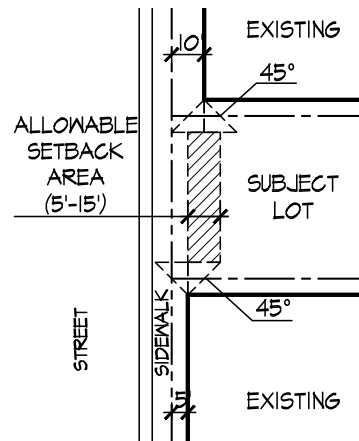
- storage or activity except parking.
  - i. Arts and crafts objects, supplies plus their incidental creation, artist studios.
  - ii. Books, magazines, newspapers, stationary, except adult book store material.
  - iii. Cosmetics, notions, hobby supplies.
  - iv. Flowers and plants.
  - v. Jewelry
  - vi. Clothing and shoes.
- c. Services, provided there is no outdoor storage or activity except parking.
  - i. Barber, beauty.
  - ii. Day care center.
  - iii. Dry cleaning station (no processing).
  - iv. Instruction in music, dance, fine arts, or crafts.
  - v. Interior decorating.
  - vi. Photography, except adult photo studio.
  - vii. Tailoring, dressmaking, shoe repairing.

#### D. Setbacks

1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the front façade of adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

2. The minimum side yard setback is 5 feet, or 10 feet if adjacent to SU-2/DNA-SF and SU-2/DNA-TH zoned property.
3. The minimum rear yard setback is 15 feet.
4. Off-street parking setback: minimum setback is 10 feet from the property line where it fronts a public street, and 0 feet from an alley.

#### **E. Building Height and Stepbacks**

1. The maximum building height is 40 feet. Residential buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.
2. There shall be a 6 foot minimum stepback from the horizontal plane of the building face for third story façades facing public streets or abutting 1-story buildings.

#### **F. Building Façade Articulation**

1. Façades that face public streets shall change a minimum of every 50 feet in height, setback, or material.

#### **G. Windows and Doors**

1. Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50% of their surfaces in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30% of its surface in windows.
2. Apartments and Townhouses - All building façades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.
3. Darkly tinted windows and/or mirrored or opaque glass are prohibited at the ground floor. The amount of window surface covered with signage shall be limited per Section L. Signage.

#### H. Balconies

1. Balconies shall be designed and located to minimize impacts to the privacy of adjacent residential properties. Planters or trellises can be used to obstruct views while retaining the benefits of upper level outdoor spaces.

#### I. Building Entries

1. The primary entry to the building shall be oriented towards the street.
2. Apartment and non-residential building entries shall be connected to the public sidewalk by a minimum 4 foot wide sidewalk.

#### J. Vehicular Ingress/Egress

1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.



Office Building on Eighth St. - windows cover more than 50% of the ground floor façade and 30% of the second floor façade.

#### K. Off-Street Parking Standards

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Townhouses: Per the SU-2 / TH Zone.
  - b. Apartments: 1 space per bedroom, 2 spaces maximum per unit.
  - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living units or skilled nursing beds.
  - d. Office: 3 spaces per 1,000 square feet.
  - e. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3-foot-high solid wall or



Office Building on Tijeras Ave. - entry is the predominant feature and faces sidewalk

evergreen landscaping. Service areas shall be located to the rear of the property.

**L. Signage**

1. Sign, on premise, as in §14-16-2-15 of the Comprehensive City Zoning Code with the following EXCEPTIONS:
  - a. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
  - b. Free-standing signs for office use shall not exceed 4 feet in height and 16 square feet per sign face.
  - c. Signage for residential use shall be as regulated in the SU-2/DNA-MR zone as specified in this Plan.
  - d. Internally lit signs are not allowed.
2. Electronic display signs are not allowed.

**M. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are not permitted.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

**N. Landscape and Street Trees**

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the additional requirement that all new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
2. A minimum of one street tree shall be provided per single family or town-house dwelling unit and maintained by the property owner.
3. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
4. Street trees shall not be planted within the sidewalk.
5. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**O. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

## MIXED USE LIGHT ZONE - SU-2/DNA-MUL

The intent of the SU-2/DNA-MUL Zone is to recognize the unique mixed use character along Mountain Road and to complement the adjacent Sawmill neighborhood to the north. The MUL zone is designed to ensure that new development serves the neighborhood with low-impact, neighborhood-oriented commercial and medium-density residential uses. Property zoned SU-2/DNA-MUL that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses Permissive in the R-G zone with the following EXCEPTIONS:
  - a. Townhouse shall be as regulated in the SU-2/DNA-TH zone, as specified in this Plan.
  - b. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.
  - c. There is no maximum floor area ratio.
2. The following non-residential uses are permissive provided certain conditions listed under A.3 are met:
  - a. Museum.
  - b. School, including uses or activities in a tent, if the uses or activities are listed elsewhere in this section, provided:
    - 1) The tent may not be erected for more than seven days at a time and may not be erected more than three times per year on a given premises; and
    - 2) There is sufficient paved off-street parking available on the premises to meet the parking requirements for all uses on the premises, including the activity in the tent. The Zoning Enforcement Officer shall approve the site plan for the tent, which shall demonstrate adequate parking and vehicle circulation, prior to erection of the tent; and
    - 3) There are toilet facilities on the premises available to the users of the tent; and
    - 4) The City Fire Marshal or his authorized representative gives prior approval of the tent as meeting the requirements of Chapter 14, Article 2, Fire Code.
  - c. Office, except bail bond office is a conditional use.
  - d. Retail sales of food and drink for consumption on or off-premises subject to the following restrictions:
    - 1) There shall be no drive-up service windows.
    - 2) Alcoholic drink may be sold only under a restaurant license for the sale of beer and wine, as provided by Section 60-6A-4 NMSA 1978.
    - 3) Outdoor restaurant seating is allowed along the Mountain Road and Sixth Street frontages only.
  - e. Retail Sales of the following goods, plus incidental retailing of re-

lated goods and incidental service or repair, provided there is no outdoor storage or activity except parking.

- 1) Arts and crafts objects, supplies, plus their incidental creation - artist studios.
- 2) Books, magazines, newspapers, stationery, except adult material.
- 3) Cosmetics, notions, hobby supplies.
- 4) Flowers and plants.
- 5) Jewelry.
- 6) Clothing and shoes.
- f. Services, provided there is no outdoor storage or activity, except parking.
  - 1) Barber, beauty.
  - 2) Day care center.
  - 3) Dry cleaning station (no processing).
  - 4) Instruction in music, dance, fine arts, or crafts.
  - 5) Interior decorating.
  - 6) Photography.
  - 7) Tailoring, dressmaking, shoe repairing.
3. Non-residential uses as listed under A.2. above are permissive provided any one of the following conditions are met:
  - a. A minimum of 50% of the total acreage of premises along individual block faces and within the same block as the subject lot contains existing legal non-residential uses; or
  - b. The subject property contains a building that had a non-residential use for a minimum of 10 of the past 50 years; or
  - c. The building on the subject property was originally built for commercial uses.

#### **B. Prohibited Uses**

1. Alcoholic drink sales for consumption off-premises.
2. Commercial parking lots.

#### **C. Conditional Uses**

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-MUL zone:

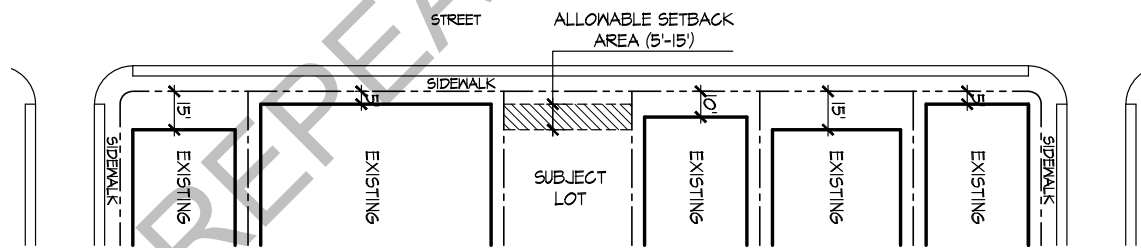
1. Non-residential uses that face a local street, provided that either of the following conditions is met:
  - a. The subject property contains a building that had a non-residential use for a minimum of 10 of the past 50 years; or
  - b. The building on the subject property was originally built for commercial uses.
2. Institution.
  - a. Church or other place of worship, including incidental recreational and educational facilities.
  - b. Library.



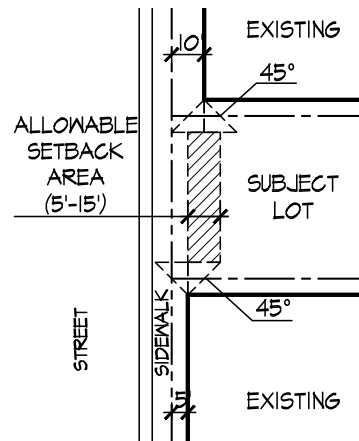
3. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
  - a. Shall be located on a collector or higher street classification.
  - b. Shall not be permitted on a block face with more than 30 percent residential.
  - c. Site on which Bail Bond Office is located, or at least a portion thereof, shall not be located further than 500 feet from the Metropolitan Courthouse, Bernalillo County Courthouse, or Federal Courthouse buildings (see map, Appendix D).
  - d. The number of employees shall be limited to 5.
4. Retail sales of drugs, medical supplies. No drive-up service windows allowed.
5. Self-service laundry.
6. Bed and Breakfast establishments shall comply with Appendix F, Policy for Bed and Breakfast Establishments as provided in the Comprehensive City Zoning Code.
7. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.

#### D. Setbacks

1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the front façade of adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

2. The minimum side yard setback is 5 feet, or 10 feet if adjacent to SU-2/DNA-SF and SU-2/DNA-TH zoned property.
3. The minimum rear yard setback is 15 feet.
4. Off-street parking setback: minimum setback is 10 feet.

#### **E. Building Height**

1. The maximum building height is 26 feet.

#### **F. Building Façade Articulation**

1. Façades that face public streets shall change a minimum of every 50 feet in height, setback, or material.

#### **G. Windows and Doors**

1. Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of their surfaces in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.
2. Apartments and Townhouse - All building façades that face a public street shall contain a minimum of 30% of their surfaces in windows and/or doors. Garage doors shall not be counted towards this requirement.
3. Darkly tinted windows and/or mirrored or opaque glass are prohibited at the ground floor. The amount of window surface covered with signage shall be limited as per Section J. Signage.

#### **H. Building Entries**

1. The primary entry to the building shall be oriented towards the street.
2. Building entries shall be connected to the public sidewalk by a minimum 6-foot-wide sidewalk.

**I. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Townhomes: Per the SU-2/DNA-TH Zone, as specified in this Plan.
  - b. Apartments: 1 space per bedroom, 2 spaces maximum per unit.
  - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
  - d. Non-Residential: 3 spaces per 1,000 square feet.
  - e. Restaurants: 1 space per 4 seats.
  - f. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3-foot-high solid wall. Service areas shall be located to the rear of the property.
3. An on-street parking credit is permitted for non-residential development along all public streets except for Mountain Road. Where parking spaces are provided on a public street and abut the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property.

**J. Signage**

1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Permitted signs shall only be wall signs or canopy signs.
  - b. One canopy sign per entrance or exit shall be permitted.
  - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
  - d. Internally lit signs are not allowed.
2. Electronic display signs are not allowed.

**K. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are prohibited.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

**L. Usable Open Space**

1. The usable open space requirement is 360 square feet per dwelling unit, except where there is no alley access for garages, the usable open space requirement is 500 square feet per dwelling unit.

