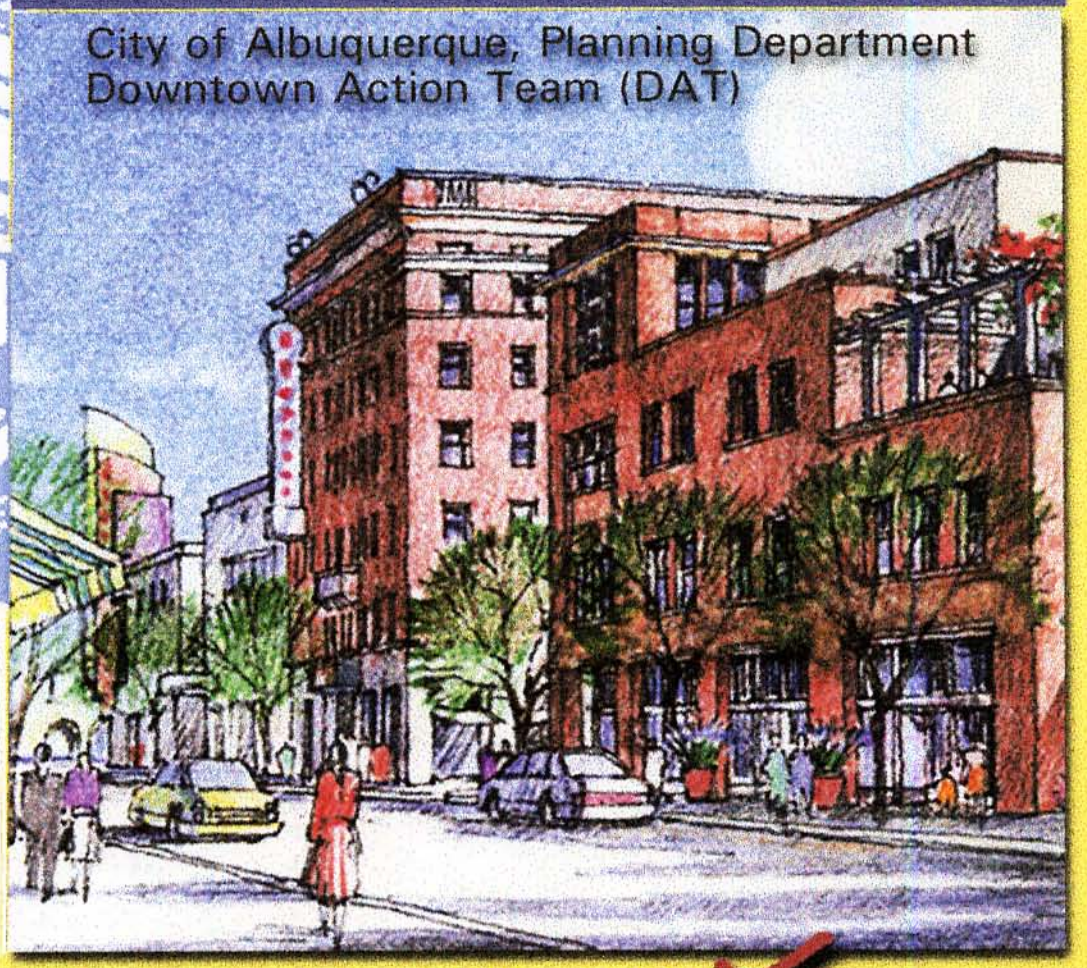
DOWNTOWN 2010

sector development plan

City of Albuquerque, Planning Department
Downtown Action Team (DAT)



ALBUQUERQUE
NEW MEXICO
1706

Adopted May 2000

CITY of ALBUQUERQUE
FOURTEENTH COUNCIL

COUNCIL BILL NO. R-21 ENACTMENT NO. 50-2000

SPONSORED BY: Adele Baca-Hundley

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RESOLUTION

ADOPTING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN FOR AN URBAN CENTER, REPEALING THE 1989 DOWNTOWN CORE REVITALIZATION STRATEGY (THE CENTER CITY REVITALIZATION STRATEGY) ADOPTED BY RESOLUTION 34-1989; REPEALING THE 1992 DESIGN STANDARDS & GUIDELINES FOR DOWNTOWN CENTRAL AVENUE; AND AMENDING THE BOUNDARIES OF THE DOWNTOWN NEIGHBORHOOD AREA SECTOR DEVELOPMENT PLAN, THE HUNING CASTLE AND RAYNOLDS ADDITION SECTOR DEVELOPMENT PLAN, AND THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN.

WHEREAS, the 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 3-19-3 NMSA 1978, and by its home rule powers; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, the Downtown Core, as shown on the map and described in the attached text, is designated as an urban center in the Albuquerque/Bernalillio County Comprehensive Plan; and

WHEREAS, the DOWNTOWN PLAN was originally adopted in 1975 with subsequent amendments (Resolution No. 189-1976, 102-1977 and 58-1988), and the Downtown Core Revitalization Strategy and Rank III Sector Development Plan was adopted in 1989 (Resolution 34-1989) with an amendment (Resolution 44-1990) and Design Standards & Guidelines for Downtown Central Avenue were

adopted in 1992; and

WHEREAS, the Downtown 2010 Sector Development Plan was jointly developed by the City of Albuquerque and the Downtown Action Team with assistance from area property owners, business people, residents, institutions and neighborhood representatives; and

WHEREAS, the Downtown is a key element in the City's overall economic program and as an important part its efforts to promote and market Albuquerque to new investments; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters relating to Planning, Zoning and Environmental Protection, has approved and recommended adoption of the Downtown 2010 Sector Development Plan; which includes amending the Downtown core boundary; and

WHEREAS, the City of Albuquerque originally adopted the Downtown Neighborhood Area Sector Development Plan in 1976 through action on Council Resolution 158-1976 and subsequently adopted additional amendments; and

WHEREAS, the Downtown 2010 Sector Development Plan addresses protecting surrounding neighborhoods from intrusion of commercial and office land uses; and

WHEREAS, the Downtown 2010 Sector Development Plan proposes expanding the Downtown core boundary and controlling development in the western area of Downtown to residential uses only; and

WHEREAS, the expanded Downtown core boundary will help stabilize and conserve the Downtown Neighborhood Area (DNA); and

WHEREAS, the City of Albuquerque adopted the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan through Council Resolution 22-1981; and

WHEREAS, the City of Albuquerque McClellan Park Sector Development Plan through Council Enactment 10-1984, and amended that plan through Council Resolution R-230; and

WHEREAS, the Downtown 2010 Sector Plan contains goals and objectives encouraging new neighborhood oriented commercial development; and

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WHEREAS, the Downtown 2010 Sector Development Plan addresses protecting surrounding neighborhoods while providing mixed used developments; and

WHEREAS, the expanded Downtown core boundary will encourage residential development, neighborhood serving retail and ancillary office activity.

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

SECTION 1. The Downtown 2010 Sector Development Plan attached hereto and made a part hereof; is hereby adopted, serving as a guide to partial implementation of the Albuquerque/Bernalillo County Comprehensive Plan and the investment of public and private funds.

SECTION 2. The 1989 Downtown Core Revitalization Strategy including the Rank III Sector Development Plan and plan amendments adopted by Resolution 44-1990, and the 1992 Design Standards & Guidelines for Downtown Central Avenue are hereby repealed.

SECTION 3. The Downtown Neighborhood Area (DNA) Sector Development Plan boundaries are amended as per the attached map.

SECTION 4. The Huning Castle and Raynolds Addition Neighborhood Sector Development Plan boundaries are amended as per the attached map.

SECTION 5. The McClellan Park Sector Development Plan boundaries are amended as per the attached map.

SECTION 6. The boundaries, districts, and design standards as proposed by the Downtown 2010 Sector Development Plan are more advantageous to the community than the existing boundaries and uses, and will encourage the development of the sector plan area as an urban center, consistent with the Comprehensive Plan.

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

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SECTION 8. EFFECTIVE DATE AND PUBLICATION. This resolution shall become effective five or more days after publication in full when a copy of the resolution is filed in the office of the County Clerk.

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PASSED AND ADOPTED THIS 1st DAY OF MAY, 2000

BY A VOTE OF: 8 FOR 1 AGAINST.

Yes: 8

No: Yntema

Michael Brasher

Michael Brasher, President

City Council

APPROVED THIS 22nd DAY OF May, 2000 RC

Bill No. R-21

Jim Baca

Jim Baca, Mayor

City of Albuquerque

ATTEST:

Marie Baca Archuleta

City Clerk

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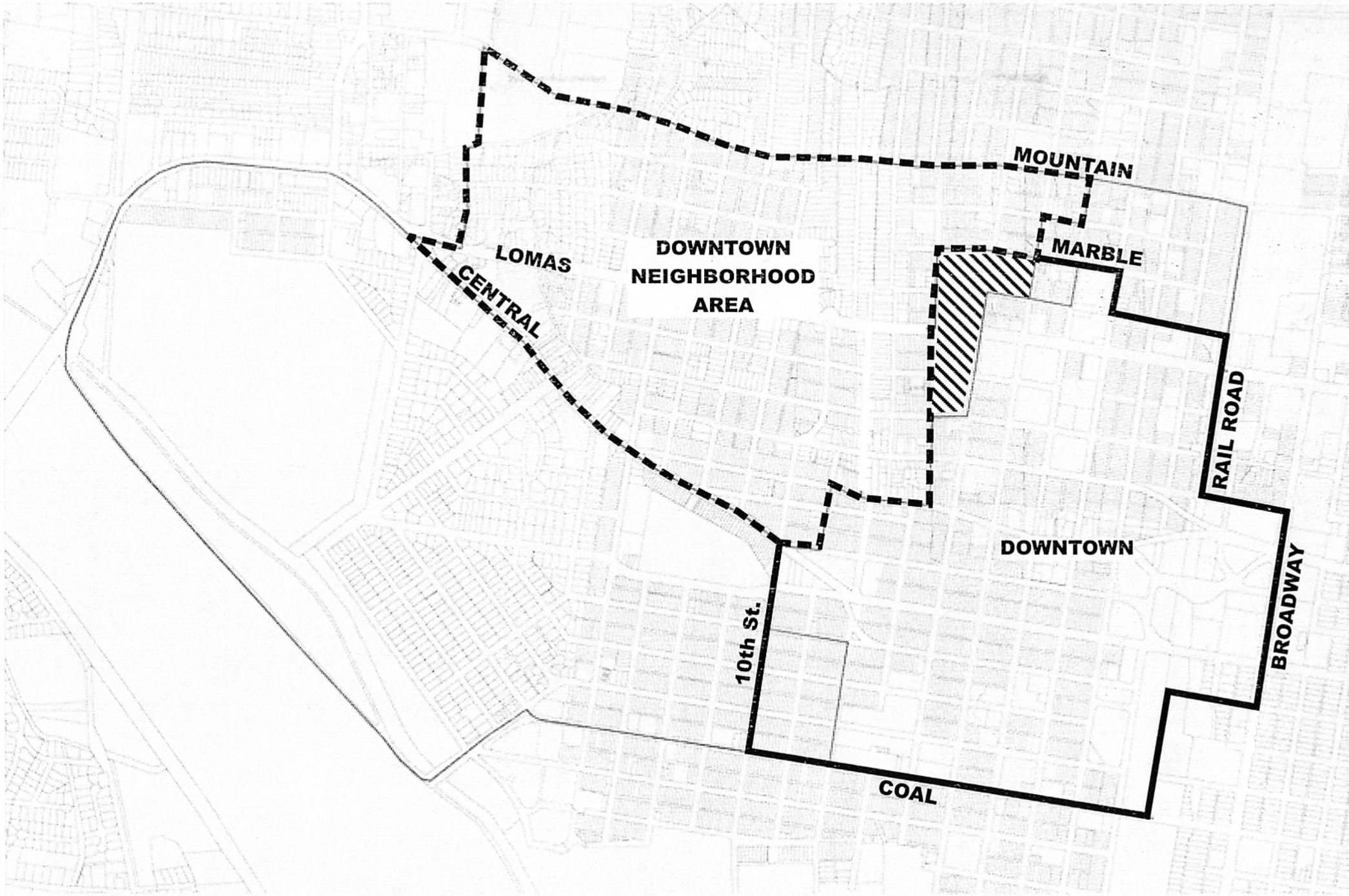
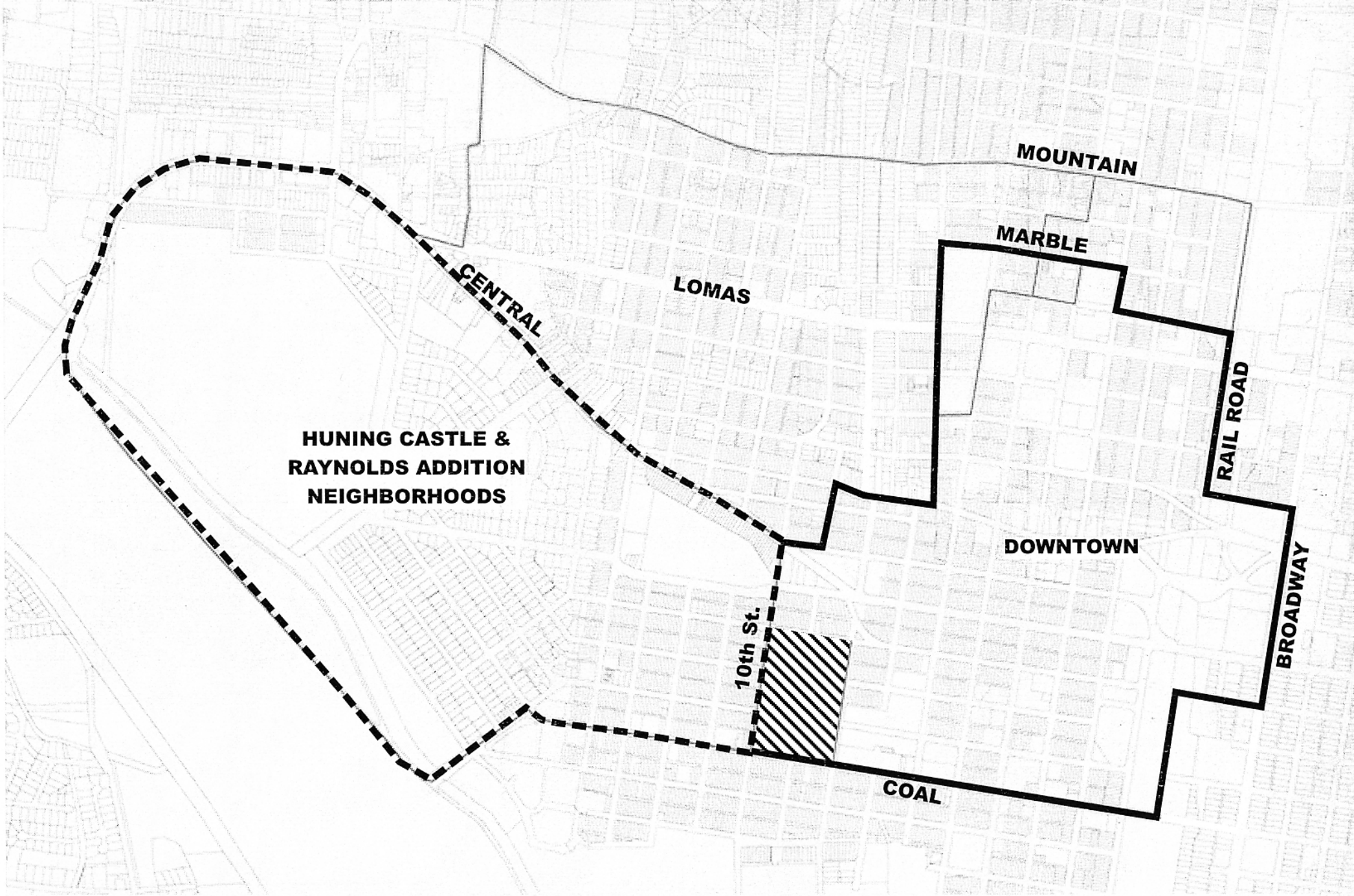


DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN

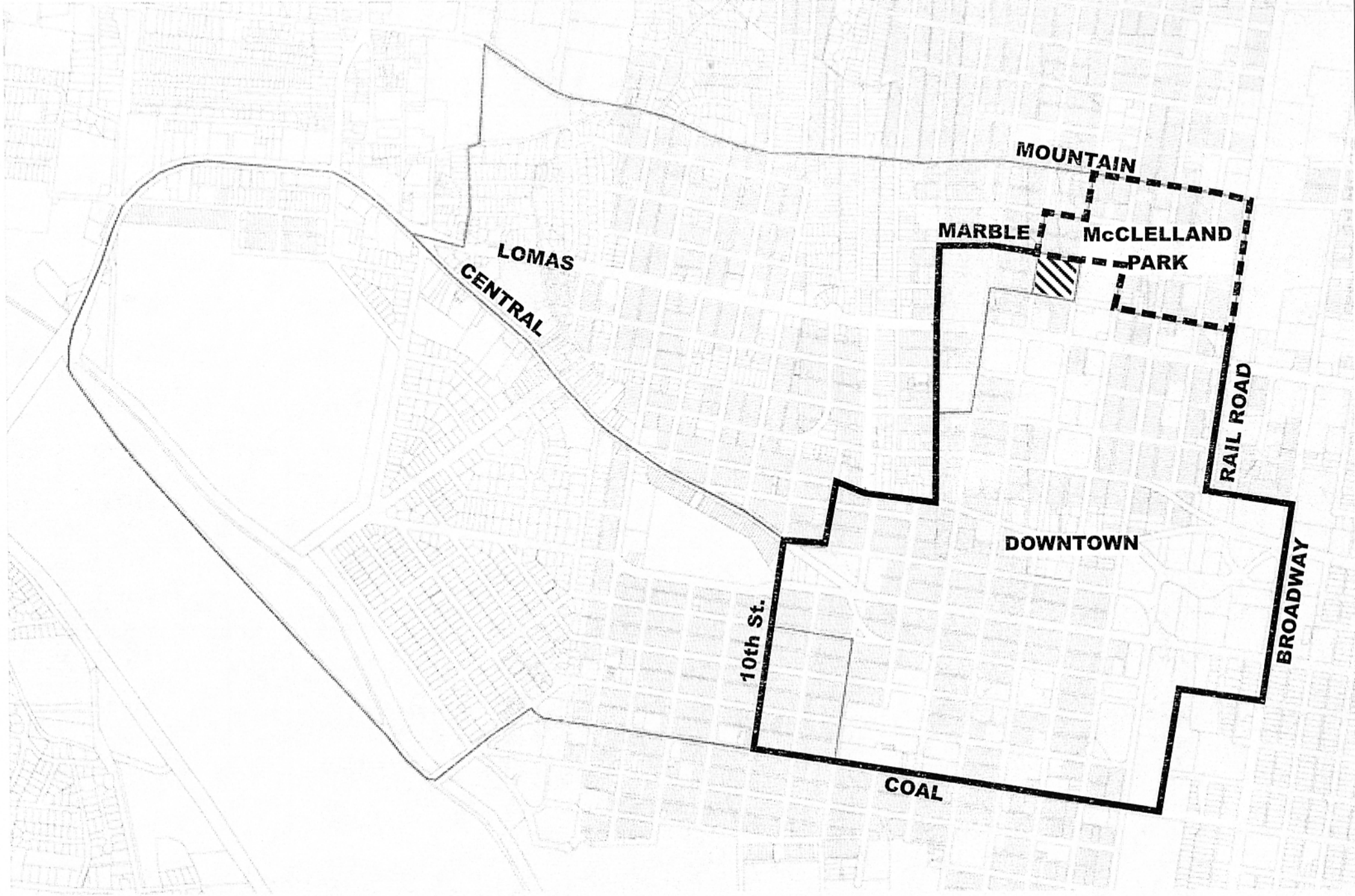
- Sector Development Plan Boundary
- Area deleted from the DNA Neighborhood Plan



HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD PLAN

- - - - Sector Development Plan Boundary

AREA Deleted from the Huning Castle & Raynolds Addition Neighborhood Plan



McCLELLAND PARK NEIGHBORHOOD AREA PLAN

Sector development Plan Boundary

Area deleted from the McClelland Park Sector Plan

CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-183 ENACTMENT NO. R-2007-027

SPONSORED BY: Isaac Benton, by request

RESOLUTION

AMENDING THE PROHIBITED USES SECTION OF THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN TO PROHIBIT ADULT AMUSEMENT ESTABLISHMENTS AND ADULT STORES.

WHEREAS, the City adopted the Downtown 2010 Sector Development Plan as the Metropolitan Redevelopment Plan for the Downtown Metropolitan Redevelopment Area in May of 2004 through Council Enactment No. 44-2004; and

WHEREAS, the City Council has the authority to not only adopt but amend such a sector plan; and

WHEREAS, the adverse secondary effects associated with adult amusement establishments and adult stores are the types of problems that may interfere with the redevelopment of the Downtown Core; and

WHEREAS, an amendment to the Downtown 2010 Sector Development Plan preventing the future location of adult uses in the Downtown Core would enhance the continued revitalization of the Downtown Core; and

WHEREAS, an amendment prohibiting future adult uses in the Downtown Core will minimize the adverse secondary effects potentially generated by adult use businesses and at the same time continue to satisfy the first amendment rights of the adult uses to exist in the City of Albuquerque as mandated by the Constitution and federal courts; and

WHEREAS, this amendment leaves open sufficient reasonable alternative locations for adult uses, and the City allows reasonable alternative avenues of communication to owners of adult businesses; and

WHEREAS, SU-3 references C-2 zone for allowed uses and adult activity is no longer allowed in C-2.

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

SECTION 1. The Prohibited Uses Section, Page 34, of the Downtown 2010 Sector Development Plan is hereby amended to read:

"Some uses are clearly prohibited or regulated in all Downtown districts. Following is a list of those uses:

- Drive-in/drive through facilities are not allowed, except that unenclosed outdoor seating is permitted. Existing drive-in/drive through uses shall be legal, non-conforming uses.
- Adult amusement establishments and adult stores are not allowed. Existing adult amusement establishments and adult stores shall be legal, nonconforming uses.
- Commercial surface parking lots are not allowed. Existing commercial surface parking lots shall be legal, non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements identified in the building standards section of The Plan.
- Alcoholic drink sales for consumption off-premises are allowed, provided however:

a) there shall be no dispensing (sales) of any miniatures;

b) there shall be no dispensing (sales) of any fortified wines by volume of alcohol no more than twelve percent; and

c) there shall be no dispensing (sales) of any alcoholic beverages in broken packages (singles).

Existing establishments engaged in the sale of alcoholic drink sales for consumption off-premises shall be required to meet the above restrictions within ninety (90) days of The Plan adoption.

d) Alcoholic drink sales within 500 feet of the boundary of a residential zone in an adjacent neighborhood or within 500 feet of the boundary of any adjacent sector development plan shall be Review Required, except this provision shall not apply to a full service grocery store.

- Jails or correctional institutions are not allowed, but temporary detention facilities shall be allowed to accommodate police investigative activities and related activities.

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- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply."

SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council herby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 19th DAY OF March 2007

BY A VOTE OF: 9 FOR 0 AGAINST.

Debbie O'Malley, President

City Council

APPROVED THIS 30th DAY OF March, 2007

Bill No. R-07-183

Martin J. Chavez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-09-5 ENACTMENT NO. R-2010-141

SPONSORED BY: Isaac Benton

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RESOLUTION

AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN; ADDING A SECTION TO SPECIFICALLY DEFINE AND REGULATE COMMERCIAL SURFACE PARKING LOTS.

WHEREAS, the City adopted the Downtown 2010 Sector Development Plan on May 1, 2000; and

WHEREAS, the City Council has the authority both to adopt and to amend a sector development plan; and

WHEREAS, the Downtown 2010 Sector Development Plan, at page 7, established as one of its policies a prohibition on new commercial surface parking lots and a requirement to pave, landscape (15% minimum), light and maintain existing commercial surface parking lots both public and private; and

WHEREAS, the Downtown 2010 Sector Development Plan established as a policy goal a "park once environment" where visitors would get out of their cars and walk rather than drive from location to location within the downtown area and at page 18 recognized that a critical element of that policy goal was the concealment of parking from the view of the street; and

WHEREAS, in furtherance of these Downtown 2010 Sector Development Plan policies the Plan at page 34 provided the following specific prohibition:

> Commercial surface parking lots are not allowed. Existing commercial surface parking lots shall be legal, non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements identified in the building standards section of *The Plan*.;

determination of whether the landscaping requirements are met is sufficiently ambiguous so as to be arbitrarily enforced; the Plan does not specify the period to bring a non-conforming parking lot into compliance.

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

SECTION 1. This amendment shall supersede any existing provisions in the Downtown 2010 Sector Development Plan regarding Commercial Surface Parking Lots. Unless otherwise defined in the Plan, the "Definitions" section of the Zoning Code, 14-16-1-5(B), shall apply. The City of Albuquerque's Downtown 2010 Sector Development Plan is hereby amended by adding the following mandatory provisions governing commercial surface parking lots, which shall be used in place of the "landscaping, lighting, buffering and paving requirements identified in the building standards section of *The Plan*" referenced in the third bullet on page 34 of the Downtown 2010 Sector Development Plan:

"COMMERCIAL SURFACE PARKING LOTS.

A. Definition and Prohibition

1. A "commercial surface parking lot" is an area of land used to provide parking, as a commercial enterprise, for four or more motor vehicles for a fee. Such a parking lot 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.

2. New Commercial Surface Parking Lots are not allowed within the area covered by the Downtown 2010 Sector Development Plan.

3. Commercial Surface Parking Lots that legally existed prior to the adoption of the Downtown 2010 Sector Development Plan in May 2000 shall continue to be non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements as defined herein and within the time frames herein specified.