**M. Landscape and Street Trees**

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the additional requirement that all new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
2. A minimum of one street tree shall be provided per single family or townhouse dwelling unit and maintained by the property owner.
3. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
4. Street trees shall not be planted within the sidewalk.
5. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**N. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

## MIXED USE MEDIUM ZONE - SU-2/DNA-MUM

The intent of the SU-2/DNA-MUM Zone is to recognize the existing mixed use character along Lomas Boulevard and to provide a transition between the transportation corridor and the predominately single-family residential areas to the north and south within the neighborhood core. There is one other area in the neighborhood that is also appropriate for the MUM Zone - the area on the east edge of the neighborhood between Fifth and Sixth Streets. Property zoned SU-2/DNA-MUM that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses permissive in the R-G zone with the following EXCEPTIONS:
  - a. Townhouse shall be as regulated in the SU-2/DNA-TH zone as specified in this Plan.
  - b. Single-family houses shall be as regulated in the SU-2/DNA-SF Zone.
  - c. There is no maximum floor area ratio.
2. Institution.
  - a. Church or other place of worship, including incidental recreational and educational facilities.
  - b. Library.
  - c. Museum.
  - d. School.
3. Office.
4. Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage except parking.
  - a. Arts and crafts objects, supplies, plus their incidental creation - artist studios.
  - b. Books, magazines, newspapers, stationery, except adult material.
  - c. Cosmetics, notions, hobby supplies.
  - d. Flowers and plants.
  - e. Jewelry.
  - f. Clothing, shoes, dry goods.
  - g. Photography equipment.
  - h. Sporting goods.
  - i. Bicycles, including repair.
  - j. Office machines, equipment, sales, and repair.
  - k. Musical instruments and supplies.
5. Services, provided there is no outdoor storage or activity, except parking.
  - a. Barber, beauty.
  - b. Day care center.
  - c. Dry cleaning station (no processing).
  - d. Instruction in music, dance, fine arts, or crafts.
  - e. Interior decorating.

- f. Photography.
- g. Tailoring, dressmaking, shoe repairing.
- h. Health gymnasiums.
- i. Medical or dental laboratory.
- j. Pet grooming.
- 6. Bail Bond Office. The following criteria shall be met:
  - a. Shall be located on a collector or higher street classification.
  - b. Shall not be permitted on a block face with more than 30 percent residential.
  - c. Site on which Bail Bond Office is located, or at least a portion thereof, shall not be located further than 500 feet from the Metropolitan Courthouse, Bernalillo County Courthouse, or Federal Courthouse buildings (see map, Appendix D).
  - d. The number of employees shall be limited to 5.

**B. Prohibited Uses**

- 1. Alcoholic drink sales for consumption off-premises.
- 2. Commercial parking lots.

**C. Conditional Uses**

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-MUM zone:

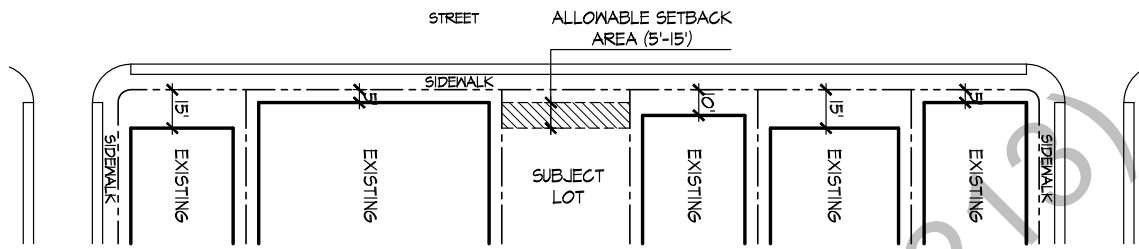
- 1. Non-residential uses that face a local street.
- 2. Retail sales of drugs, medical supplies. No drive-up service windows allowed.
- 3. Retail sales of food and drink for consumption on or off-premises subject to the following restrictions:
  - a. There shall be no drive-up service windows.
  - b. Alcoholic drink may be sold only under a restaurant license for the sale of beer and wine, as provided by Section 60-6A-4 NMSA 1978.
  - c. Outdoor restaurant seating is allowed along the Lomas Boulevard frontage only.
- 4. Self-service laundry.
- 5. Bed and Breakfast establishments shall comply with City Policy for Bed and Breakfast Establishments as provided in the Comprehensive City Zoning Code.
- 6. Senior housing facility.
- 7. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.

**D. Setbacks**

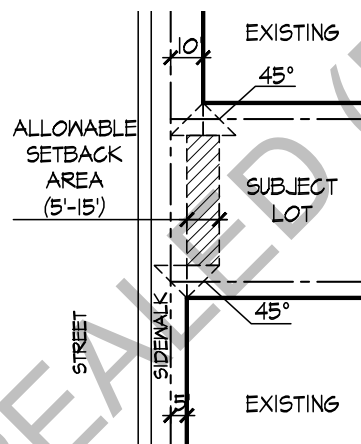
- 1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and



no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the front façade of the adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet. Front setback areas along Lomas Boulevard may be used for the display of retail merchandise and/or outdoor restaurant seating.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle of the front façade of adjacent buildings.

2. The minimum side yard setback is 0 feet, except 10 feet from adjacent SU-2/DNA-SF and SU-2/DNA-TH zoned property. Buildings on corner lots shall have a minimum side yard setback of 10 feet to ensure clear sight.
3. The minimum rear yard setback is 15 feet, except where non-residential is adjacent to SU-2/DNA-SF or SU-2/DNA-TH, the minimum rear setback shall be 20 feet. The minimum rear yard setback adjacent to an alley is 5 feet.
4. Off-street parking setback: minimum setback is 10 feet from the property line along a public street, except 0 feet from an alley.

## E. Building Height

1. The maximum building height is 26 feet, except up to 40 feet is conditional.

**F. Building Façade Articulation**

1. Façades that face public streets shall change every 50 foot minimum in height, setback, or material.

**G. Windows and Doors**

1. Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.
2. Apartments and Townhouses - All building façades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.
3. Darkly tinted windows and/or mirrored or opaque glass are prohibited at the ground floor. The amount of window surface covered with signage shall be limited per Section J. Signage.

**H. Building Entries**

1. The primary entry to the building shall be oriented towards the street.
2. Building entries shall be connected to the public sidewalk by a minimum 6-foot-wide sidewalk.

**I. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Townhomes: Per the SU-2/DNA-TH Zone, as specified in this Plan.
  - b. Apartments: 1 space per bedroom, 2 spaces maximum per unit.
  - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
  - d. Non-Residential: 3 spaces per 1,000 square feet.
  - e. Restaurants: 1 space per 4 seats.
  - f. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, in-



Vertical Mixed Use with office/retail on ground floor and apartments above.  
Top: Brick Light District on Harvard St.  
Bottom: 110 Richmond

- cluding occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3-foot-high solid wall. Service areas shall be located to the rear of the property.
  3. An on-street parking credit is permitted for development along Lomas Boulevard. Where parking spaces are provided on a public street and abut the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property.

#### **J. Signage**

1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Permitted signs shall only be wall signs or canopy signs.
  - b. One canopy sign per entrance or exit shall be permitted.
  - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
  - d. Internally lit signs are not allowed.
2. Electronic display signs are not allowed.

#### **K. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are prohibited.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

#### **L. Usable Open Space**

1. The usable open space requirement for residential development is 100 square feet per dwelling unit, which may be satisfied through features such as balconies and private roof-top gardens.
2. A minimum 10% of the site area shall be designated as usable open space for non-residential development and may be satisfied through features such as patios, plazas, exterior walkways, balconies, roof decks, or courtyards.

#### **M. Landscape and Street Trees**

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the additional requirement that all new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.

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SU-2/DNA-MUM

2. A minimum of one street tree shall be provided per single family or town-house dwelling unit and maintained by the property owner.
3. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
4. Street trees shall not be planted within the sidewalk.
5. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**N. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

## NEIGHBORHOOD COMMERCIAL ZONE - SU-2/DNA-NC

The intent of the SU-2/DNA-NC Zone is to provide commercial uses that serve the neighborhood. The two areas that contain NC zoned property are at 12th Street and Lomas Boulevard and along Fourth Street, between Mountain Road and Granite Avenue. Property zoned SU-2/DNA-NC that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses permissive in the C-1 zone, EXCEPT that gasoline, oil, and liquefied petroleum gas is a conditional use and the following uses are not permitted:
  - a. Commercial parking lot.
  - b. Car washing.
  - c. Pawn.
2. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.
3. Retail sale of alcoholic drink for consumption off-premises, provided that such use is associated with a full service grocery store.
4. Bail Bond Office. The following criteria shall be met:
  - a. Shall be located on a collector or higher street classification.
  - b. Shall not be permitted on a block face with more than 30 percent residential.
  - c. Site on which Bail Bond Office is located, or at least a portion thereof, shall not be located further than 500 feet from the Metropolitan Courthouse, Bernalillo County Courthouse, or Federal Courthouse buildings (see map, Appendix D).
  - d. The number of employees shall be limited to 5.

### B. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-NC zone:

1. Auto parts and supply.
2. Gasoline, oil, and liquefied petroleum gas including outside sales.
3. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses, with the exception of commercial parking lots.

### C. Setbacks

1. Off-street parking setback: minimum setback is 10 feet from the property line along a public street, except 0 feet from an alley.

### D. Windows and Doors

1. Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of their surface in windows and/or doors, with the window sill no higher than 30

inches above the finish floor. The second floor shall contain a minimum of 30 percent of its surface in windows.

2. Darkly tinted windows and/or mirrored or opaque glass are prohibited at the ground floor.

**E. Building Entries**

1. The primary entry to the building shall be oriented towards the street.
2. Building entries shall be connected to the public sidewalk by a minimum 6-foot-wide sidewalk.

**F. Vehicular Ingress/Egress**

1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.

**G. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exception:
  - a. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.

**H. Signage**

1. Signage shall be as regulated in the C-1 zone of the Comprehensive City Zoning Code.

**I. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are prohibited.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

**J. Landscape and Street Trees**

1. Development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
  - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip



- does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
- c. Street trees shall not be planted within the sidewalk.
  2. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**K. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

REPEALED (R-17-213)

## CENTRAL CORRIDOR ZONE - SU-2/DNA-CC

The intent of the SU-2/DNA-CC Zone is to recognize the existing mixed use character along Central Avenue and to provide a transition between this urban edge and the rest of the neighborhood to the north. The SU-2/DNA-CC zone is designed to encourage new development that is urban in character, vibrant, and provides services and employment areas to complement the historic character of the neighborhood. Property zoned SU-2/DNA-CC that falls within an Historic Overlay Zone shall also comply with the HO Zone design guideline requirements.

### A. Permissive Uses

1. Uses permissive in the R-3 zone, with the following EXCEPTIONS:
  - a. Townhouse shall be as regulated in the SU-2/DNA-TH zone as specified in this Plan, except maximum building height is 40 feet.
  - b. Single-family detached houses shall be as regulated in the SU-2/DNA-SF Zone, as specified in this Plan.
  - c. There is no maximum floor area ratio or maximum dwelling units per acre.
2. Senior housing facility.
3. Uses permissive in the C-2 zone, EXCEPT the following uses are not permitted:
  - a. Loaning money, including pawn.
  - b. Car washing.
  - c. Commercial parking lots.
  - d. Drive-in and drive-through restaurants.
  - e. Drive-up service windows.
  - f. Gasoline, oil, and liquefied petroleum gas retailing.
  - g. Outdoor motor vehicle or trailer sales, retail, service, repair, and/or storage.
  - h. Radio or television studio or station.
  - i. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor.
4. Retail sale of alcoholic drink for consumption off-premises, provided such use is associated with a full-service grocery store.
5. Outdoor restaurant seating is permitted provided it is not within 75 feet of an SU-2/DNA-SF or SU-2/DNA-TH zoned property, measured from the property line.