4. Such Commercial Surface Parking Lots shall also comply with certain requirements of the O-1 zone regarding barriers (A)(12)(b) and ingress and egress (A)(12)(e).

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and

WHEREAS, the Downtown 2010 Sector Development Plan at page 67 specifically requires that there be provided "sufficient lighting for safe pedestrian passage" and that "adequate lighting must be provided for safety and visibility at night"; and

WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan it is provided that parking between a building and a side lot line must be screened from the street by a solid fence or wall at a minimum height of 48 inches (4 feet), except on Central Avenue between 1st Street and 8th Street, where surface parking must be located behind buildings; and

WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan it is provided that: "at least 15% of the ground area of parking lots (including driveways) shall be devoted to landscaping along the street right-of-way"; and

WHEREAS, the City's Zoning Code provides at section 14-16-3-4(B) that:

> (1) A legally nonconforming use of land, except a legally nonconforming mobile home, shall be made to conform within:
>
> (b) One year after the activity becomes nonconforming...;

and

WHEREAS, the City's Zoning Code provides at section 14-16-3-4(E) that:

> Nonconforming Landscaping. Premises which, when they were developed, were not required to be developed according to a landscaping plan approved by the city shall be made to conform to such a plan within two years of the time they were required to so conform due to amendment of the map or text of this Zoning Code;

and

WHEREAS, it has been argued that the regulations governing non-conforming commercial surface parking lots under the Downtown 2010 Sector Development Plan are unenforceable because: there is no definition of what constitutes a "commercial surface parking lot"; there is no definition for what constitutes "adequate lighting"; the

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B. Lighting Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. A commercial surface parking lot which qualifies as a legal non-conforming use shall provide adequate lighting for safety and visibility at night.

2. Adequate lighting requires that commercial surface parking lots shall be illuminated with a minimum maintained one half (0.5) foot-candle of light at ground level during the hours of darkness, maximum to minimum uniformity ratio lighting in parking areas shall be 15:1. (This means that when the minimum is at 0.5 footcandle of light, the maximum footcandle level shall not be higher than 7.5 footcandles.)

3. Landscaping shall not be planted so as to obscure required light levels.

4. Parking lot lights shall be designed and arranged in such a manner so that light is reflected away from adjoining residential properties and streets.

5. All light poles, standards and fixtures shall not exceed a height of twenty (20') feet above grade level.

6. All commercial surface parking lots shall comply with the illumination requirements in section 14-16-3-9 (A) and (C) of the Area Lighting Regulations of the City's Zoning Code.

7. Adequate lighting at commercial surface parking lots is a public safety issue and, therefore, shall be provided within one year of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the one-year compliance timeframe.

C. Landscaping Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. Landscaping is the planting and maintenance of live plants including trees, shrubs, ground cover, flowers, or low-growing plants that are native or adaptable to the climatic conditions of the Albuquerque area. In addition, landscaping may include some natural and manufactured materials including but not limited to rocks, fountains, reflecting pools,

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works of art, screens, walls, fences, benches and other types of street furniture.

2. Trees. Street trees meeting the requirements of Section 6-6-2-1 et seq. ROA 1994, Street Trees, are required along all street frontages. Additionally, for lots that exceed 50 parking spaces, a minimum of one (1) tree must be planted, either in the ground or in above-ground planters, for every ten (10) parking spaces that are not adjacent to the public Right-of-Way.

a. The tree species must be selected from the Approved List of Downtown Trees included in the Plan. The following trees shall be added to the Approved List of Downtown Trees: Rebud (Cercis canadensis), Crape Myrtle (Lagerstromia fauriei) (cultivars over 15 ft. tall), Ash (Fraxinus pennsylvanica) 'Urbanite', Apple (Malus) 'Thunderchild', Apple (Malus) 'Prairiefie', Box Elder (Acer negundo) 'Sensation', Lacebark Elm (Ulmus parvifolia).

b. Trees may be planted in the ground or in above-ground planters and shall have an area that is a minimum of 36 square feet with a minimum width of 4 feet.

c. Trees that are installed and maintained in the adjacent public right-of-way, such as an existing parkway, may count towards this requirement.

3. For commercial surface parking lots with greater than 60' of street frontage along the east/west arterial street immediately abutting the property, a minimum landscaped strip of three feet shall be maintained between parking areas and all street right-of-way lines. This landscape strip shall be covered with live plants over at least 75% of the required landscape area. Coverage will be calculated from the mature spread of these live plants. Compliance with this requirement may be met, in whole or in part, by providing street trees within the landscape strip or in public right-of-way adjacent to a commercial surface parking lot. The ground area occupied by a street tree for the purposes of coverage percentage shall be calculated by determining the spread of the trees at 30 years. Credit shall be given for ground area coverage of a street tree even if some or all of the

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mature spread of the street tree is not above the commercial surface parking lot.

4. To minimize water consumption, the use of vegetative ground cover other than turf grass is required. Landscaping that dies, including street trees that are 50% dead, is the responsibility of the owner and shall be replaced within 60 days.

5. Compliance with the landscaping requirements for nonconforming commercial surface parking lots shall be provided within two years of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the two-year compliance timeframe.

D. Paving Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. Non-conforming commercial surface parking lots shall be paved with a minimum of two inches of asphalt or concrete or a surface of equal or superior performance characteristics such as compacted, stabilized crusher fines. For drive pads the minimum thickness shall be 6 inches of concrete.

2. Paving shall be maintained level and serviceable.

3. A standard parking space is 8.5 feet in width and 18 feet in length, and a compact parking space is at least 8 feet in width and 15 feet in length. Within the Downtown 2010 plan area, there is no minimum requirement for the number of standard or compact spaces, meaning that a parking lot may be comprised entirely of compact spaces.

4. Compliance with the paving requirements for nonconforming commercial surface parking lots shall be provided within three years of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the three-year compliance timeframe.

E. Screening Requirements for Legal Non-Conforming Commercial Surface Parking Lots.

1. Non-conforming commercial surface parking lots adjacent to the sidewalk shall be screened by a fence, wall, or hedge of 36 inches (3

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feet). Existing screening in the form of a fence, wall, or hedge that achieves the intent of this screening requirement is allowed to remain and shall be considered compliant with this provision. This screening shall be in addition to any required landscaping. Chain link fencing with or without slats shall not constitute acceptable screening.

2. Compliance with the screening requirement for nonconforming commercial surface parking lots shall be provided within two years of the effective date of this amendment to the Downtown 2010 Sector Development Plan. There shall be no extension of the two-year compliance timeframe."

SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council herby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise.

SECTION 3. This resolution shall take effect five days after publication by title and general summary.

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PASSED AND ADOPTED THIS 1st DAY OF November, 2010
BY A VOTE OF: 5 FOR 4 AGAINST.

For: Benton, Cook, Garduño, Harris, O'Malley
Against: Jones, Lewis, Sanchez, Winter

Ken Sanchez, President
City Council

APPROVED THIS _____ DAY OF _____, 2010

Bill No.F/S R-09-5

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Amy B. Bailey, City Clerk

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Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-09-5 Enactment No. R-2010-141

I hereby certify that on November 17, 2010, the Office of the City Clerk received Bill No. R-09-5 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-141 was passed at the November 1, 2010 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-09-5.

Sincerely,

Amy B. Bailey
City Clerk

City of Albuquerque
Office of the Mayor

Dear Albuquerque Citizen:

It gives me great satisfaction to present the City of Albuquerque, and the entire Central New Mexico region with the Downtown 2010 Sector Development Plan. This Plan, which replaces two previous plans for the Downtown area, is the culmination of a tremendous effort on the part of Downtown business owners, neighborhood leaders, City staff, and others throughout our community. With the passage of this Plan we have set a new precedent for private - public partnership in the planning process, and have established a community-wide commitment to the revitalization of Downtown.

The greatest cities in our nation all share one common characteristic, a vital, diverse urban center - the downtown. As New Mexico's largest city, we here in Albuquerque have a responsibility to provide such an urban center, not only for ourselves, but for others throughout the state. When businesses look to a city to relocate, they focus their attention on the economic vitality of that city and its quality-of-life. The Downtown 2010 Plan will help ensure that we can offer such companies a community with an economically thriving Downtown, and an array of activities and events that showcase our rich quality-of-life.

The vitality and marketability of Downtown is also a key component of my overall growth and development strategy. My commitment to controlled, quality growth in the greater metropolitan region necessitates the infill and revitalization of our older, urban areas. This Plan provides Downtown with a streamlined development process, easily understood design standards, and funding commitments from the City for basic infrastructure - three essential elements to promote infill projects in the Downtown and adjacent areas.

I thank the City Council, the Downtown Action Team, and the many other groups and individuals who created this great Plan, that will benefit Albuquerque and New Mexico residents for generations.

Sincerely,

Jim Baca

Jim Baca
Mayor

Office of the Mayor/CAO

Jim Baca, Mayor

Lawrence Rael, Chief Administrative Officer

Vickie Fisher, Deputy Chief Administrative Officer

Connie Beimer, Deputy Chief Administrative Officer

City Council Office

Michael Brasher, President, District 9

Alan B. Armijo, Vice-President, District 1

Vincent E. Griego, District 2

Adele Baca-Hundley, District 3

Brad Winter, District 4

Tim Kline, District 6

Hess Yntema, District 6

Mike McEntee, District 7

Greg Payne, District 8

Mark Sanchez, Director of Council Services

The Downtown 2010 Sector Development Plan was jointly developed by the City of Albuquerque, Planning Department and the Downtown Action Team (DAT). A special thanks goes to the many volunteers (individuals and committees) who gave countless hours of their professional time and service in conceptualizing and developing the Plan. We also acknowledge the technical and design support of Moule & Polyzoides, Architects and financial support at Fannie Mae, Selena R. Paulsen, Free Lance Urban Planner for Policy Development and Editing, Jesse Garves, Graphic Artist and Ramona Gabaldon, Administrative Secretary in the production of the Downtown 2010 Plan.

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DOWNTOWN 2010

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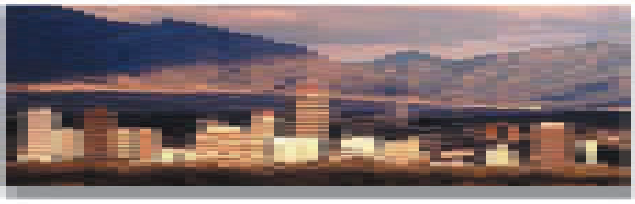


introduction

vision 2010

Downtown 2010 (The Plan) is a 10 year policy and implementation plan for Downtown created jointly by the City of Albuquerque and the Downtown Action Team (DAT). *The Plan* provides a vision and framework for Downtown's future, and answers three fundamental questions:

1. What should Downtown Albuquerque look like in 10 years?
2. What commitments will the community make to ensure Downtown investment?
3. How should people get to Downtown and move around in Downtown?

The Plan is a general document providing the framework to guide public and private decision-making regarding land use, transportation, development regulations and public investment. *The Plan* also lays out specific steps required of both the public and private sector to make this vision a reality. The impetus for *The Plan* was the action-based Downtown Albuquerque Strategic and Implementation Plan created in October 1998 by a cross-section of private, public, and civic leaders under the sponsorship of the Downtown Action Team (DAT). *The Plan* should provide direction and stability for public and private land use and investment decisions in the future.

the historic district

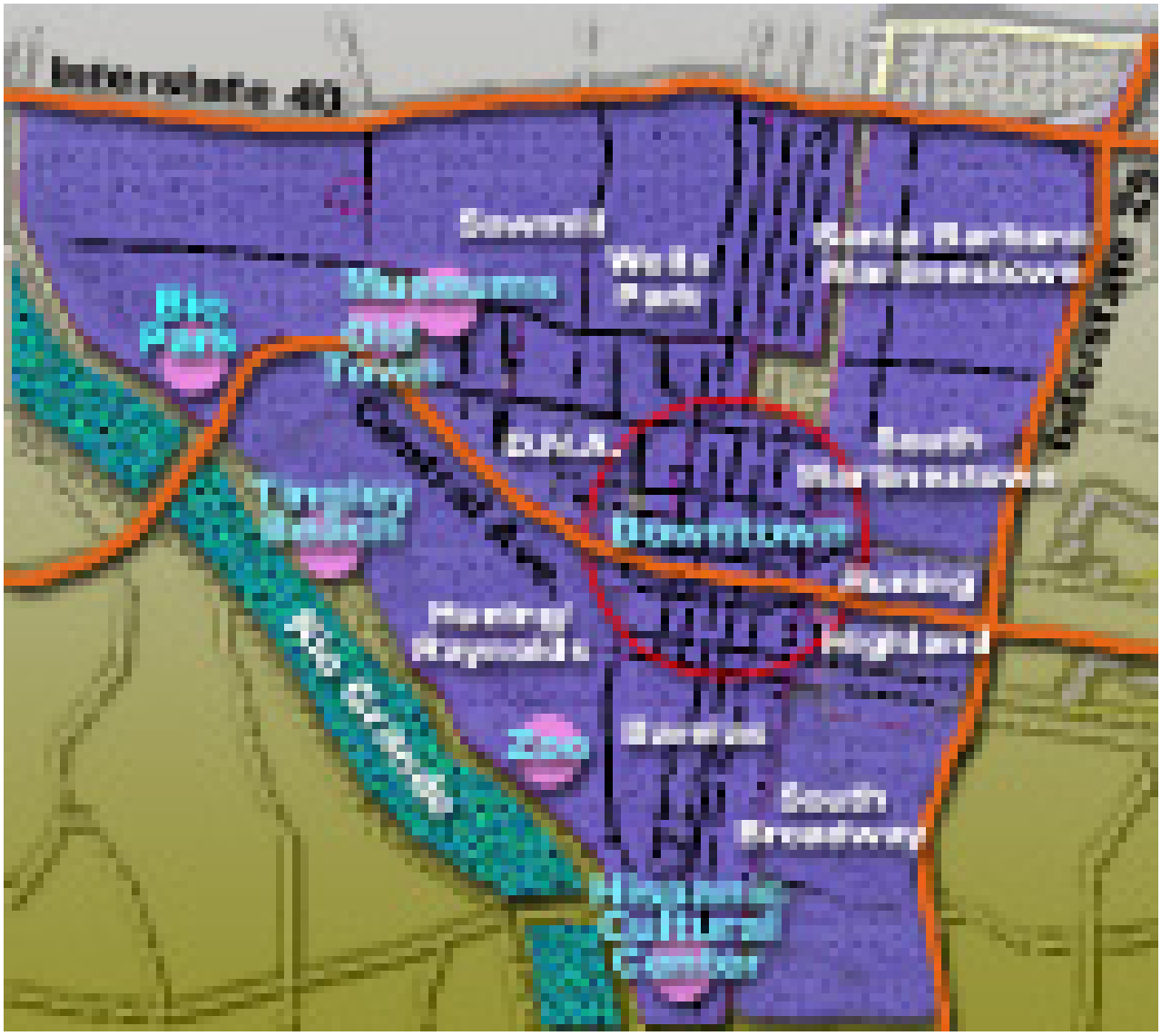
The Downtown Core, the subject of *The Plan* lies within the "Historic District" (The District). The District encompasses about 5 ½ square miles, or approximately 3,550 acres, and is bounded by I-25, I-40, Avenida Cesar Chavez, and the Rio Grande. The District includes the Downtown Core, Old Town, and surrounding neighborhoods of Huning Highland, South Martineztown, Martineztown/Santa Barbara, Sawmill, Wells Park, Downtown Neighborhoods, Huning Castle, Eighth and Forrester, Raynold's Addition, West Old Town, South Broadway and Barelas.

Although *The Plan* focuses on the Downtown Core, recommendations of *The Plan* are coordinated with the plans for adjacent neighborhoods within the Historic District. *The Downtown 2010 Plan* does not supercede any Rank III sector development plan for surrounding neighborhoods.

format

Downtown 2010 provides goals, commitments, policies, and implementation actions for land use, transportation and urban design relative to Downtown. The goals set forth represent the results that the City and community expect to realize over time. The commitments, policies and implementation actions contained in *The Plan* are general principles, and specific regulations and actions to guide Downtown Development and capital improvement projects. *The Plan* contains maps that designate five districts Downtown. While the use designated for each district, such as civic/financial, warehouse, and arts & entertainment, is considered to be a description of the primary function of each district, other compatible uses are envisioned. A matrix has been developed to illustrate this concept. *The Plan* also contains many illustrative drawings that serve to communicate ideas and explain commitments, policies and implementation actions.

Note: The following policies, commitments and regulations serve as the Rank III Sector Development Plan for the Downtown Core. The Downtown 2010 Plan replaces the Center City Revitalization Strategy Downtown Core Plan and the "Design Standards and Guidelines for Downtown Central Avenue."



The Historic District, located in the heart of Albuquerque, has traditionally been the center of community civic, commercial and cultural activity. Downtown, Old Town, and the many varied neighborhoods which surround them make up this historic core of our community. From its founding in "Old Town" in 1706, to the emergence of "New Town" with the coming of the railroad in the late 1800's, to the development of Albuquerque as a modern city, this historic area along the Rio Grande has long been a gathering place for a diverse mix of cultures.

The District, bounded by I-25, I-40, Avenida Cesar Chavez and the Rio Grande, is home to an impressive array of attractions and activities: Old Town's quaint shops, galleries, historic restaurants, and museums; our "Quality of Life" facilities found along the river (the aquarium, botanic gardens, zoo, and Tingley recreation area); the Indian Pueblo Cultural Center and the new Hispanic Cultural Center; and Downtown's theaters, convention facilities, and many entertainment venues.

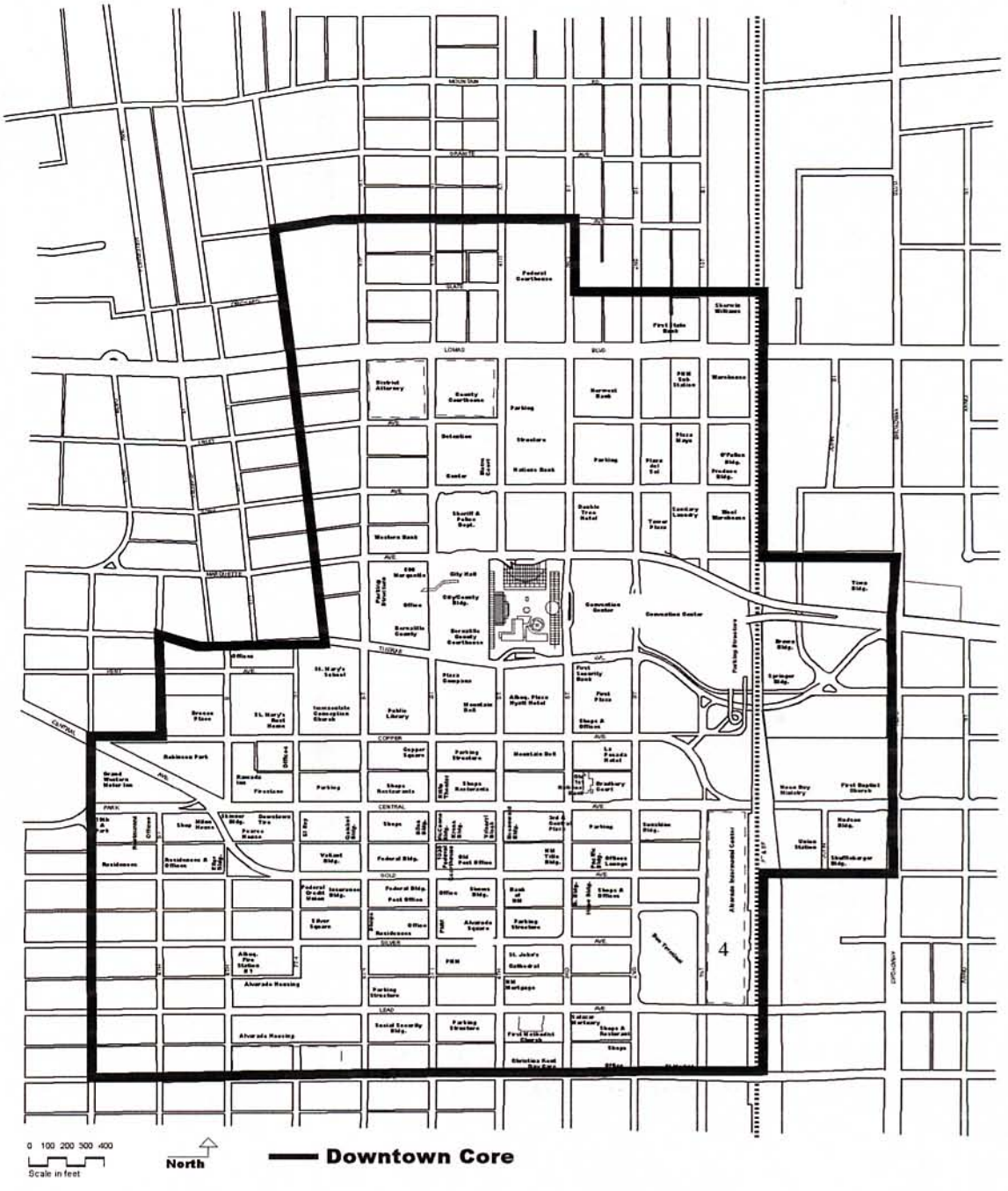
This area is also home to some of the most interesting, vital, and historically significant neighborhoods in our community. With neighborhoods such as Martineztown/Santa Barbara, Huning Highland, South Broadway, Huning Castle/Raynold's Addition, Barelas, South Martineztown, the Downtown Neighborhoods, Wells Park, South Broadway and Old Town, the widest range of residential choices imaginable is available - historic homes, suburban ranch houses, warehouse apartments, artist studios, town houses, and live/work spaces.

Over the next decade, we plan to link this diverse mix of historical, cultural and entertainment venues, attractions and activities together with the commercial centers of Old Town and Downtown and the historic neighborhoods which surround them by providing convenient, interesting frequent transportation; consistent signage and lighting; and pedestrian-friendly streetscapes and urban trails.

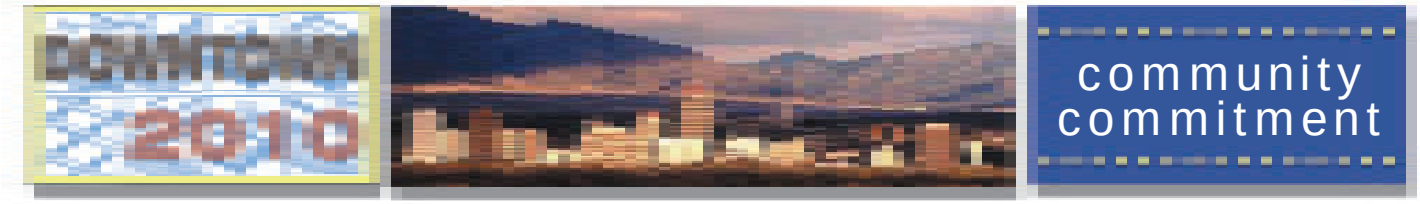
Downtown 2010 will be the catalyst for returning Downtown to its former prominence as the community's premier gathering place and as the center of Albuquerque's Historic District. Downtown Albuquerque is a microcosm of the Historic District as a whole. While each of the individual areas within the District have their own unique character, Downtown is the heart and center of the District - the place where "variety" and "excitement" are the rule, and where people of all races, ages, religions, and economic backgrounds come to work, live, and play together.

"Come on down to the District!"

The Downtown Core is generally bounded by Marble/ Slate/ Lomas Boulevard on the north, the AT &SF railroad tracks/ Broadway Boulevard on the east, Coal Avenue on the south, and Tenth/ Ninth/ Seventh streets on the west.



The Downtown Core encomposes approximately 321 acres (.5 square miles)



the community commitment to downtown revitalization

"Our goal is to make Downtown Albuquerque the best mid-sized downtown in the USA"

To achieve this goal, our community commitment is to make Downtown Albuquerque:

- **a "Park-Once" place; and**
- **a "Pedestrian-First" place.**

This means that a person coming Downtown need only park once. Once parked they will be within easy access via walking or transit to their destination anywhere Downtown. It also means that pedestrians will be given priority over vehicles in the Downtown and will be able to get around easily in the most pedestrian friendly environment.

Using our unprecedented *Park-Once* and *Pedestrian-First* program together with our community commitments, policies, implementation actions, and our revolutionary new development and building process contained in this *Downtown 2010 Plan*, we are confident that Downtown Albuquerque will become:

- **A First Class Pedestrian Experience** - which makes walking in Downtown easy, safe, convenient and attractive, and which provides facilities for visitors to "park-once" and walk and/or use public transportation throughout Downtown and the Historic District.

- **A Top Quality Urban Environment** - Where quality urban building projects are encouraged and fast-tracked.

- **A Highly Desirable Urban Neighborhood** - Where a variety of urban housing types are encouraged and flourish.

- **A True Center for Arts/Entertainment/Culture** - Which connects the numerous arts/entertainment/culture venues in the Historic District, and which centers future one-of-a-kind arts/entertainment/culture venues in the District; and

- **A Well Managed Urban Environment** - Which develops, maintains, promotes, and manages Downtown.

"Together we intend to make Downtown Albuquerque the fastest downtown turnaround in this Country."

As a result of the Downtown Action Team's *October 1998 Strategic and Implementation Plan*, a number of teams comprised of hundreds of community volunteers, were formed to carry out strategic initiatives. The products of those teams follow, and when adopted they will become *The Downtown 2010* Policies and Implementation Actions for:

- **Transportation and Parking**
- **Land Use/Design**
- **Healthy Neighborhoods**
- **Urban Housing**
- **Urban Retailing**
- **Employment**
- **Education***
- **Arts and Entertainment**
- **Tourism and Hospitality**
- **Parks and Open Space**
- **Minimizing the Impact of Homelessness*; and**
- **Managing and Marketing Downtown**

Each category contains specific actions to be undertaken by the public sector and/or the private sector to meet our community goal of,

"becoming the best mid-sized downtown in the USA."