### B. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/DNA-CC zone:

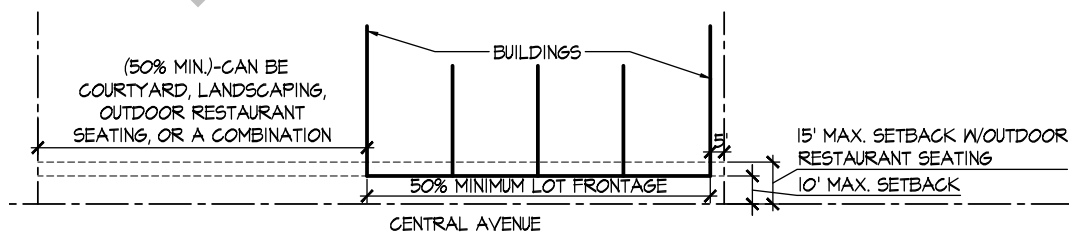
1. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
  - a. Shall be located on a collector or higher street classification.
  - b. Shall not be permitted on a block face with more than 30 percent residential.
  - c. Site on which Bail Bond Office is located, or at least a portion thereof,

shall not be located further than 500 feet from the Metropolitan Court-  
house, Bernalillo County Courthouse, or Federal Courthouse buildings  
(see map, Appendix D).

- d. The number of employees shall be limited to 5.
2. Tattoo parlors. Criteria for the approval of a Conditional Use Permit to allow a tattoo parlor or studio:
  - a. Shall not be located within 500 feet of another tattoo parlor or studio.
  - b. Shall not be located within 300 feet of a school.
3. Building height over 40 feet, but not to exceed 52 feet. Criteria for the approval of a Conditional Use Permit to allow building heights over 40 feet:
  - a. Building height between 40 feet and 52 feet shall be limited to no greater than 50% of its horizontal length along Central Avenue.
  - b. No individual building footprint shall exceed 20,000 square feet.
  - c. Additional stepbacks apply; see Section D. Building Height and Stepbacks below.
4. Retail business in which products may be manufactured, processed, or assembled, as an accessory use, including catering, baking, confectionery making, or jewelry or curio making, provided:
  - a. All activities are conducted within a completely enclosed building.
  - b. The number of persons engaged in the manufactured, processed, or assembled of products is limited to ten.
  - c. Activities or products are not objectionable due to odor, dust, smoke, noise, vibration, or other cause.
5. Existing non-conforming uses and uses that become non-conforming with the adoption of this Plan are to be treated as approved conditional uses.

### C. Setbacks

1. The maximum front yard setback for buildings facing Central Avenue shall be 10 feet, EXCEPT for patio and outdoor restaurant seating, the setback may be increased to 15 feet. Front setback areas along Central Avenue may be used for the display of retail merchandise.
2. A minimum of 50% of the Central Avenue frontage shall be building. The remaining 50% may be courtyard, landscaping, outdoor restaurant seating, or a combination thereof.



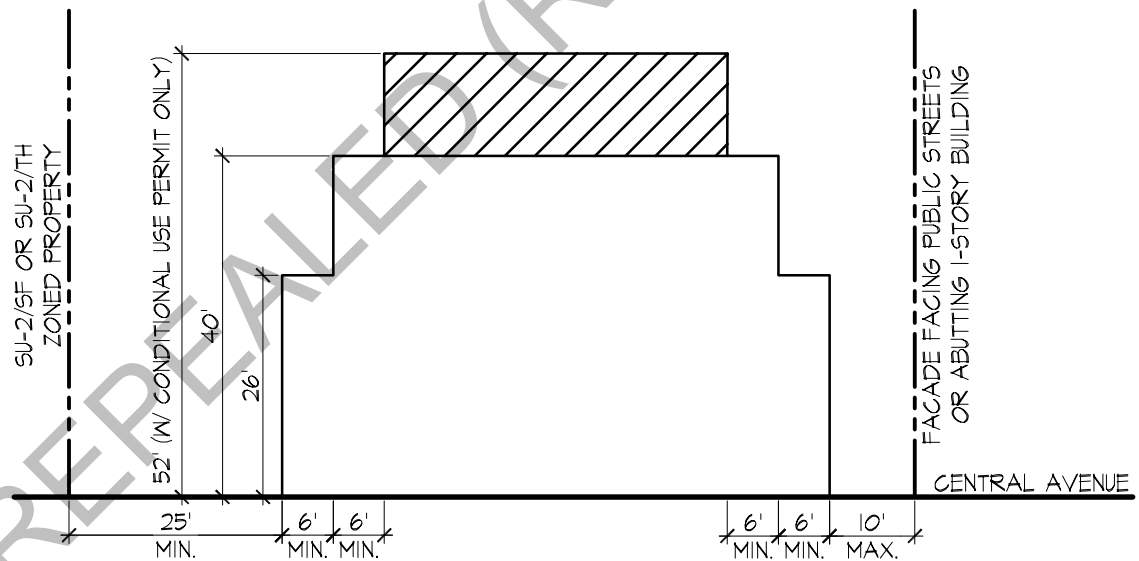
Buildings must comprise a minimum of 50% of Central Avenue frontage. The front setback may increase with the provision of outdoor restaurant seating.

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3. The minimum side yard setback for buildings is 0 feet, EXCEPT minimum corner side yard setback is 5 feet. The minimum side yard setback from adjacent residential use is 10 feet.
4. The minimum rear yard setback for buildings is 15 feet, EXCEPT when abutting SU-2/DNA-SF or SU-2/DNA-TH zoned property, the minimum rear yard setback is 25 feet.
5. The minimum off-street parking setback is 10 feet from the property line where it fronts a public street, and 0 feet from an alley.

**D. Building Height and Stepbacks**

1. The maximum building height is 40 feet, EXCEPT as defined below. Building heights for that portion of the building within 25 feet of abutting SU-2/DNA-SF or SU-2/DNA-TH zoned property, building height is limited to 26 feet.
2. Building height over 40 feet, but not greater than 52 feet, is allowed only under a conditional use permit.
3. Building height over 26 feet, but not greater than 40 feet (3rd story), shall require a 6 foot minimum stepback from the horizontal plane of the building facing public streets, over 40 feet, but not greater than 52 feet (4th story), shall require an additional minimum 6 foot stepback.



Building Height and Stepbacks for Façades

**E. Building Façade Articulation**

1. Façades that face public streets shall change every 50 foot minimum in height, setback, or material.
2. Shading shall be provided along the front façade, using canopies, awnings, portals, or shade trees spaced at 25 feet on center.

**F. Windows and Doors**

1. Apartments and Non-Residential Development - All ground floor build-

ing façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.

2. Townhouse - All building façades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.
3. Darkly tinted windows and/or mirrored or opaque glass are prohibited at the ground floor. The amount of window surface covered with signage shall be limited as per Section J. Signage.

#### **G. Building Entries**

1. A functional entry to the building shall be oriented toward Central Avenue and shall be designed as a significant feature of the façade.
2. Building entries shall be connected to the public sidewalk by a minimum 6 foot wide sidewalk.

#### **H. Vehicular Ingress/Egress**

1. For properties east of 14th Street, primary vehicular access shall not be from Central Avenue. Where vehicular access from Central Avenue is already provided, it shall be minimized by shared access agreements where feasible.
2. For properties west of 14th Street, primary vehicular access shall be from Central Avenue. Non-residential vehicular access to and/or from 15th Street, 16th Street and Fruit Avenue is prohibited.

#### **I. Off-Street Parking Standards**

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
  - a. Townhouse: Per the SU-2/DNA-TH Zone, as specified in this Plan.
  - b. Apartment: 1 space per bedroom, 2 spaces maximum.
  - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
  - d. Non-Residential: 3 spaces per 1,000 square feet.
  - e. Restaurants: 1 space per 4 seats.
  - f. Buildings constructed before October 22, 1965 need supply such parking only to the extent on-premise ground space is available, including occasions where there is a change in use. If there is a building addition, and the addition is equal to or less than 400 square feet, then no additional parking is required. If the addition is greater than 400 square feet, parking shall be provided for the additional square footage only.
2. Off-street parking and parking lots facing a public street shall be screened from public view by a 3 foot solid wall, with landscaping provided on the public side of the wall. Service areas shall be located to the rear of the property.
3. An on-street parking credit is permitted. Where parking spaces are pro-

vided on a public street and are adjacent to the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property.

**J. Signage**

1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. Permitted signs shall only be wall signs or canopy signs.
  - b. One canopy sign per entrance or exit shall be permitted.
  - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
  - d. Internally lit signs are not allowed, EXCEPT neon signs (building-mounted and marquee perpendicular to traffic) are permitted to face Central Avenue only.
2. Electronic display signs are not allowed.

**K. Lighting**

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code, with the following EXCEPTIONS:
  - a. All lighting fixtures shall be fully shielded or back lit.
  - b. Mercury vapor lights are not allowed.
  - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

**L. Usable Open Space**

1. The usable open space requirement for residential development is 50 square feet per unit, which may be satisfied through features such as balconies and private roof-top gardens.
2. The useable open space requirement for non-residential development shall be a minimum 10% of the site area, which may be satisfied through features such as patios, plazas, exterior walkways, balconies, roof decks, or courtyards.

**M. Landscape and Street Trees**

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
  - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
  - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, EXCEPT where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
  - c. Street trees shall not be planted within the sidewalk.
2. A minimum of one street tree shall be provided per townhouse dwelling



unit and maintained by the property owner.

3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

**N. Demolition**

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

REPEALED (R-17-213)

### SPECIAL USE ZONE - SU-2/SU-1

The intent of the SU-2/SU-1 Zone is to provide appropriate sites for uses which are special because of infrequent occurrence, effect on surrounding property, safety, hazard, or other reasons, and in which the appropriateness of the use to a specific location is partly or entirely dependent on the character of the site design. There are several existing properties that contain this zoning designation. The intent is to allow the zoning designation to remain in place with the existing use, and building and site design as originally approved by the City of Albuquerque during the entitlement process. There are no new SU-1 areas proposed in the Sector Development Plan area. All existing and future SU-1 properties shall comply with Section 14-16-3-30 of the Comprehensive City Zoning Code.