The Plan shall not alter or change zoning or land use policies outside the area defined as the Downtown Core, nor shall *The Plan* mandate or encourage any future changes in existing zoning or land use policies outside the area defined as the Downtown Core.

A complete analysis and disclosure to the City Council and the public will be required for all public funds expended or committed by this *Plan*. Specific appropriations to support these policies and implementation actions will require future action of the City Council.

The terms 'Downtown' and 'Downtown Core' are used interchangeably throughout the *Downtown 2010 Plan*. When used, these terms refer to the area included within the boundaries of the *Downtown 2010 Plan*, as reflected on the 'Downtown Core' map on page 4, and the 'Districts Map' on page 29.

** Additional goals relating to education and minimizing the impact of homelessness are attached to the Plan as Appendix B and Appendix C.*

***Notes**: The Plan policies are identified on the following pages as "we will" statements and the implementation actions as "by" statements.*

The City of Albuquerque Planning Department shall provide the City Council, by July 31, 2000 a comprehensive fiscal impact analysis.

We will:

Make Downtown a "pedestrian-first," "park-once" place with excellent pedestrian, transit and bicycle facilities.

By:

1. **Modifying Downtown streets and sidewalks to serve the needs of pedestrians, transit, bicyclists, and cars, with the focus on serving pedestrians first.**

   Actions:
   - "Pedestrian priority" signage shall be installed throughout Downtown. (Public)
   - May fund and operate a Downtown "circulator" within the Downtown Core. The circulator may operate in two directions, be free, operate on 5 minute headways, and be fun. (Public / Private)
   - Amenities (such as lighting, signage, street furniture, plantings, etc.) shall be provided in the public right-of-way to support and encourage pedestrian activity. (Public/private)
   - Bicycle racks and other bicycle-friendly facilities shall be provided throughout Downtown, and the Historic District. (Public/Private)

2. **Developing, managing, and operating parking as an essential civic infrastructure, and reducing overall parking ratios over time to a Park Once environment.**

   Actions:
   - All parking requirements for Downtown development shall be removed. (Public)
   - A Downtown "Park-Once Strategy" shall be developed and instituted which includes a "shared use" parking program for both public and private structures/lots, and which investigates the most effective way to manage parking facilities throughout Downtown. (Public/Private)
   - On-street parking shall be maximized throughout Downtown. (Public)
   - Long term parking structures may be located at strategic entrances to Downtown, and short term parking may be strategically located throughout the arts/entertainment/retail district. (Public/Private)
   - Include some form of commercial activity on the ground floor of all parking structures facing the sidewalk. (Public / Private)
   - Prohibit new commercial surface parking lots in the Downtown Core. (Public)
   - Pave, landscape (15% minimum) light, and maintain existing commercial surface parking lots. (Public/Private)

3. **Changing Downtown to make it more understandable to infrequent users, and providing easy access to other parts of the Historic District.**

   Actions:
   - The entire one-way street system may be converted to two-way operations. (Public)
   - Express "shuttles" between Downtown and Old Town/Biopark and between Downtown and UNM/Nob Hill may be funded and operated. The Old Town "shuttles" may operate on 30 minute headways, and the UNM/Nob Hill "shuttle" may operate on 7 minute headways. (Public)
   - When the Hispanic Cultural Center is completed, fund and operate a shuttle on Fourth Street connecting the Center to Downtown. (Public)
   - An informational and directional (way finding) signage program for the Downtown shall be developed. (Public/Private)
   - The Central Avenue/Railroad Underpass may be improved to be pedestrian friendly. (Public/Private)

We will:

Make Downtown New Mexico's premier pedestrian-oriented "urban place".

By:

1. **Focusing on preservation and quality building development.**

   Actions:
   - *The Plan* adopts building types and standards which encourage high quality urban buildings, promote street level pedestrian-friendly building designs, and requires that buildings respect their urban context. (Public)
   - Historic sites in and around Downtown shall be preserved, restored and reused. (Public/private)

2. **Declaring the Downtown 2010 Sector Plan Area a Metropolitan Redevelopment Area.**

   Actions:
   - A Redevelopment Plan for Downtown shall be adopted which makes the Downtown Core a tax increment financing district. (Public/Private)
   - The City may use tax increment financing to fund programs, infrastructure, and facilities. (Public)
   - The City will use redevelopment powers to support and encourage residential development in and around Downtown. (Public)

3. **Safeguarding the pedestrian character of the public realm (streets, sidewalks, plazas, etc.) and the adjacent building edges.**

   Actions:
   - *This Plan* promotes and requires retail and other uses at street level and provides improvements to the public right-of-way that support pedestrian activity. (Public)
   - Encourage sidewalk retail and dining activity in the public right-of-way to strengthen pedestrian activity. (public/private)
   - Consistent lighting, signage, and streetscape improvements throughout Downtown shall be provided, concentrating initially on the Arts and Entertainment District and 4th Street as the link between the Arts and Entertainment District and the Lomas Employment Corridor. (Public)
   - Conserve and reintroduce the traditional street grid of 300'x300' blocks; Fruit Avenue from Third Street to the railroad tracks may be rebuilt. Where the traditional street grid is broken, pedestrian connections may be established. (Public)
   - Prohibit the vacation or closure of alleyways and streets in the Arts and Entertainment District and strongly discourage vacations and closures elsewhere in the Downtown Core. Applicants must prove that the requested vacation or closure will enhance the pedestrian character of Downtown and that the proposed development could not be built without the vacation or closure.

We will:

Preserve and enhance the character of the neighborhoods which surround Downtown.

By:

1. **Protecting surrounding neighborhoods from incompatible land uses and minimizing the impacts of Downtown revitalization.**

   Actions:

   - *The Plan* makes the boundary between the Downtown Core and its adjacent neighborhoods a hard line in order to protect adjacent neighborhoods from encroachment of commercial activity outside of the core. Variances, zone changes and other administrative actions which would allow commercial activity to creep across the boundary from the Downtown Core into the adjacent neighborhoods should only occur in the most exceptional of cases. (Public)
   - Commercial surface parking lots in neighborhoods adjacent to Downtown are prohibited. (Public)
   - Permit parking shall be provided for neighborhoods adjacent to Downtown. (Public)
   - Urban conservation overlay zones shall be developed to protect historic structures in existing neighborhoods which surround Downtown. (Public)

2. **Promoting high density urban housing within the Downtown Core.**

   Actions:

   - *The Plan* designates an urban Housing District within the Downtown Core which encourages high density urban living mixed with neighborhood support sources compatible with urban living (see Urban Housing Policies and Implementation Actions). (Public/Private)
   - Buffer the Barelas, Reynolds and Downtown neighborhoods from intense commercial activity by using the urban Housing District; buffer the Wells Park, Santa Barbara/Martineztown, Huning Highlands, and South Martineztown neighborhoods from intense commercial activity by using the Warehouse District. (Public/Private)

3. **Encouraging residential infill development in neighborhoods adjacent to Downtown and/or located within the Historic District.**

   Actions:

   - Tax increment financing shall be utilized to fund future civic infrastructure improvements in the Downtown, particularly for parking structures in the core and urban trails connecting Downtown and its adjacent neighborhoods. (Public)
   - Redevelopment powers shall be utilized, where possible, to assist in assemblage of infill residential building sites in Historic District neighborhoods. (Public/Private)

We will:

Have at least 20,000 people living within one mile of the Downtown Core, and 5,000 living within the Downtown Core by 2010.

By:

1. **Creating a plan for assembling and developing building sites of adequate size within reasonable time frames, in order to build market rate and affordable urban housing.**

   Actions:
   - *The Plan* identifies the district and sites that are best suited for new housing development within the Downtown Core. (Private/public)
   - Redevelopment powers shall be utilized to assist in assemblage of building sites, when a super majority of property owners request such public assistance. Land assemblage must be simple and efficient to stimulate private sector development. (Public)
   - Private sector urban housing initiatives may be supported by providing parking and by minimizing off-site infrastructure deficiencies. (Public)

2. **Developing a variety of housing types throughout Downtown (townhouses, urban apartments, lofts, condominiums, live/work etc.)**

   Actions:
   - High density housing (50 du's/acre or more) is encouraged within the Downtown core. (Public)
   - Locate UNM student housing Downtown. (Public/Private)
   - Redevelop existing commercial and industrial buildings into loft housing and artist live/work space. (Private)
   - Work with churches to create senior housing Downtown. (Private)

3. **Protecting the character of the existing urban neighborhoods adjacent to Downtown and/or within the Historic District.**

   Actions:
   - Commercial parking lots in neighborhoods adjacent to Downtown shall be prohibited and "permit parking programs" shall be made available to neighborhood residents. (Public)
   - Neighborhood commercial businesses shall be attracted to locate Downtown. (Private)

We will:

Create Downtown as an exciting "urban retail destination".

By:

1. **Creating an inventory of existing buildings and land within the Downtown Core for urban retailing.**

   Action:

   - Survey all Downtown buildings and land; develop a database including square footage, rental rates, vacancy rates, etc. on all commercial properties within the Downtown Core. (Private)

2. **Providing a variety of retail goods and services in Downtown to serve a broad range of residents, employees and visitors.**

   Actions:

   - Recruit basic and specialty goods and services into Downtown, including art-based retail, restaurants, and "high fashion" retail. (Private)
   - Recruit a full service urban grocery store and drug store in Downtown. (Private)
   - Recruit a multiplex movie theater in Downtown. (Private)
   - Recruit retail "anchor" stores Downtown. (Private)
   - Recruit convenience services (dry cleaners, shoe repair, etc.) close to office buildings and housing. (Private)
   - May build a municipal mercado in Downtown. (Private)

3. **Maintaining a compact specialty retail core by concentrating those facilities within the arts and entertainment district, and on the Fourth Street Mall.**

   Actions:

   - Encourage sidewalk retail and dining activity in the public right-of-way. (Public/Private)
   - Reinforce the image of a "main street" shopping experience with visually interesting street level design of buildings. (Private)
   - Encourage retailing of art and associated art products in Downtown, concentrating on the contemporary art market. (Private)
   - Develop "continuous" retail building frontage on Central, Gold and Copper Avenues. "Fill in the missing teeth" (Private)
   - Require retail uses to utilize on-street, off-alley and "park-once" structures in lieu of off-street surface parking lots - both within the specialty retail core and throughout Downtown. (Public/Private)

We will:

Maintain Downtown as New Mexico's largest employment center and the Region's Center of Economic Activity.

By:

1. **Attracting 5000 new jobs to Downtown by 2010.**

   Actions:

   - Aggressively recruite federal agencies to relocate Downtown. (Public/Private)
   - Encourage more UNM/TVI activities to locate Downtown, particularly in the areas of contiuing education, fine arts, and planning/architecture. (Public)
   - Recruit information technology industries (multi-media, software, internet services, etc.) to locate Downtown. (Private)
   - Recruit professional service firms and financial institutions which have left Downtown to return to the core. (Private)

2. **Encouraging small businesses to locate and stay Downtown.**

   Actions:

   - May establish a low income loan pool to encourage small business investment in Downtown. (Public/Private)

We will:

Make Downtown Albuquerque a vibrant, urban 24 hour destination for arts, culture and entertainment.

By:

1. **Designating the area along Central/Gold/Copper Avenues between First and Eighth streets as the Arts and Entertainment District.**

   Actions:
   - Locate urban specialty retail, restaurants, clubs, entertainment venues, cultural facilities, and art related activities in the Arts and Entertainment District. (Public/Private)
   - The region's one-of-a-kind facilities (i.e. arena, ballpark, museums, performance center, etc.) may be located to the greatest extent possible Downtown in or near the Arts and Entertainment District in order to create an ever-changing urban experience/community gathering place. (Public/Private)
   - Major festivals and community events may be held Downtown - during such festivals/events, outdoor sales of food and drinks may be held on public rights-of-way and in public parks to create a festive environment. (Public/Private)
   - Outdoor dining and retailing on sidewalks are encouraged in the Arts and Entertainment District and along the Fourth Street Mall. (Public/Private)
   - Permanent and changing street performance venues shall be permitted in the Arts and Entertainment District; promote the Arts and Entertainment District as a street performance opportunity. (Private/Public)
   - "Route 66 Neon District" may be created on Central Avenue as a 1% for the Arts Program (Public)

2. **Promoting existing and new arts, entertainment, and cultural facilities (Kimo Theatre, Kiva Auditorium, Civic Plaza, Library Auditorium, South Broadway Cultural Center, etc.) as Albuquerque's "horizontal performing arts center" (APAC).***

   Actions:
   - Investigate ways that the artistic, promotional and programming functions of these public facilities can be consolidated and better managed. (Public/Private)
   - Encourage joint promotions/schedule coordination of all public and private venues within the Arts and Entertainment District. (Private/Public)
   - Any privatization of public arts, entertainment or cultural facilities may be considered only if the City adopts a public and competitive process to award such contracts. Any privatization of public facilities suggested or recommended by the *Plan* shall be applicable only to venues located in the area defined as the Downtown Core.

3. **Making Downtown the "Contemporary Arts Center" of the Southwest.**

   Actions:
   - Develop live/work spaces for artists, work only spaces and galleries Downtown. (Private)
   - May develop a contemporary arts museum in the Arts and Entertainment District. (Public/Private)
   - Encourage major art festivals (i.e. Site Santa Fe, Magnifico, Southwest Arts Festival, NM Arts and Crafts Fair, etc.) to locate in Downtown. (Private)
   - Concentrate the "fine print " industry in the Arts and Entertainment District. (Private)

**Note: The Albuquerque Performing Arts Center (APAC) would consist of several Arts venues located within walking distance of one another. The venues would coordinate programming and management.*

We will:

Make Downtown and the Historic District a "Tourist Destination."

By:

1. **Making it easy for tourists to visit and enjoy the District attractions, and by promoting the District as a "tourist destination."**

   Actions:
   - Promote Downtown and The Historic District at the airport and car rental outlets (Public/Private).
   - A trolley service may be operated throughout The District connecting attractions (Downtown, Old Town, Natural History Museum, Albuquerque Museum, Explora, Aquarium, Botanic Gardens, Tingley Beach, Zoo, the Cultural Centers, etc.). (Public)
   - Consider starting a lowrider taxi service in Downtown. (Private)
   - "District" directional/informational signage shall be installed throughout The District (Public/Private)
   - A pedestrian urban trail may be built throughout The District. (Public)
   - Operate bicycle rentals for visitors to experience The District. (Private)

2. **Thinking of the Historic District as a "theme park" with highly organized experiences.**

   Actions:
   - Provide programmed event packages and retailing discounts in Downtown and Old Town to visitors/tourists. (Public/Private)
   - The Albuquerque Convention & Visitor's Bureau (ACVB) shall develop a promotion package highlighting District attractions. (Public/Private)
   - May build a Multi-purpose Arena Downtown to expand Convention Center and hospitality services for residents and visitors alike. (Public/Private)
   - Develop a single pass to area attractions such as the Albuquerque Museum, the Natural History Museum, the Zoo, Explora, etc. (Public)

3. **Planning and promoting year-round festivals and "markets" in the District. These festivals and markets shall be targeted to District visitors, residents, and employees.**

   Actions:
   - Program many festivals, celebrations, and parades Downtown. (Public/Private)
   - Recruit event promoters to sponsor annual Downtown Events (i.e. Taste of Albuquerque, Fall Crawl, Cinco de Mayo, etc.). (Private)
   - Expand the Farmers Market; may develop a municipal market/mercado. (Public/Private)
   - Hang banners promoting upcoming events along Central Avenue and along the Fourth Street Mall. (Public/Private)

We will:

Create new parks, open space and plazas that are easily accessible to downtown residents, workers, students and visitors.

By:

1. **Developing new parks and open spaces in the Downtown.**

   Actions:
   - A park may be built on the western edge of the Downtown Core to serve Lew Wallace Elementary, St. Mary's and the surrounding neighborhood. (Public)
   - A park may be built south of Central to serve the office and residential population in that area. (Public)
   - May create a series of triangular parks along Central Avenue from Downtown to Old Town, to strengthen the pedestrian connection. (Public)
   - May create a plaza in front of the bus/train depot as an element of the Alvarado Metropolitan Redevelopment area.(Public/Private)
   - *The Plan* adopts building standards which encourage courtyard spaces within new development (Public)

2. **Creating Albuquerque's "Central Park."**

   Actions:
   - A regional park adjacent to the Rio Grande may be established, connecting the Biopark, Tingley Beach, Zoo, and Hispanic Cultural Center. (Public/Private)
   - The attractions in the region may be connected to the Downtown Core by train, shuttle, or some other interesting means of transportation. (Public)

3. **Enhancing the Fourth Street Mall as a safe, attractive and lively pedestrian link between the Civic Plaza and Central Avenue.**

   Actions:
   - Landscaping and street furniture along the Mall will be provided and maintained. (Private)
   - Additional security and maintenance through the Mall area will be provided. (Private)
   - Programmed activities, food vendors and retailing on the Mall will be provided. (Private)

4. **Enhancing existing streets as linear paths connecting destinations throughout the District.**

   Action:
   - "Gateways" may be created at each end of Central Avenue as entrances into Downtown from both the East and the West. (Public)
   - An Urban Pedestrian Trail will be built to interconnect the series of parks and open spaces in The District. (Public)
   - Pedestrian walking connections between District attractions will be enhanced. (Old Town, Bio Park, Zoo, Museums, etc.) (Public/Private)

We will:

Develop, maintain, and market Downtown as if it were a single mixed-use project.

By:

1. **Developing a comprehensive marketing strategy for Downtown, with an emphasis on livability and accessibility.**

   Actions:

   - The DAT and the Albuquerque Convention and Visitors Bureau (ACVB) shall develop a Downtown promotions package, coordinate publicity, and develop a District advertising budget. (Private)
   - The "user-friendliness" of the District should be continuously evaluated by developing and administering surveys to be given out at conventions, hotels, etc., to visitors, residents, and employees. (Private)

2. **Privately developing, maintaining, and programming the Fourth Street Mall.**

   Actions:

   - The City and DAT have entered into a long term lease to develop, maintain and program the Fourth Street Mall. (Public/Private)

As this Plan has already indicated, a pedestrian-friendly environment is integral to the revitalization of Downtown. The preceding policies and actions are all concretely linked to the *Park Once - Pedestrian First* program. Without achieving a *Park Once - Pedestrian First* environment, the policies and actions developed in *The Plan* will be ineffective. In order to ensure that Downtown becomes a *Park Once - Pedestrian First* environment, specific civic infrastructure improvements will be developed over the next five years.

The *Park Once - Pedestrian First* program shifts the priority for using Downtown's street. For several decades, moving cars had the highest claim on the use of Downtown streets. The need to move so many cars developed out of conditions at the time. In the pre-Interstate days, Downtown Albuquerque streets carried major interstate highway traffic, most notably the famous Route 66. Off-street parking was scarce, and therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space. This loss of street space resulted in other measures (one-way streets) being utilized to compensate for the lost traffic capacity.

In downtowns throughout the nation, there is a renewed quest for "balance" in the use of streets and sidewalks. In order to compete with suburban shopping malls and office parks, downtowns must reactivate their prime asset - the welcoming, walkable, human-scale which prevailed a hundred years ago. No where else in cities can people experience a *Park Once - Pedestrian First* environment, and it is essential to Downtown's success that we promote, enhance, and renew that pedestrian friendly environment wherever possible.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect form the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within Downtown can be reached by walking from this parking. The traveler then walks or uses transit to multiple destinations within the *Park Once - Pedestrian First* district.

Elements of the *Park Once - Pedestrian First* Area

Parking is the first activity that the incoming visitor encounters in a Park Once - Pedestrian First environment. Parking must be located throughout the Downtown, so that drivers are greeted by parking regardless of their route of arrival. The visibility of multiple parking structures scattered throughout Downtown further adds to the reassurance that parking is available and plentiful.

In the *Park Once - Pedestrian First* area, it is essential that the parking feel public in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents drivers with highly predictable fees, availability, and hours of operation.

In today's Downtown, the presence of parking must be advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through:

1. on-street parking, which informs drivers that parking is an expected and permitted part of Downtown and
2. prominent identification of parking structure entrances.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from the view of the street. This is accomplished by locating parking in the interior of blocks, by fronting parking structures with a veneer of retail floor space, and by designing the exterior of the parking structures to disguise their interior use.

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* environment is the landing of the pedestrian into a public space. Typically, this is accomplished by providing ramps, stairs, elevators, escalators, etc. which lead to public spaces such as sidewalks, arcades, or public building lobbies. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a single retail store, etc., are detrimental to the *Park Once - Pedestrian First* atmosphere. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces not be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail, and entertainment).

How Many Parking Spaces are Enough?

Over the next eleven year period (1999 - 2010), we estimate the need for around 3,000 more parking spaces Downtown. At present, there are 14,400 parking spaces in Downtown Albuquerque.

Our estimate of future parking demand is based on the following assumptions:

- A 20% growth in parking demand over the eleven year period 1999 - 2010 from the current peak demand of 9800 vehicles.
- A loss of 1,800 parking spaces in surface lots over the eleven year period 1999 - 2010.
- An increase in parking garage occupancy from the existing 68% to a projected occupancy of 76% by the year 2010.

Computing the above factors we project for some 3,000spaces of new parking by the year 2010.

Location of New Parking Facilities

A ten-year program of adding 3,000 spaces to Downtown Albuquerque's parking supply can be accommodated through a series of 7 - 10 new garages over the next decade. Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision. (See Parking Structures Map)

In their projected order of priority, the new parking structures would be:

Garage 1 - The Alvarado Redevelopment Area.

This garage will serve the new multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of Downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on Gold Avenue between First and Second Streets.

Garage 2 - PNM/South Federal Area.
This garage serves commercial activity in the southern part of Downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage 3 - located south of Lomas Blvd. to the West of Fourth Street. The demand for this garage will come predominately from the new courthouses. Garage 3A is an alternate privately funded facility located north of Lomas.

Garage 4 - located at the Old Albuquerque High School Reuse Site. This small garage serves not only the uses in the recycled high school, but also walk-in visitors to Downtown Albuquerque.

Garage 5 - located at Copper Avenue between Sixth and Seventh Streets. This garage will anchor the revised commercial activity in the west end of Downtown including a possible supermarket. Its location one block north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue. Garage 5A is an alternate site for garage #5 activity.

Garage 6 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue. Similar to garage #5, it flanks Gold Avenue from Seventh to Eleventh Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

Garage 7 - located along Copper Avenue to the east of Third Street. This garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of Downtown.

Garage 8 - north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage 9 - located on First Street between Lead and Coal Avenues. This garage serves future commercial growth within the southeastern sector of Downtown.

Garage 10 - located in the northeast sector of Downtown. Three options are suggested to serve future commercial growth in the northeastern sector of Downtown.

Transit Circulator Service
In order to facilitate further *The Park Once* concept, a transit circulator system for Downtown is needed. The circulator would be used by residents, visitors, and Downtown employees. For employees in particular, a Downtown shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in Downtown and maximize parking facilities throughout Downtown.

Non-daily visitors to Downtown are generally on a more flexible schedule than daily Downtown workers, and are likely to visit other Downtown destinations beyond their primary destination. Tourists visiting Downtown are a predictable source of ridership for the Old Town/Biopark express shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assistance of a circulator shuttle. Similarly, a link between Downtown and the University will serve students, residents, and visitors alike and create a predictable ridership for a UNM/Nob Hill express shuttle.

Three routes are proposed for Albuquerque:

A. Downtown Circulator Loop
This 1.8 mile loop connects the employment area along Lomas Blvd. with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Blvd. area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Express Shuttle between Downtown and Old Town/Bio Park
This is an express route, making three stops outside Downtown: Laguna, Old Town, and Bio Park. Primarily users are tourists and non-daily visitors to Downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University between Downtown and UNM/Nob Hill
This route would operate along Central Avenue, making stops at the University of New Mexico and Nob Hill. Primary source of ridership is University students, employees and visitors to Downtown. A seven-minute headway is proposed for this service.

Pedestrian-First Zones

In support of the *Park Once - Pedestrian First* concept, we recommend that two zones within Downtown be designated for high priority sidewalk and streetscape treatment:

- The first priority streetscape zone is the retail center of Downtown bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west. Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.

- The second priority should be improving the Fourth Street sidewalks and streetscape to connect the Central Avenue retail and entertainment district to the emerging judicial office zone along Lomas Blvd. in the north part of Downtown.

- The employment district along Lomas Blvd. between Fifth and First Streets should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

Conversion of the One Way Streets

Conversion of the one way to two way traffic encourages pedestrian activity by calming traffic and providing additional very visible on-street parking. The conversions of the one way couplets should be completed as soon as possible. In addition, bicycle corridors and facilities will be designed and implemented with the conversion of one way streets to two way operations in the Downtown Core.