### PARK ZONE - SU-2/PK

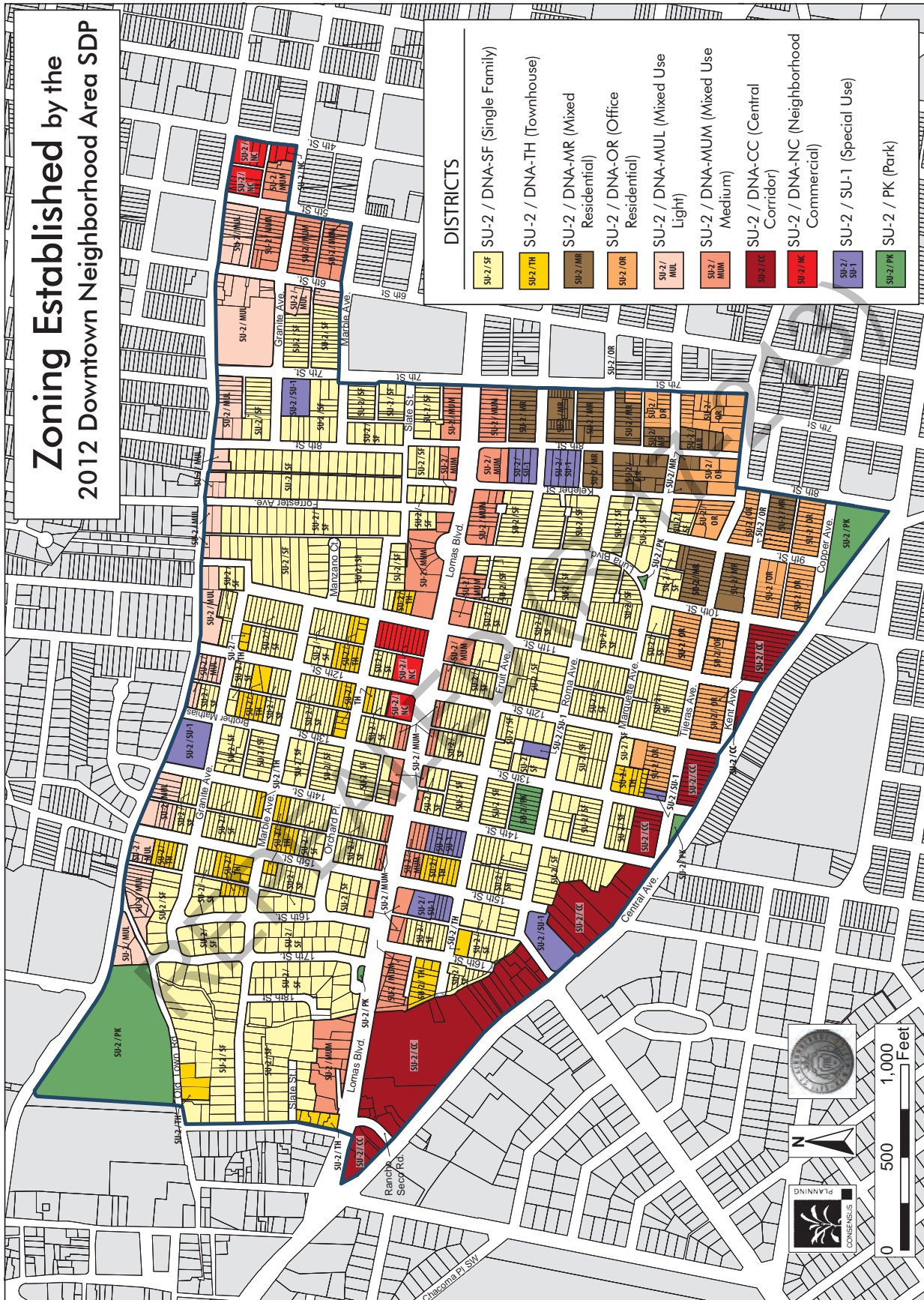
The intent of the SU-2/PK Zone is to provide the appropriate zoning for the public parks that serve the neighborhood. Public parks within the Downtown Neighborhood Area include Tiguex Community Park along Mountain Road, Mary Fox Neighborhood Park at 13th Street and Roma Avenue, Robinson Community Park at Central Avenue and Eighth Street, and Soldiers and Sailors Neighborhood Park at Tijeras and Central Avenues.

#### **A. Permissive Uses**

1. Public park.

### DEMOLITION REGULATIONS

In order to limit the detrimental effect of demolition on the character of the Downtown Neighborhood Area and provide the time necessary to determine whether a structure that meets certain criteria shall be designated a City Landmark in accordance with Article 14, Section 12 ROA 1994, all properties zoned SU-2/DNA-SF, SU-2/DNA-TH, SU-2/DNA-MR, SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC or SU-2/DNA-CC must comply with §14-12-9 ROA 1994, which provides for a demolition review process by the Landmarks and Urban Conservation Commission.



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## SECTION 7: ACTION AGENDA

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### **A. Introduction**

The Downtown Neighborhood Area Sector Development Plan provides numerous strategies and action steps that the City of Albuquerque should follow to ensure future community development that is consistent with the goals and objectives as expressed in the Plan. This Action Agenda is a summary of the strategies identified in the Sector Development Plan, and assigns responsibility, general time frames, and specific tasks for implementation. Objectives for implementing the Downtown Neighborhood Area Sector Development Plan include:

- Determining the short and long-term time frames for implementing the strategies and recommendations.
- Delegating responsibility for implementing the Sector Development Plan.
- Linking the City's Infrastructure Capital Improvement Plan (ICIP) to the Sector Development Plan's recommendations, where appropriate.
- Updating the Sector Development Plan as needed.

### **B. Implementation Tables**

The implementation tables on the following pages are based upon the strategies and recommendations contained within the Sector Development Plan (see *Implementation Policies and Strategies, Section 5*). They represent a full range of action items, from construction of sidewalks to transportation studies and updates to existing planning documents. In addition to the action items and general timeframes, the tables also identify responsible entity and/or recommended partnerships the City can pursue to fully implement the Sector Development Plan. Ultimately, implementation depends on available funding, staff time, and the ability of the City to enter into and sustain partnerships. The entity responsible for the action item may also change depending on the available funding source.

SECTION 7:  
ACTION AGENDA

ACTION AGENDA		
Action	Responsible Entity	Timeframe
1.1 Adjust Sector Development Plan Boundary	City Council	Occurs with Plan adoption
2.1 Create new zoning districts and development regulations	City Council	Occurs with Plan adoption
3.1 Provide incentives and encourage redevelopment of opportunity sites (see 3.1.a through 3.1.c)	Redevelopment Division	On-going
3.2 Pursue designation of Central Avenue as a Metropolitan Redevelopment Area	Planning Dept., City Council	Medium-term
4.1 Promote adaptive reuse of existing buildings	Redevelopment Division	On-going
5.1 Restrict commercial parking lots	City Council	Occurs with Plan adoption
5.2 Promote redevelopment of commercial parking lots	Redevelopment Division	On-going
6.1 Discourage zone map amendments from residential to mixed-use zones	Planning Dept.	On-going
7.1 Remove illegal offices	Zoning Enforcement	Short-term
7.2 Remove illegal parking lots	Zoning Enforcement	Short-term
8.1 Review and refine regulations that address historic preservation	Planning Dept., LUCC	Medium-term
8.2 Create regulations that support preservation of neighborhood character	City Council	Occurs with Plan adoption
8.3 Inform the public on historic preservation	Planning Dept., LUCC	On-going
8.4 Consider establishing historic overlay zones	City Council, LUCC	On-going
8.5 Pursue listing of individually eligible historic buildings	Planning Department, LUCC, private property owners	On-going
8.6 Preserve and acknowledge historic districts through signage	Planning Dept., and/or Dept. of Municipal Development	Short-term
9.1 Develop a street tree program	City Urban Forester	Short-term
9.2 Require street trees on local streets	City Council	Occurs with Plan adoption
9.3 Develop an education program on street trees	City Urban Forester	Short-term

ACTION AGENDA		
Action	Responsible Entity	Timeframe
10.1 Reduce and improve sidewalks, add new sidewalk sections, and remove sidewalk obstacles	Dept. of Municipal Development, in consultation with City Urban Forester	Short/Medium-term
10.2 Improve curb ramps	Dept. of Municipal Development	Short-term
10.3 Preserve existing and develop new parkway strips	Dept. of Municipal Development and/or Planning Dept.	Short/Medium-term
11.1 Narrow existing roadways	Dept. of Municipal Development	Medium-term
11.2 Provide curb extensions	Dept. of Municipal Development	Medium-term
11.3 Initiate neighborhood traffic study	Dept. of Municipal Development	Short-term
12.1 Incorporate recommendations from West Central Avenue Corridor Concept Plan	City Council	Occurs with Plan adoption
12.2.a Improve 12th/Mountain intersection	Dept. of Municipal Development	Short-term
12.2.b Improve 12th/Lomas intersection	Dept. of Municipal Development	Short-term
13.1 Develop comprehensive streetscape plan for Lomas Blvd.	Dept. of Municipal Development, Parks and Recreation Dept.	Short-term
13.2 Provide traffic calming on Lomas Blvd.	Dept. of Municipal Development	Medium-term
13.3 Provide Lomas Blvd. sidewalk and lighting improvements	Dept. of Municipal Development	Medium-term
14.1 Provide traffic calming on 12th St.	Dept. of Municipal Development	Short-term
14.2 Provide pedestrian lighting along 12th St. south of Lomas Blvd.	Dept. of Municipal Development	Short-term
14.3 Repair sidewalks and improve curb ramps along 12th St.	Dept. of Municipal Development	Short-term
15.1 Expand transit service	Transit Dept.	On-going
15.2 Expand transit connectivity	Transit Dept.	Short-term
15.3 Provide physical improvements to transit stops	Dept. of Municipal Development	Medium-term
16.1 Add bicycle routes and lanes	Dept. of Municipal Development	Short-term

SECTION 7:  
ACTION AGENDA

ACTION AGENDA		
Action	Responsible Entity	Timeframe
16.2 Add bicycle crossing push buttons	Dept. of Municipal Development	Short-term
16.3 Provide improvements along 14th St. Bicycle Boulevard	Dept. of Municipal Development	Short-term
16.4 Provide enhanced bicycle crossing at 14th St.	Dept. of Municipal Development	Short-term
16.5 Work with business community on providing bicycle facilities	Planning Dept.	On-going
16.6 Provide updates to the Bike-ways and Trails Master Plan	Dept. of Municipal Development	On-going
17.1 Conduct an inventory of alleys	Dept. of Municipal Development	Short-term
18.1 Pursue lower functional classifications for Marquette Ave., west of Keleher St.; 12th St., south of Mountain Rd.; Central Ave.	Dept. of Municipal Development	Short-term



## **APPENDICES:**

**A: GLOSSARY**

**B: STREET TREES**

**C: WEST CENTRAL AVENUE  
CORRIDOR CONCEPT PLAN**

**D: BAIL BOND OFFICES &  
DISTANCE TO COURTHOUSES**

**E: WALKING TOUR KEY  
OBSERVATIONS**

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**ACCESSORY BUILDING.** A building detached from and smaller than the main building on the same lot; the use of an accessory building shall be appropriate, subordinate, and customarily incidental to the main use of the lot.

**ADAPTIVE REUSE.** The process of converting a building to a new use other than that for which it was originally designed.

**ALTERATION.** Any construction, modification, addition, moving or destruction that would affect the exterior appearance of a structure which has been designated a landmark, or which is located in a historic overlay zone, or which has been formally identified as worthy of preservation, or for which the City has received a preservation façade easement.

**APARTMENT.** Structures containing two or more dwelling units each, including dwelling units which do not have a separate entrance leading directly to the outdoors at ground level.

**APPLICANT.** Any person or entity that files an application to the City of Albuquerque for a demolition permit, conditional use, variance, zone map amendment, etc.

**APPLICATION.** A form required for submittal to the City for the demolition of a structure, conditional use, variance, zone map amendment, etc.

**BAIL BOND OFFICE.** An office that acts as a surety and pledges money or property as bail for the appearance of a criminal defendant in court. Bail bond agents provide a service to criminal defendants and their friends or family. The service is to secure the release of the defendant from jail for a fee.

**BLOCK FACE.** The properties abutting on one side of a single street and lying between the closest intersecting streets. A corner lot shall be part of the block face parallel to the lot's front lot line.

**BUILDING MASS.** The three-dimensional bulk of a building: height, width, and depth.

**CENTRAL URBAN AREA.** A designation as determined by the Albuquerque/Bernalillo County Comprehensive Plan; generally, redevelopment or rehabilitation is appropriate.

**CERTIFICATE OF APPROPRIATENESS.** The written approval of the Landmarks and Urban Conservation Commission or designated city staff indicating that a project has been reviewed and determined to meet the applicable design criteria for projects located within a Historic Overlay Zone.

**CHIEF BUILDING OFFICIAL.** The person authorized to issue demolition permits.

**COMMERCIAL PARKING LOT.** An area of land used to provide parking, as a commercial enterprise, for four or more motor vehicles for a fee. Such parking is not primarily associated with any other use. The term does not include a commercial parking garage which is a building primarily used for the provision of parking for a fee.

**CONDITIONAL USE.** Specific land use listed as conditional in a given zoning district requiring approval by the Zoning Hearing Examiner and subject to limitations and conditions. A conditional use shall be approved if, in the circumstances of the particular case and under conditions imposed, the use proposed will not be injurious to the adjacent property, the neighborhood, or the community and it will not be significantly damaged by surrounding structures or activities.

**CONTRIBUTING BUILDING.** A contributing building is one that adds to the historic architectural qualities of the district and possesses historic integrity reflecting the district's character.

**DEMOLITION.** Any act of pulling down, destroying, removing, dismantling, or razing a structure or commencing the work of total or substantial destruction with the intent of completing the same.

**DEMOLITION PERMIT.** The permit issued by the Chief Building Official for the demolition of a structure, excluding a permit issued solely for the demolition of the interior of a structure.

**DEVELOPMENT REVIEW BOARD (DRB).** A five member board comprised of City staff (Planning Director representative, Parks and Recreation Director representative, City Engineer, Traffic Engineer, and Albuquerque/Bernalillo County Water Utility Authority representative) charged with administering the Subdivision Ordinance and signing off on site development plans delegated by the Environmental Planning Commission (EPC) or delegated by a sector development plan.

**ELECTRONIC DISPLAY SIGN.** A sign whose alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed display screen composed of electrically illuminated segments. These types of displays may include: LED (Light Emitting Diodes), LCD (Liquid Crystal Display), PDP (Plasma Display Panels), pixel or sub-pixel technology, other fiber optics or illumination devices within the display area.

**ENVIRONMENTAL PLANNING COMMISSION (EPC).** A nine member commission charged with reviewing zone map and code amendments, site development plans, adoption or amendments to Rank I, II, and III plans including the Comprehensive Plan, area plans, and sector development plans.

**FAÇADE.** The external face of a building, including parapet walls and omitted wall lines.

**FLOOR AREA RATIO.** The heated gross floor area of a building divided by the area of the premises.

**FULL SERVICE GROCERY.** A retail establishment which primarily sells food, but may also sell other convenience and household goods, and which occupies at least 5,000 square feet but not more than 20,000 square feet of gross floor area.

**LANDMARKS AND URBAN CONSERVATION COMMISSION (LUCC).** A seven member commission appointed by the Mayor whose primary function is to make decisions on applications for Certificates of Appropriateness for alteration, new construction, or demolition within Historic Overlay Zones. Two members must own property within an Historic Zone, one member must be a professional architect, one member must be a licensed real estate agent, one member must be a knowledgeable lay person, and the remaining members shall have expertise in architecture, law, graphic arts, planning, real estate, history, construction, or archaeology.

**MID REGION COUNCIL OF GOVERNMENTS (MRCOG).** A governmental agency representing the counties of Bernalillo, Valencia, Tarrant, and Sandoval and providing planning services in the areas of transportation, agriculture, workforce development employment growth, land use, water, and economic development.

**MIXED-USE BUILDING.** A structure with a vertical mixture of uses. The upper floors may be used for office, residential, lodging, storage, or parking; the ground floor (lot frontage at the street level) may be used for retail or office.

**NATIONAL REGISTER OF HISTORIC PLACES.** The official list of the nation's cultural resources worthy of preservation. The National Register is administered by the National Parks Service under the Office of the Secretary of the Interior. The associated programs for the National Register are administered by the New Mexico Historic Preservation Division. The National Register does not control the use, alteration, or demolition of any privately owned property unless federal money is used in the project.

**NEW MEXICO REGISTER OF CULTURAL PROPERTIES.** The official State of New Mexico list of cultural resources worthy of conservation and preservation. The list and associated programs are managed and administered by the State of New Mexico Office of Cultural Affairs, Historic Preservation Division. The New Mexico Register does not control the use, alteration, or demolition of any privately owned property unless public money is used in the project.

**NON-CONTRIBUTING BUILDING.** A non-contributing building is one that does not add to the historic architectural qualities of the district because it was built after 1945 or because it no longer possesses historic integrity reflecting the district's character due to alternations, additions, or other changes.

**NON-CONFORMING USE.** Use of a structure or land which does not conform to this article and which was in conformity with any zoning ordinance in effect at the time it was created.

**SECONDARY DWELLING UNIT.** Living quarters within an accessory building containing kitchen facilities; and does not exceed 650 net square feet in area. A garage or shed attached to the Secondary Dwelling Unit shall not count towards the limit of 650 square feet. There shall be no more than either one Secondary Dwelling Unit or one Accessory Living Quarters per premise. The Secondary Dwelling Unit may be used as a source of rental income for property owners.

**SENIOR HOUSING FACILITY.** An age restricted residential complex which may be in a variety of housing forms - attached or detached dwelling units, apartments, private or semi-private rooms - occupied by senior citizens. Such facilities may include a congregate meals program in a common dining area, private recreational facilities, housekeeping assistance, medical services including but not limited to dietary and nutritional assistance, or incidental services that address the activities of daily living. The property shall be operated only as "Housing for Older Persons" as defined in the Federal Housing for Older Persons Act (42 U.S.C. 3607(b)(2)) and uses will include related facilities.

**STATUS ESTABLISHED BUILDING.** A building nonconforming as to use which is approved to maintain its nonconforming use status. Such approval shall apply only to a building for which the existing use is prohibited upon expiration of its nonconformance amortization period. Such approval shall not be available to nonconforming uses that resulted from Zoning Code text amendments. Approval of a status established building can only occur on or before the expiration of its nonconformance amortization period.

**STRUCTURE.** Anything constructed or erected above ground level which requires location on the ground or attached to something having a location on the ground, not including a tent, vehicle, vegetation, or public utility pole or line and for the demolition of which a permit is required from the City.

**TANDEM PARKING.** The placement of parking spaces arranged one behind the other inside a garage. Typical minimum length is 35 feet.

**TATTOO PARLOR.** Any room, space, or building where tattooing is practiced, or where the business of tattooing is conducted, or any part thereof.

**TOWNHOUSE.** One of a group of two to eight attached dwelling units divided from each other by common walls, each having a separate entrance leading directly to the outdoors at ground level, and each having at least one-fourth of its heated and unheated floor area approximately at grade. A townhouse building is one type of an apartment.

## A. Introduction

The provision of street trees in the Downtown Neighborhood Area is one of the key character elements that define the area. Accordingly, the Zoning Regulations contained in this Plan require street trees to be provided for all new development, including residential and non-residential uses, without regard to the type of street where the development will occur. The trees provided in this list were selected for their ability to withstand an urban environment where the planting space is confined to a strip located between the back of curb and the public sidewalk. Planting details are also included in this section to ensure adequate tree root aeration, nutrient delivery, and prevent the uprooting of sidewalks as the trees mature. The street trees identified in this section are recommendations; other species may be appropriate as well. Selection of plant species should also consider adjacency to overhead utilities.

### Recommended Street Trees

#### Trees appropriate for 3-4 foot wide planting strip

Chinaberry ~ *Melia azedarach*  
Claret Ash ~ *Fraxinus oxycarpa*  
Decaisneana Locust ~ *Robinia ambigua* 'Decaisneana'  
Idaho Locust ~ *Robinia ambigua* 'Idahoensis'  
Lacebark Elm ~ *Ulmus parviflora*  
Maidenhair ~ *Ginkgo biloba* (male)  
Oklahoma Redbud ~ *Cercis reniformis* 'Oklahoma'  
Village Green Zelkova ~ *Zelkova serrata* 'Village Green'

#### Trees appropriate for 4-6 foot wide planting strip

Arizona Sycamore ~ *Platanus wrightii*  
Chinaberry ~ *Melia azedarach*  
Chinese Pistache ~ *Pistacia chinensis*  
Horsechestnut ~ *Aesculus hippocastanum*  
Japanese Pagoda ~ *Sophora japonica*  
Lacebark Elm ~ *Ulmus parviflora*  
London Plane Tree ~ *Platanus acerifolia*  
Maidenhair ~ *Ginkgo biloba* (male)  
Modesto Ash ~ *Fraxinus velutina* 'Modesto'  
Western Soapberry ~ *Sapindus drummondii*

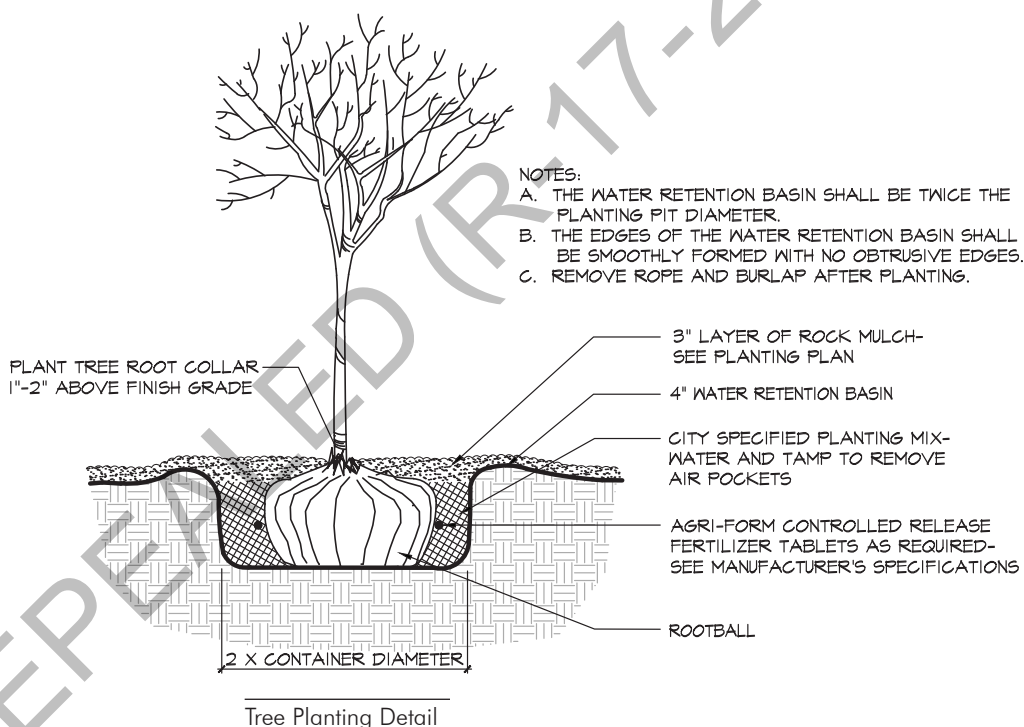
#### Trees in yards within 10 feet of sidewalk at back of curb