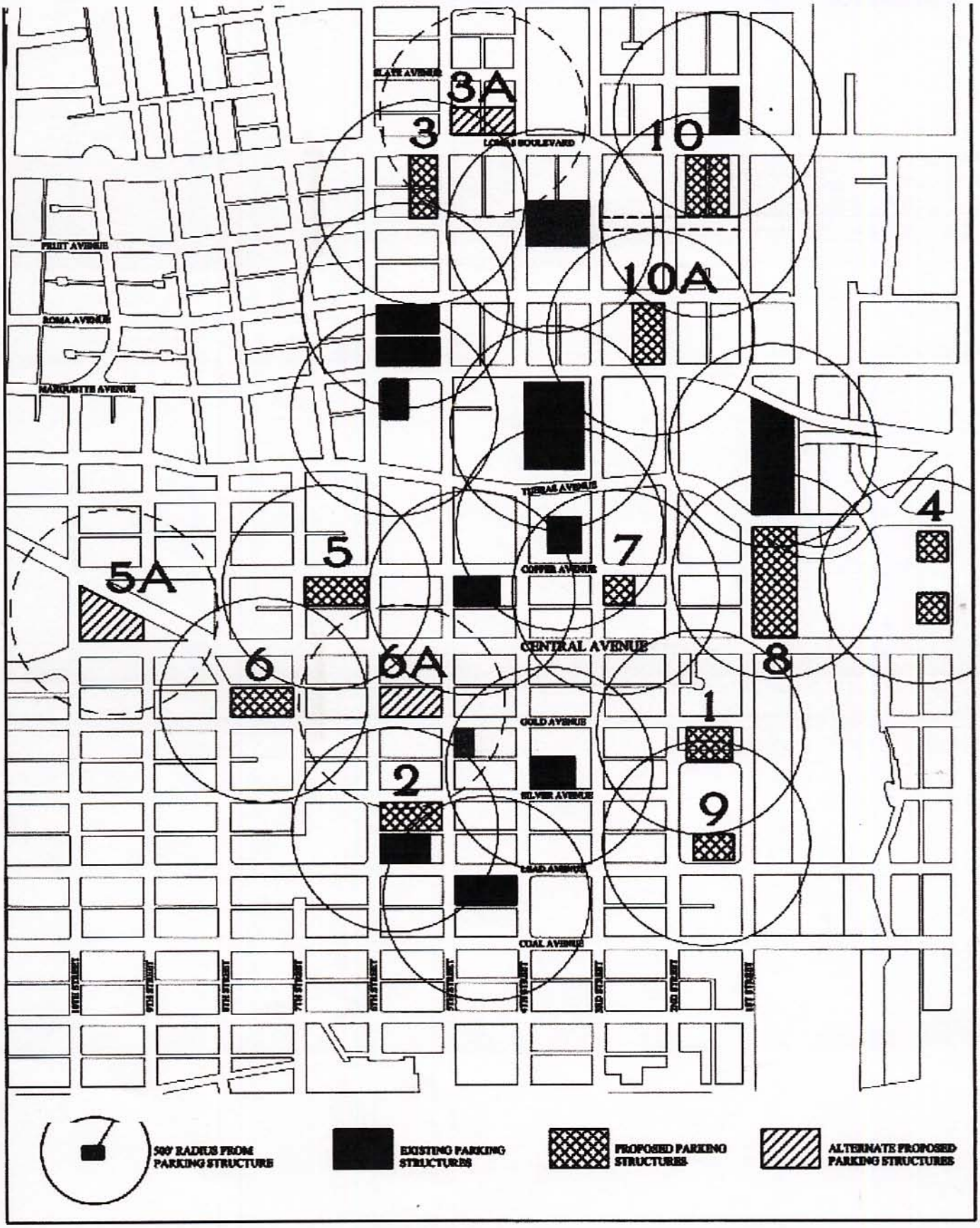
Bicycle Amenities and Routes

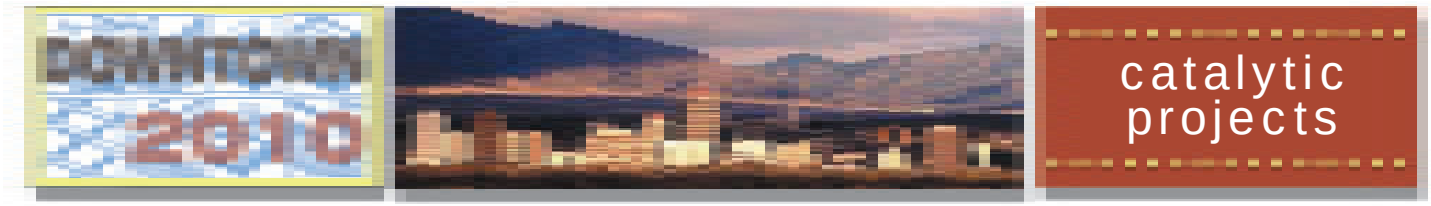
At least one North/South and at least one East/West bike route into Downtown will be established. These routes must be striped and signed for bicycles everywhere but the arts and entertainment section. Bike lockers, facilities, and showers should be encouraged in new Downtown

buildings and secure bike facilities should be provided in highly visible locations at ground level at each parking facility with a minimum of 1.2% of the spaces devoted to bicycle parking.

The combined efforts of the public and private sectors are an essential element of *The Plan*. The civic infrastructure improvements discussed here are the key public component which will create an environment in which private sector businesses and entertainment establishments can thrive and which invites substantial private investment. Downtown's *Park Once - Pedestrian First* environment is what will enable it to be special and unique, offering something which no suburban mall or factory outlet center can. By giving people the ability to get out of their cars once, and have a multitude of safe, enjoyable experiences, we will make Downtown Albuquerque an urban center we can be proud of.

Parking Structures





Catalytic Projects are critical Downtown projects which, when initiated, will drive (catalyze) other spin-off development activity. The projects are prioritized to indicate which projects will have the most impact initially, and then phased over the next 5-10 years. All of the projects are important and should proceed as funding is available.

Priority 1

a. West End Neighborhood Infill Housing

A podium apartment building located between Silver - Gold, and 7th - 8th would bring significant housing close to office and retail while making a transition to the neighborhoods with three story buildings, and parking below.

b. Grocery Store

A 50,000 sf grocery store lined with smaller neighborhood shops together with a parking structure and housing should anchor the west end of Central across from Robinson Park, between Park and Ninth . An alternative location would be on Central between 6th and 7th.

c. Downtown Arena/Stadium

Located adjacent to the Convention Center and across Central from the new theaters and Transportation Center a multi-purpose areana, hotel and shops would help anchor the Arts and Entertainment district and support Convention Center activity at the east end of Central.

d. Park-Once Parking Garage

This typical Park-Once structure shows the liner shops and offices around the garage, and housing above. It would be located south of Lomas between First and Second.

e. Roma Neighborhood Infill Housing

Courtyard housing is a type that can exist compatibly with single family housing by presenting a house-width face to the street, separated by a courtyard. The illustration is shown on Roma near 7th.

f. UNM Student Housing

Graduate Student housing or senior housing would be a positive addition to the Downtown. Service oriented shops and offices would serve the neighborhood. Shown at Central and Broadway.

Priority 2

a. Albuquerque Performing Arts Center (horizontal performing arts)

Rather than a vast mega-building for the Performing Arts, all of Downtown should be treated as a venue for the Arts. This is the concept of "retailing" the Arts, increasing participation and interacting with other uses by adapting existing spaces.

b. Silver Parking Structure

Existing parking structures should be adapted to allow retail on the ground floor. The structure on Silver between Third and Fourth could have apartments facing Silver, creating a lively and sttractive compliment to the adjacent church.

c. Fourth Street Mall

From Central to Tijeras, the pedestrian mall must be opened up to allows for restarurants and retail to flourish. Removing planters, widening walkways, building a small performance stage and providing more movable tables and chairs will help create this environment.

d. Warehouse Infill

Build 1-2 story structures that complete the feeling of the warehouse district that can be used for office, gallery, and nightclub activities. Locate parking at center of blocks.

e. Detoxification Center

A central facility for drug and alcoholic dependent transients, as well as the mentally ill is badly needed. Combine the center with job training programs and other social services.

f. Sixth & Marquette Park/Plaground

Develop a shared park/playground for St. Mary's and Lew Wallace schools. This site could also be framed with senior housing, daycare and park services overlooking the park/playground.

Priority 3

a. Saks & Gizmo

Attract a small upscale department store, such as Saks Fifth Avenue, to the Gizmo Building on Central to announce the return of fashion retailing to Downtown.

b. Magnet High School Campus

The old Post Office Building on Gold between Fourth and Fifth could serve as an exemplary civic anchor for the Downtown, emphasizing the commitment of the City to education in the center of the region.

c. Rail Yards Re-use

This cathedral of transportation is vast enough for many activities, including the Wheels Museum, office & retailing. Other possible uses on the site are a regional park, a Tivoli Gardens type amusement park, workshops and artist's foundries.

d. District Transportation Link

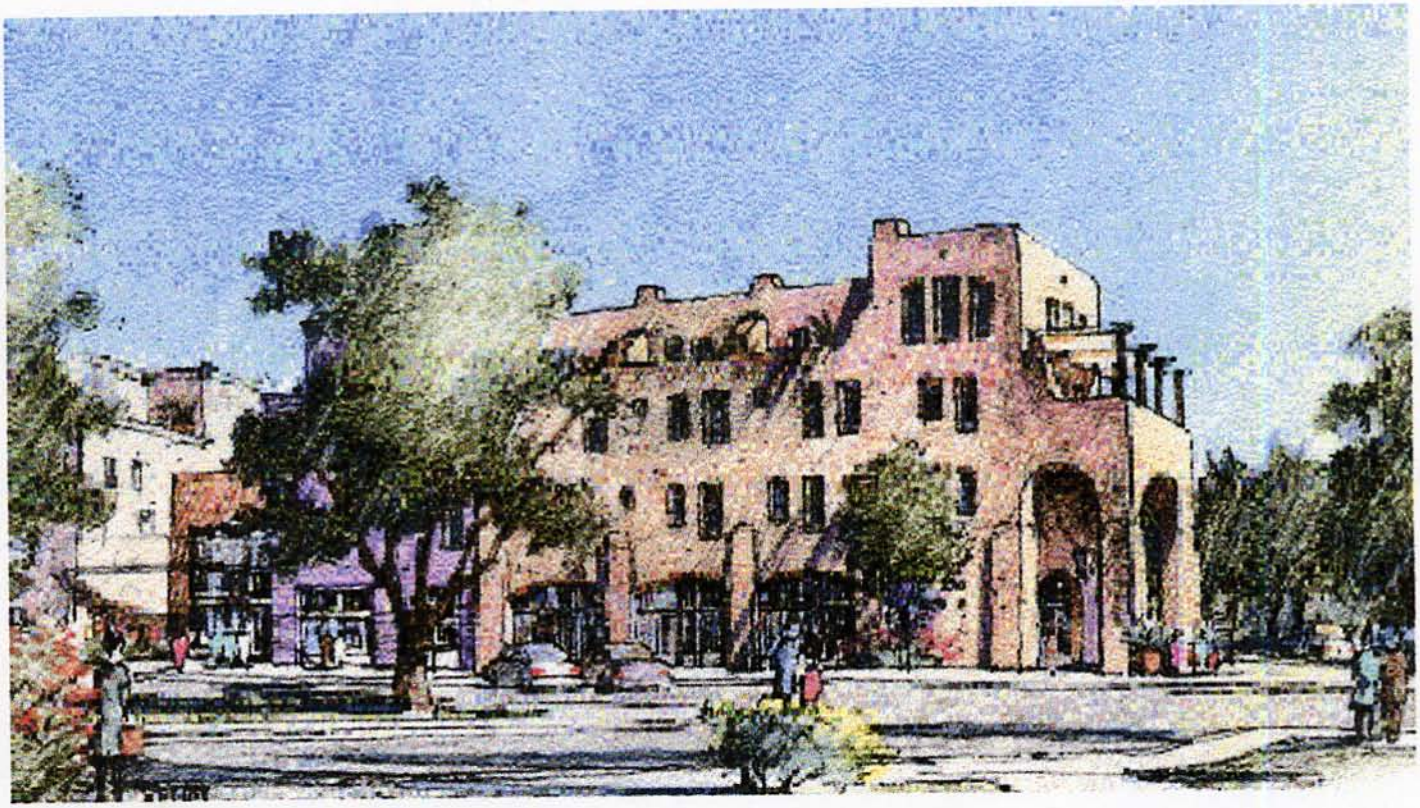
Further development of the transportation center to include light rail or fixed rail trolleys, as well as a rental car area, taxi stands, bike and roller blade rental, and carriage rides.

e. Management, Design & Programming of Public Spaces

Establish a "Fun Czar" to furnish the public realm with the excitement and unpredictable happenstances of a vital city.