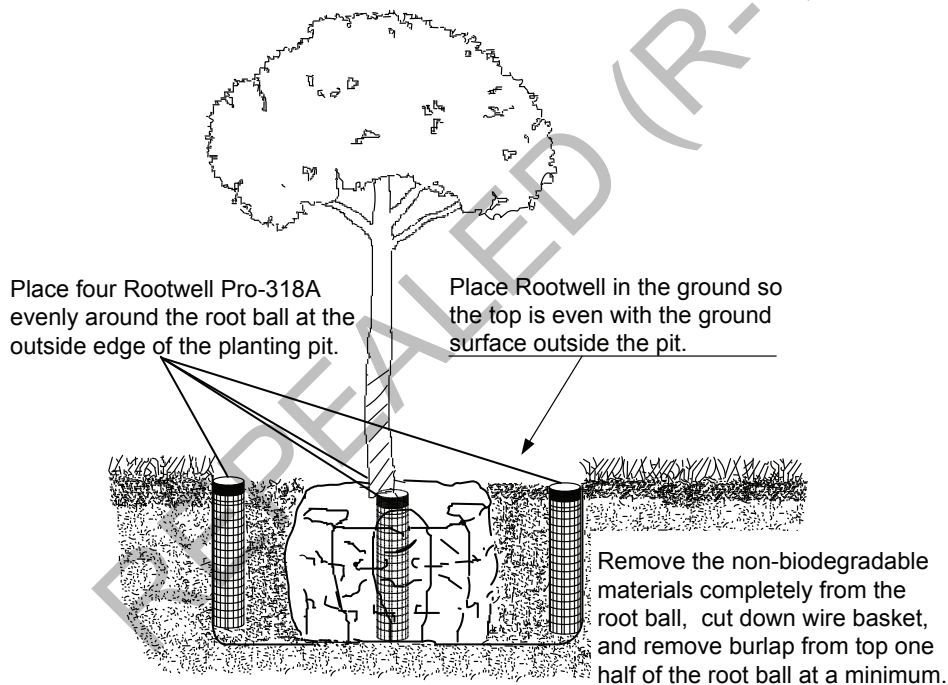
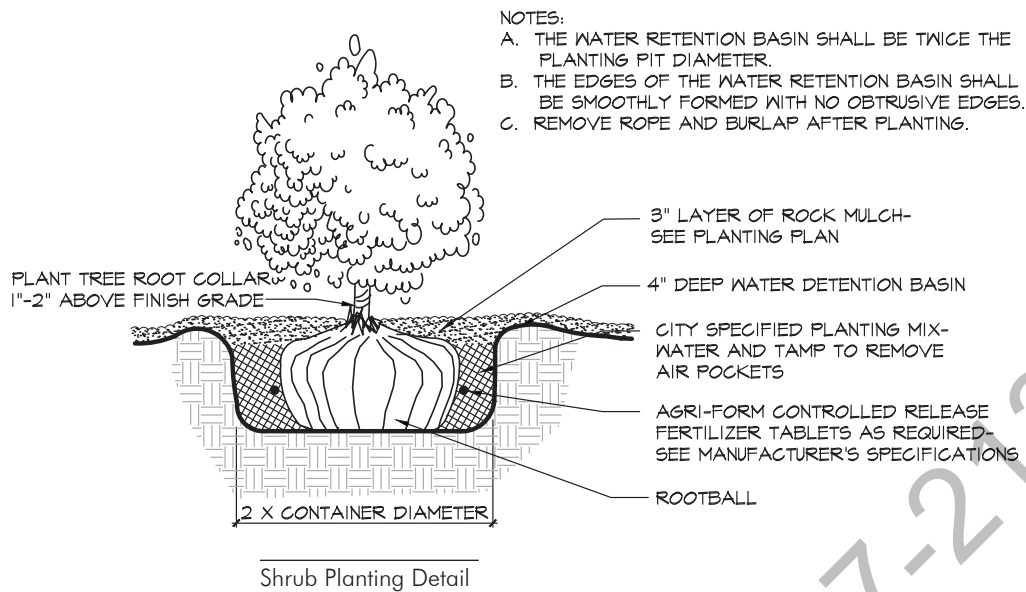
American Sycamore ~ *Platanus occidentalis*  
Arizona Alder ~ *Alnus oblongifolia*  
Green Ash ~ *Fraxinus pennsylvanica*  
Honey Locust ~ *Gleditsia triacanthos inermis* 'Shademaster'  
Horsechestnut ~ *Aesculus hippocastanum*  
Lacebark Elm ~ *Ulmus parviflora*  
London Plane Tree ~ *Platanus acerifolia*  
Pin Oak ~ *Quercus palustris*  
Sycamore-leaf Maple ~ *Acer pseudoplatanus*  
Texas Oak ~ *Quercus texana*

Village Green Zelkova ~ *Zelkova serrata* 'Village Green'  
Western Catalpa ~ *Catalpa speciosa*  
White Ash ~ *Fraxinus americana*

### Planting Guide

Taking care with planting new trees and shrubs will help ensure the long term health of the plant. This section provides general guidance for new landscape, and includes tree and shrub planting details. Providing adequate aeration to tree roots, particularly in an urban environment, is also another key to healthy tree growth and will help prevent heaving of the adjacent sidewalk. It is recommended that for each tree installed in the planting strip between the back of curb and the public sidewalk that four aeration devices (Rootwell or equivalent product) be installed. This will encourage the tree roots to grow deeper instead of wider.





Rootwell Installation Guide for Ball Based Trees  
(for all tree species)



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FOLLOWING PAGES ARE EXCERPTS FROM:

# West Central Avenue Corridor Concept Plan



Prepared for



Prepared by



Kimley-Horn  
and Associates, Inc.



## A. CENTRAL AVENUE ROAD DIET

### Background and Existing Configuration

Between Lomas Boulevard and 8<sup>th</sup> Street, Central Avenue features two travel lanes in either direction, left turn lanes at most intersections and an approximate curb-to-curb width of 66 feet. The speed limit for this segment is 30 mph and on-street parking is provided in several areas. In order to improve the pedestrian and bicycle environment conforming to the vision for Central Avenue as a multi-modal corridor, preliminary plans were prepared for a “road diet” of Central Avenue between Lomas Boulevard and 8<sup>th</sup> Street. The proposed road diet project vicinity and key study intersections are presented in **Figure 1**.

A road diet typically involves a reduction in travel lanes to provide width for on-street parking, bicycle facilities and pedestrian improvements such as widened sidewalks, pedestrian refuges, curb extensions or “bulbouts” to shorten crossings, and landscaping. The benefits of a road diet include reduced conflicts at intersections, a reduction in certain types of crashes, improved visibility, and enhanced street activity for pedestrian-oriented businesses.

Reducing lanes on West Central Avenue was recommended in the West Central Streetscape Urban Design Master Plan (March 2001) which was adopted by the City Council in April of 2002. The resolution adopting the Master Plan (Council Bill No. R-02-24) required the lane reduction to be implemented in stages beginning with a low cost test (Demonstration Project) followed by the ultimate buildout of the plan when funding became available.

### Road Diet General Design Elements

The design concepts are presented in the form of Near-Term Improvements and Ultimate Improvements. Near-Term improvements include new roadway striping along the entire corridor and intersection improvements at a few priority locations that could be implemented immediately with minor modifications to the street and intersections at relatively low cost. The Near-Term improvements meet the requirements for the “Demonstration Project” as discussed above. As a demonstration project the Near-Term improvements can be implemented, monitored and assessed without a significant long-term investment. The Near-Term improvements can be implemented entirely with paint restriping and relatively minor signalized intersection modifications. Lane striping will be in its ultimate location (reflecting future changes to curbs and bulbouts) to fully test the geometry of the street and reduce rework when implementing the ultimate improvements. **Table 1** provides an overview of the proposed design elements for the Central Avenue road diet.



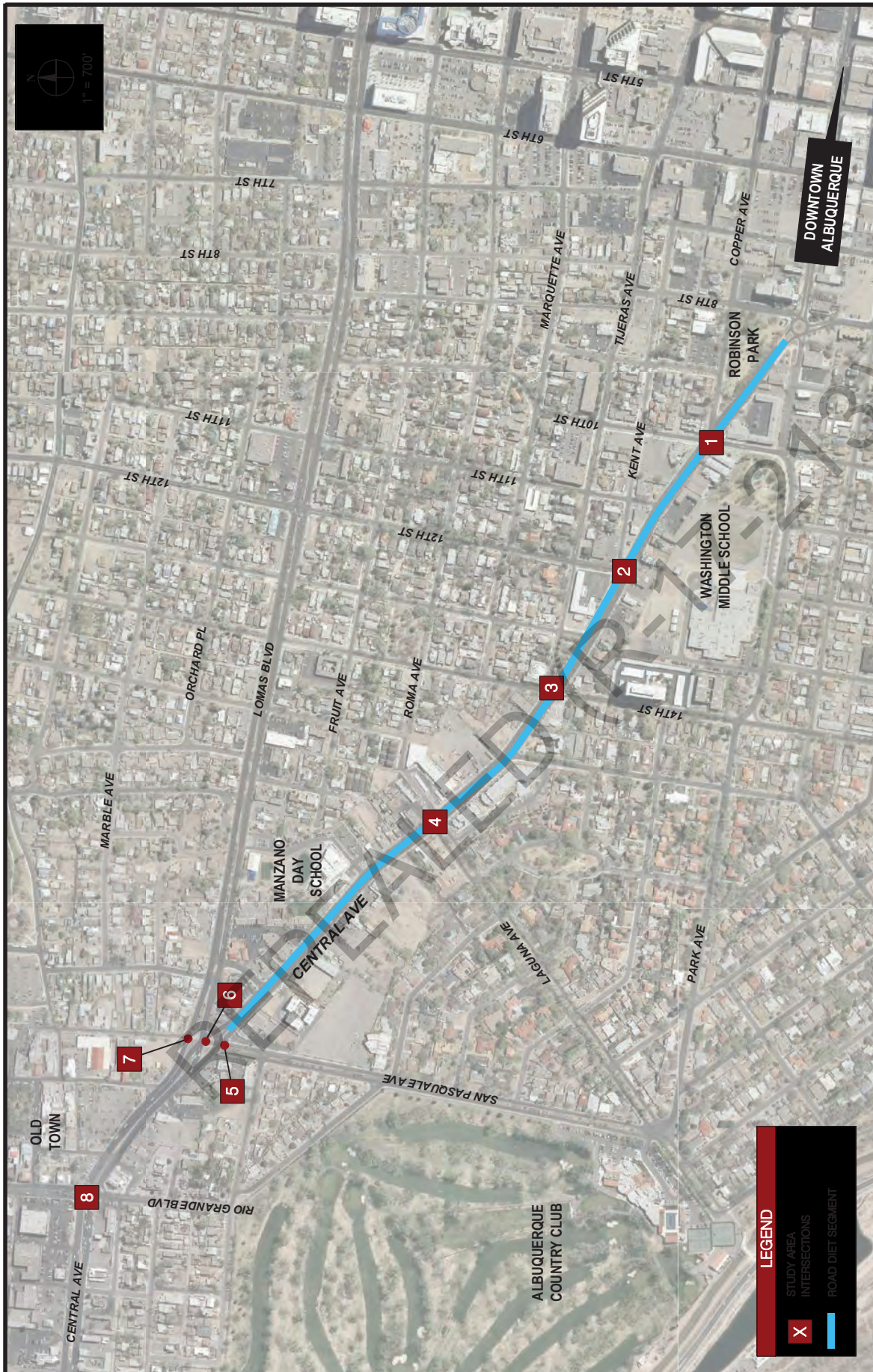


FIGURE 1

# CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET PROJECT VICINITY AND STUDY INTERSECTION LOCATIONS

WEST CENTRAL AVENUE CORRIDOR CONCEPT PLAN - 47TH STREET TO 8TH STREET





city of albuquerque  
West  
Central Avenue  
Corridor  
Concept Plan

Table 1: Proposed Road Diet Design Elements

Proposed Design Elements	Near-Term Improvements (NT); Ultimate Improvements (ULT)
<i>Travel Lanes</i>	<b>Current:</b> 2 lanes in each direction with left turn lanes at most intersections <b>Proposed:</b> 1 lane in each direction with two-way left turn lane and left turn lanes at intersections (NT)
<i>Travel Lane Width</i>	<b>Current:</b> 12 feet (inside lane and outside lane w/o parking); 16 to 22 feet (outside lane with shoulder/parking) <b>Proposed:</b> 11 feet (NT)
<i>Bike Lanes</i>	<b>Current designation:</b> Not designated as bicycle facility <b>Proposed:</b> 6 foot bike lanes in both directions (NT)
<i>Parking</i>	<b>Current condition:</b> Parallel on-street parking provided within shoulder along some segments of street <b>Proposed:</b> 7 foot parallel parking lane provided along majority of street (NT)
<i>Bulbouts</i>	<b>Definition:</b> Bulbouts are extensions of the curbline at intersections that extend into the parking lane <b>Benefits:</b> <ul style="list-style-type: none"> <li>• Reduce roadway width from curb to curb</li> <li>• Shorten crossing distance for pedestrians</li> <li>• Improves motorist/pedestrian visibility</li> <li>• Create protected parking bays for on-street parking</li> <li>• Tighten curb radii at the corners reducing the speeds of turning vehicles</li> <li>• Provide space for landscaping</li> </ul> <b>Proposed:</b> bulbouts proposed in several locations (ULT).
<i>Sidewalks</i>	<b>Current Conditions:</b> Sidewalks typically range from 5 feet to 6 feet in width. In some locations, sidewalks are as narrow as 3½ feet <b>Proposed:</b> Sidewalks widened by 4 feet along several segments of the corridor – see <b>Figure 3</b> for list of locations (ULT)
<i>Landscaping</i>	<b>Current condition:</b> Some landscaping treatments near Robinson Park and plaza at Central Ave / Lomas Blvd intersection; however, the majority of the corridor lacks landscaping <b>Proposed condition:</b> Landscaping and street trees along majority of corridor where there is sufficient right-of-way. Landscaping elements are incorporated into the proposed bulbouts. (ULT)
<i>Curb Ramps</i>	<b>Proposed:</b> New ADA compliant curb ramps where curb reconstruction is proposed for bulbouts. (ULT)
<i>Bus Stops</i>	<b>Current conditions:</b> There are 12 existing ABQ Ride stops between Lomas Boulevard and 8 <sup>th</sup> Street <b>Proposed:</b> Retain existing stops and relocate some stops to far side of intersections where feasible. Explore opportunity for curb extension bus stops, or “bus bulbs” where space allows. (ULT)



The existing, Near-Term and Ultimate cross-sections for the proposed concept are presented in **Figure 2**, **Figure 3** and **Figure 4**, respectively. An operational analysis for existing and future conditions with and without implementation of the road diet is included in the Appendix.

### Specific Design Elements

In preparing the Central Avenue road diet design concepts, particular attention was given to evaluating options for the following locations:

1. Manzano Day School Pedestrian Crossing
2. Central Avenue / 15<sup>th</sup> Street Intersection
3. Central Avenue / 13<sup>th</sup> Street Intersection
4. Central Avenue / 11<sup>th</sup> Street Intersection
5. Central Avenue / 10<sup>th</sup> Street / Copper Avenue
6. Central Avenue segment from 10<sup>th</sup> Street to 8<sup>th</sup> Street roundabout

The recommended design elements for these locations are described in **Table 2**. Design concepts for Near-Term (Demonstration Project) implementation of the Central Avenue road diet are presented in **Figures 5-10**. The design concepts for Ultimate construction of the Central Avenue road diet are presented in **Figures 11-16**.



city of albuquerque  
West  
Central Avenue  
Corridor  
Concept Plan

Table 2: Specific Road Diet Design Elements

Near-Term Improvements (NT); Ultimate Improvements (ULT)

***Manzano Day School Pedestrian Crossing***

- Relocate existing crosswalk with painted pedestrian refuge islands to the west side of the bus turnaround (see Figure 6). (NT)
- Add curb extensions at the alternative crosswalk location to shorten crossing distance (see Figure 12). (ULT)

***Central Avenue / 15th Street Intersection***

- Provide new high-visibility pedestrian crosswalk with ladder style striping and a striped pedestrian refuge island (see Figure 7). (NT)
- Construct raised pedestrian refuge island with low landscaping at proposed crossing. (ULT)
- Add bulbouts at proposed crossing to shorten crossing distance (see Figure 13). (ULT)

***Central Avenue / 13th Street Intersection***

- Provide new high-visibility pedestrian crosswalk with ladder style striping and a striped pedestrian refuge island (see Figure 8). (NT)
- Construct raised pedestrian refuge island with landscaping at proposed crossing. (ULT)
- Add bulbouts at proposed crossing to shorten crossing distance (see Figure 14). (ULT)

***Central Avenue / 11th Street Intersection***

- Provide new high-visibility pedestrian crossing with ladder style striping and a striped pedestrian refuge island (see Figure 9). (NT)
- Construct raised pedestrian refuge island with landscaping at proposed crossing. (ULT)
- Add bulbouts at proposed crossing to shorten crossing distance (see Figure 15). (ULT)

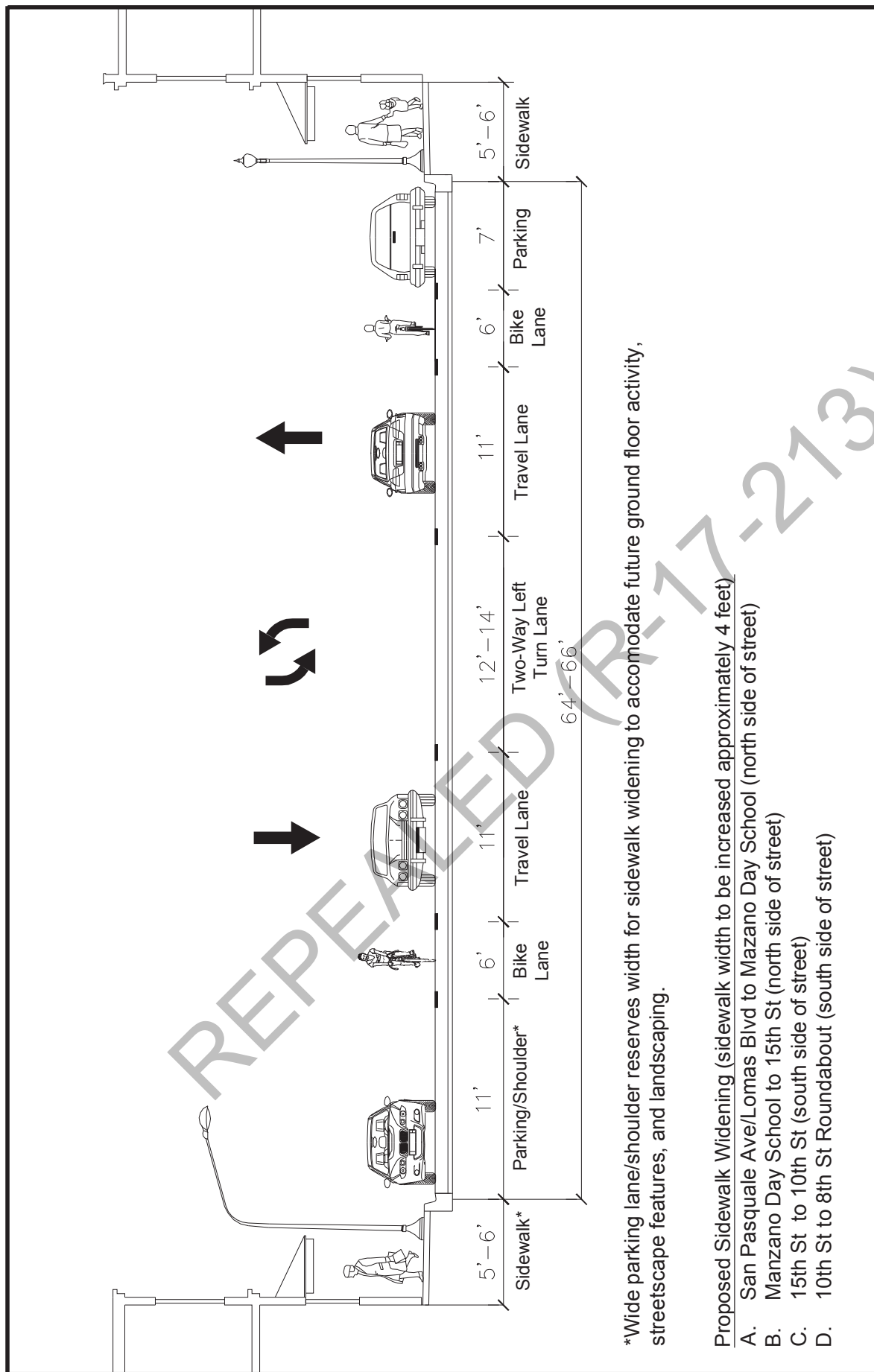
***Central Avenue / 10th Street Intersection***

- Relocate stop bar at southeast leg of intersection and add pedestrian crosswalk with ladder style striping. Requires modification of the signal phasing to include protected left turn phasing for eastbound and westbound approaches of Central Avenue (see Figure 16) (ULT)
- Add bulbouts with landscaping at north-south crosswalks to shorten crossing distance (see Figure 16). (ULT)

***Central Avenue Segment from 10th Street to 8th Street Roundabout***

- Widen sidewalk by approximately 6 feet and provide tree wells approx. 25 feet on center along south side of Central Avenue. (see Figure 16) (ULT)
- Construct raised median with landscaping between 10<sup>th</sup> Street and the approach to the 8<sup>th</sup> Street roundabout. Provide median break for access to existing driveways along south side of Central Avenue (see Figure 16). (ULT)





\*Wide parking lane/shoulder reserves width for sidewalk widening to accommodate future ground floor activity, streetscape features, and landscaping.

Proposed Sidewalk Widening (sidewalk width to be increased approximately 4 feet)

- A. San Pasquale Ave/Lomas Blvd to Mazano Day School (north side of street)
- B. Mazano Day School to 15th St (north side of street)
- C. 15th St to 10th St (south side of street)
- D. 10th St to 8th St Roundabout (south side of street)

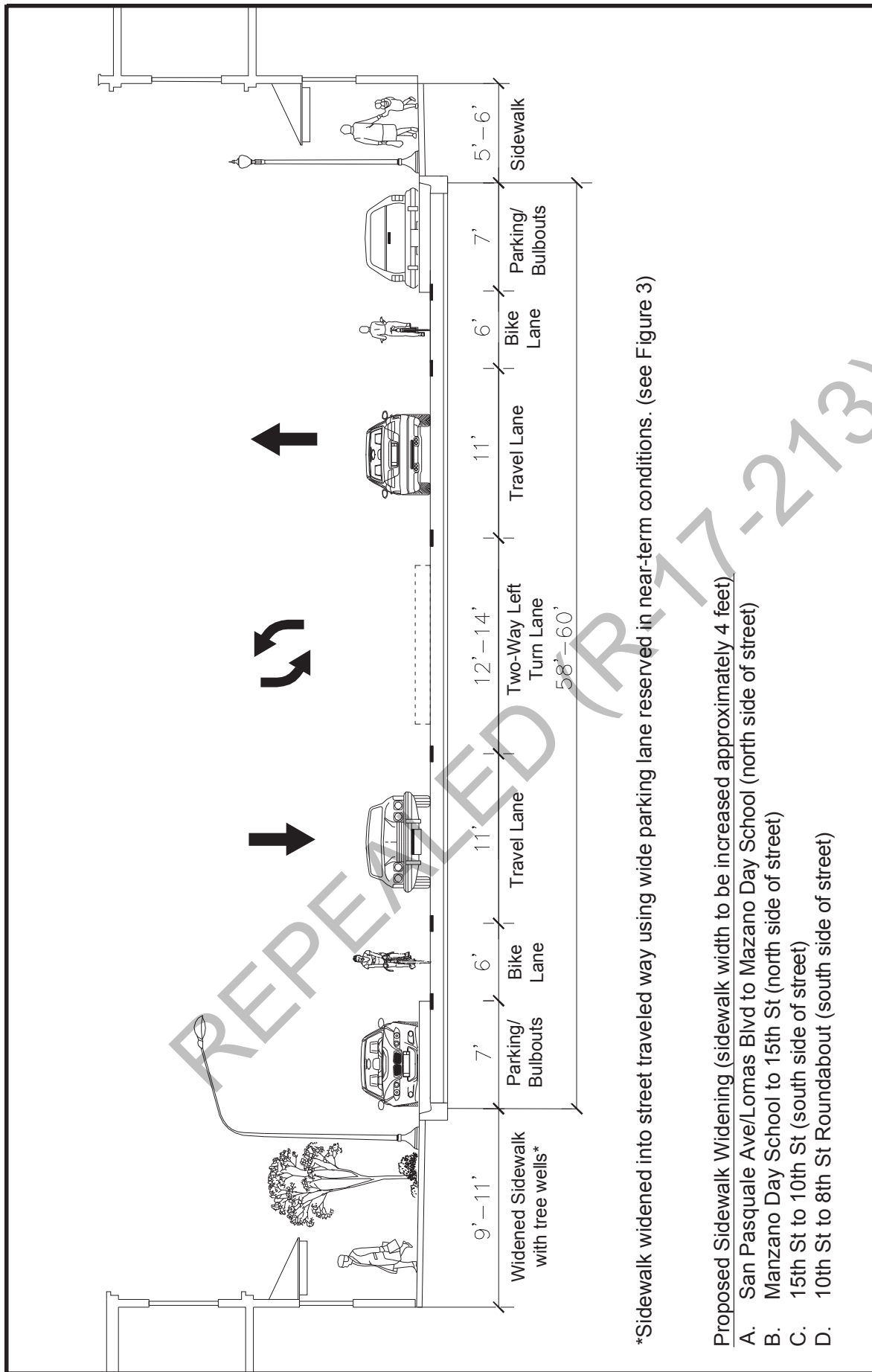
FIGURE 3

CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET  
NEAR-TERM TYPICAL STREET CROSS SECTION



JMD-097362005

WEST CENTRAL AVENUE CORRIDOR CONCEPT PLAN - 47TH STREET TO 8TH STREET



\*Sidewalk widened into street traveled way using wide parking lane reserved in near-term conditions. (see Figure 3)

Proposed Sidewalk Widening (sidewalk width to be increased approximately 4 feet)

- A. San Pasquale Ave/Lomas Blvd to Mazano Day School (north side of street)
- B. Manzano Day School to 15th St (north side of street)
- C. 15th St to 10th St (south side of street)
- D. 10th St to 8th St Roundabout (south side of street)

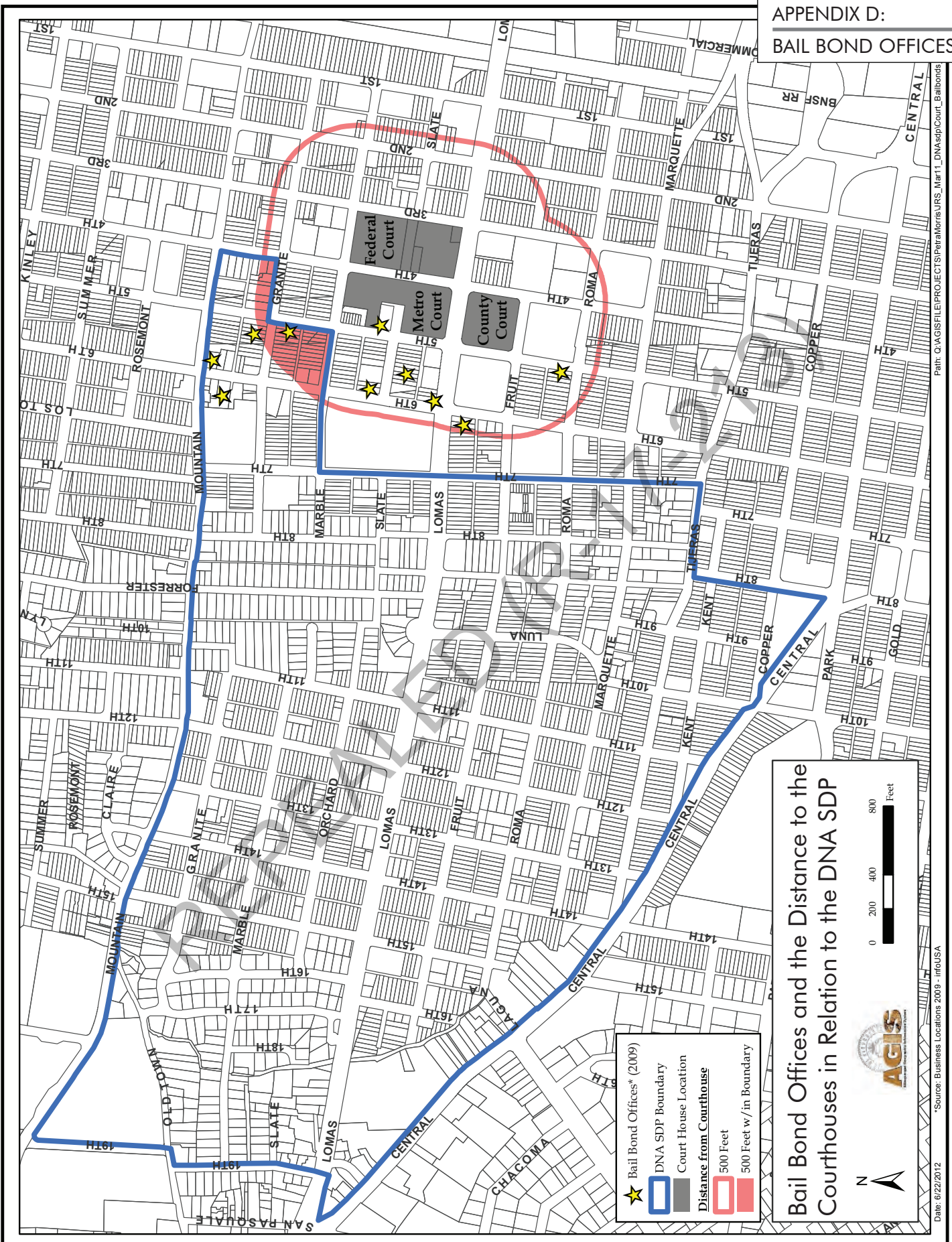


**FIGURE 4**  
**CENTRAL AVENUE ROAD DIET - LOMAS BOULEVARD TO 8TH STREET**  
**ULTIMATE TYPICAL STREET CROSS SECTION**

JMD-097362005

WEST CENTRAL AVENUE CORRIDOR CONCEPT PLAN - 47TH STREET TO 8TH STREET

APPENDIX D:  
BAIL BOND OFFICES



**Downtown Neighborhood Area Tours –  
October 15, 16, and 19, 2009**

**Key Observations**

The following is a list of the key observations gained during the neighborhood tours, as well as some follow-up action steps. It is a follow-up to the more detailed tour notes taken by the project team.

**General**

- 1) There are a tremendous variety of subareas within the Sector Plan area – each with their own set of character defining elements including architectural styles and history, size and massing of buildings, land use, street trees and other landscaping, pedestrian accessibility, and overall condition of buildings and public infrastructure.
- 2) Most of the Plan area is in very good condition, with some exceptions. Areas of concern are located in the southern portion of the Plan area – rundown motels and properties along Central and Tijeras Avenues; in the eastern portion of the Plan area – non-conforming parking lots, buildings in need of rehabilitation adjacent to and along Fourth Street.
- 3) Public infrastructure issues run throughout the Plan area.
- 4) Land use is primarily residential in varying densities, with commercial and office use located primarily along Fourth Street (Plan area's eastern boundary) and Central Avenue (Plan area's southern boundary) and to a lesser degree, along Mountain Road (Plan area's northern boundary) and Lomas Boulevard.
- 5) There are numerous opportunity sites and buildings that could be used for redevelopment purposes either by the public or private sectors. These sites are identified in the detailed tour notes.
- 6) Mountain Road has undergone a positive transformation with new development and rehabilitation of existing buildings. There are a good mix of neighborhood commercial and residential land uses along Mountain Road, particularly east of 12<sup>th</sup> Street. Some of these small businesses are struggling and some have gone out of business. Opportunity for redevelopment exists west of 12<sup>th</sup> Street, which has been identified in the tour notes.
- 7) Much of the properties zoned for townhomes, primarily north of Lomas Boulevard, have not been utilized as such. Some of the townhome development has been designed well and fits within the neighborhood, while some projects don't fit from a height and massing standpoint.
- 8) Many of the properties zoned for RC (residential / commercial) and MRO (mixed residential office) and have office uses do not appear to be in compliance with the Zone Code, which requires a 50/50 split between the two land uses (100% residential is permitted, but non-residential can be no more than 50%). These are primarily located along Lomas Boulevard and in the eastern portion of the Plan area, north of Lomas Boulevard.
- 9) There is a disconnect between the existing land use, predominantly single family homes in the historic districts, and the zoning. This is of special concern in those districts that are not regulated by the LUCC because it could be seen as an economic incentive to demolish existing structures and rebuild at higher densities. In the historic districts regulated by the LUCC that the LUCC design standards for the district are different from the zoning regulations.

- 10) There is a significant concern regarding the increase of bail bond businesses within the Plan area and their apparent lack of compliance with the Zone Code. These businesses are open 24/7 and are a permissive use in the O-1 zone. The Sector Plan should specifically address bail bonding and restrict their locations within the Sector Plan.
- 11) There is a need for more convenient and appropriately located commercial uses that serve the neighborhood. Location is everything; neighbors want services carefully sited and designed so they don't detract from the overall residential character of the Plan area. The scale of these neighborhood commercial uses is an important element.
- 12) Office uses are seen as an intrusion into the neighborhood, particularly south of Lomas Boulevard. The Sector Plan should look at limiting the amount of additional office use that can be built in the Plan area. It was noted that some of the larger, historic homes would be difficult to maintain as single family homes.

### Transportation Issues

- 1) Lomas Boulevard is the major east-west corridor through the Plan area. Lomas is designated a principal arterial by the Current Roadway Classification System by the Mid-Region Council of Governments (MRCOG). Lomas appears to have excess right-of-way and consideration should be given to implementation of traffic 'taming' techniques such as curb extensions (bulb-outs) and lane narrowing in order to ease north-south pedestrian flow across Lomas. Pedestrian amenities such as benches and street trees are lacking or inconsistent along Lomas.
- 2) Central Avenue has been the subject of several studies looking at streetscape, cross sections, land uses, etc. There is also a current study that is being coordinated by the City Council, specifically Councilor Isaac Benton. Reynolds and Huning Castle NAs are working with Councilor Benton concerning specific improvements to Central Avenue. The Sector Plan should review these studies and include the relevant information as a part of the Sector Plan update process.
- 3) Pedestrian accessibility is a challenge in many parts of the Plan area. There are numerous streets with missing sidewalk sections, deteriorated sidewalks, or very narrow sidewalks. Many intersections are missing one or more ADA compliant curb ramps. Some curb ramps are significantly offset from the intersection.
- 4) Many sidewalk sections without parkway strips have ADA deficient driveway cut designs.
- 5) 12<sup>th</sup>/Mountain intersection has functional issues. Mountain Road has a left turn lane east of Seventh Street within a 32' face-to-face (curb-to-curb) roadway section. Can this be applied to 12th Street which is 31' face-to-face?
- 6) Maintenance of alleys is a concern within the Plan area. Most of the alleys are not maintained well and some have become a nuisance to the neighborhood attracting homeless people and trash accumulation.
- 7) Coordination is needed with the Great Streets Plan, which has been through the EPC process, but has not been approved by City Council. Mountain Road is designated as a 'Bicycle Boulevard' with an 18 mph speed limit.

### Street Trees

- 1) While there are some streets that contain street trees, there are many streets that are missing a street tree canopy that is a character defining element for many parts of the Plan area. Sometimes one side of the street has trees and not the other side, and in many instances,



APPENDIX E:  
WALKING TOUR KEY  
OBSERVATIONS

there are no street trees at all. Specific streets that are lacking street trees are called out in the tour notes.

- 2) Street trees are uprooting sidewalks in some areas. Recommendation would be to identify appropriate species for this planting condition between the curb and sidewalk in the Sector Plan.

REPEALED (R-17-213)