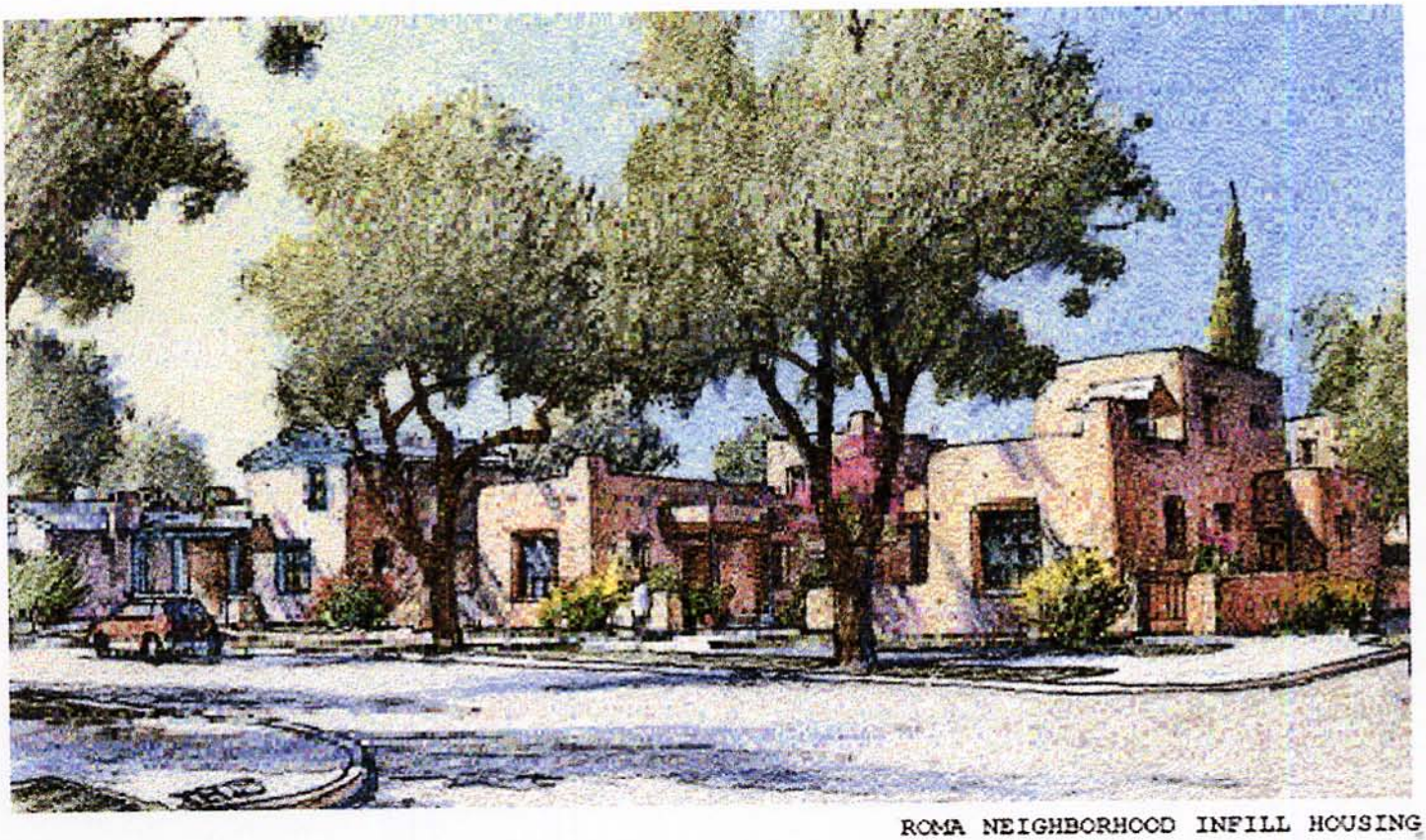
f. Third & Gold Park

Create a new park on the site of the current drive-through bank. This park could be lined with one-story shops and cafes and could have controlled access at night. This park would highlight the extraordinary Occidental Building across Gold as well as providing much needed green space in the southern part of Downtown.



GROCERY STORE

PARK-ONCE PARKING
GARAGE



ROMA NEIGHBORHOOD INFILL HOUSING

UNM STUDENT HOUSING

Downtown Arena / Stadium

West End Neighborhood Infill Housing

The *Downtown 2010 Plan* introduces a new, innovative approach to Downtown development. This Plan creates an easy four-step approach to building in Downtown.

STEP 1. DISTRICTS MAP - locate your property and the Downtown district it's in. (Color Coded)

STEP 2. DISTRICT USES MATRIX - identify which uses are permitted, regulated or prohibited in your district. (Color Coded)

STEP 3. BUILDING TYPES - identify the building types authorized for your district. (Color Coded)

STEP 4. BUILDING STANDARDS - apply the building standards applicable to your project.

Once you have gone through these four steps, you are ready to begin the **expedited** site development plan approval process.

The *Districts Map* shall be used to guide Downtown development. The *Districts Map* identifies and locates five (5) distinct Downtown districts, each with unique land uses and development characteristics. The *District Map* is color-coded to correspond to the *District Uses Matrix and Building Types chart*. By using this color-coding system, you are able to conveniently follow steps 1, 2, and 3.

The *Districts Map* strategically locates and concentrates complementary land uses within each district. The title designated for each district (Housing, Arts & Entertainment, Government, Financial & Hospitality, Warehouse, Mixed-Use) is intended to be descriptive of the primary function(s) of each district. Other compatible uses are envisioned and encouraged. *The District Uses Matrix* clearly spells out permitted, regulated and prohibited uses in each district. Regulated uses must go through the Environmental Planning Commission (EPC) process, which includes neighborhood notification.

The color-coded *Building Types* chart outlines the types of buildings to be built in each Downtown district. It is intended to provide predictability on how Downtown will develop as far as types, layout and scale of buildings. A key component of the *Downtown Plan* is to build quality urban pedestrian-friendly buildings that will stand the test of time and the multiple uses of buildings over time.

The *Building Standards* consolidates the more than 70 current standards and guidelines required for Downtown development into 21 simple building standards. The new standards are intended to be far more user-friendly and to remove much of the subjectivity in the prior standards/guidelines. Each standard is graphically illustrated and reduced to the most basic form.

The Site Development Plan Approval Process has been streamlined to accommodate Downtown development. For quality Downtown projects, approval will be "short on the process and long on the results."

The Downtown Development and Building Process is adopted to ensure that building development is predictable and real estate values are stable. This process puts the pedestrian first in all new projects and ensures that developments are compatible with each other and with the existing urban fabric. The Building Types and Building Standards set forth in this Plan are mandatory, however, the Planning Director, and/or the Director's designee, may approve minor changes or deviations from the Building Types and/or Building Standards pursuant to reuglations and procedures to be adopted by the City.

Notes:

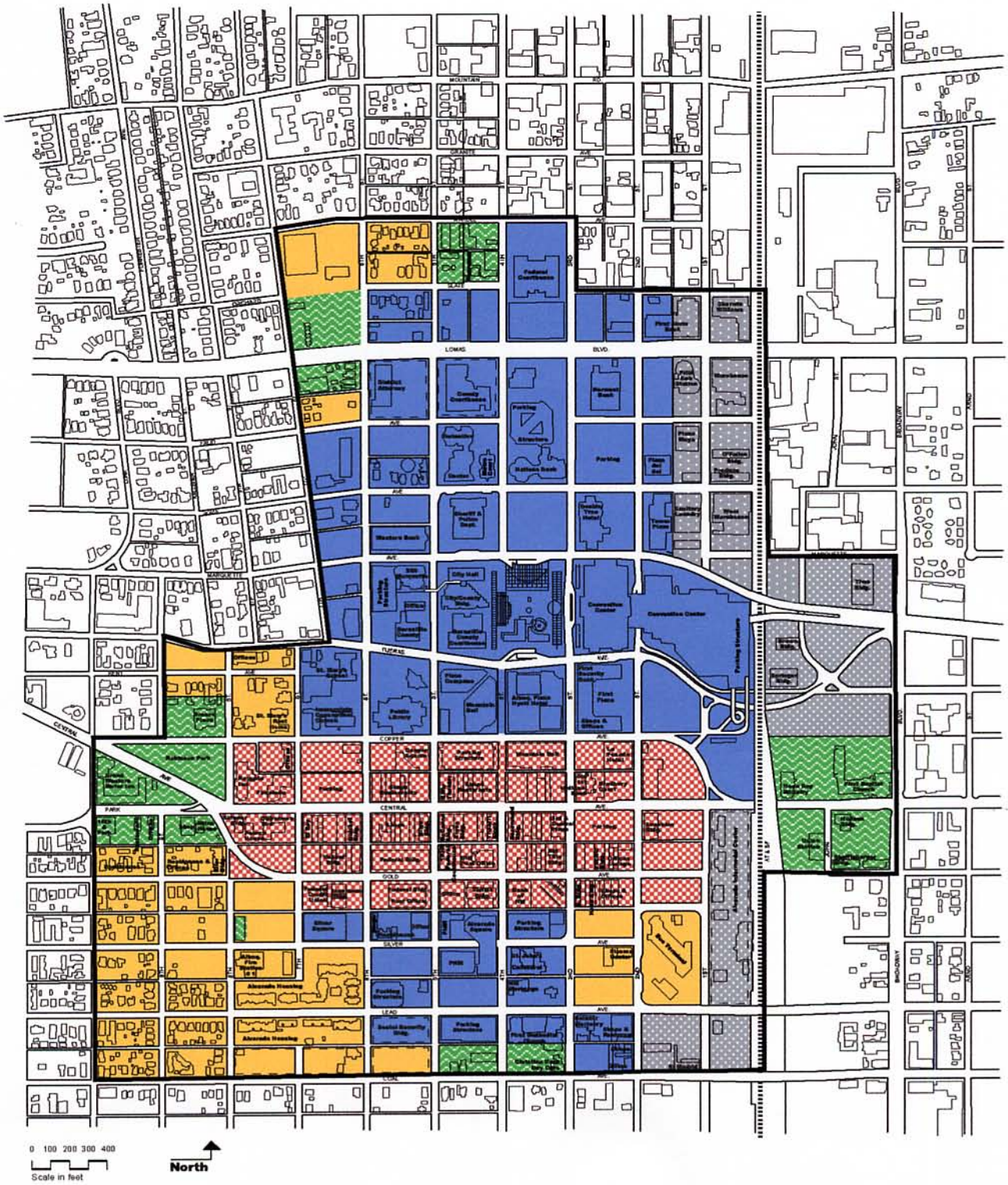
a) The Downtown Districts Map represents the Downtown Core. Surrounding neighborhoods boundaries are amended to correspond with the Downtown Core.

b) The Building Types and Building Standards are adopted to facilitate and encourage Downtown developments. Adherence to the types and standards within each district are required to obtain a building permit.

DOWNTOWN 2010

districts map

step one



Housing Focus

Government/Financial/ Hospitality Focus

Warehouse Focus

Mixed-Use Corridor

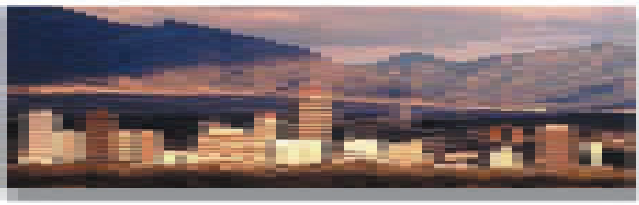
Arts & Entertainment Focus

Downtown Core

City of Albuquerque Planning Department

IMPORTANT NOTE

This Plan includes maps showing property zoning and platting which is dated as of the Plan's adoption. Refer to the Albuquerque Geographic Information System or current Zone Atlas for up-to-date zoning and platting information.



Following is a general description of each of the Downtown districts and the uses envisioned in each district:

Housing District

Residential development is allowed and encouraged in all districts of Downtown. Residential is the primary use within the Housing District. The Housing District should be medium to high density with a range of housing types: 3-4 story townhouses, 4-6 story urban apartments, housing above retail or office, housing integrated into mixed use office structures, loft apartments converted from older mercantile buildings. Other neighborhood serving retail and ancillary office activity are allowed to provide diversity but must be compatible with the residential focus of this district.

Arts and Entertainment District

The Arts & Entertainment District is the primary center for arts, entertainment, cultural, and specialty retail shopping experiences. The Arts & Entertainment District will serve as Downtown's Main Street and host a variety of activities and experiences. The ground floor of all buildings will have exciting street level arts, entertainment and retail presence in this district. Compatible office, hotel institutional, commercial and residential uses are encouraged above the street level. The street level design of buildings should be visually interesting and reinforce the image of a premier urban shopping district and entertainment district. The street level environment will be active, visually exciting and accommodating to the pedestrian. The Arts & Entertainment District is a logical location for a new arena, multi-plex theater, restaurants, clubs, and assorted visual and performing arts venues. It is the logical location for community festivals and celebrations.

Government/Financial/Hospitality District

Downtown will maintain its position as the government, financial, and hospitality center of the metropolitan region. Downtown is the seat of government for the City of Albuquerque, Bernalillo County, and regional Federal Government facilities. These and other State departments and agencies will be located Downtown. It is also the center of the federal, state and local judicial complex. Concentrate new government and private office development in this District. Locate high and medium density office development in the district. Convention and hospitality facilities are strongly encouraged to locate in this district as well. Street level retail is required in the district to provide services and street level vitality.

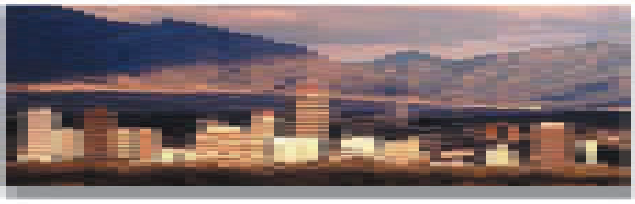
Warehouse District

The Warehouse District is a lasting remembrance of Downtown's early commercial district along the railroad. Therefore, it is important to protect its historic character by preserving the existing stock of older buildings, while promoting compatible infill development. Within the Warehouse District the reuse and rehabilitation of existing older commercial buildings is strongly encouraged. A broad range and diverse mix of uses are allowed and encouraged in the Warehouse District. These uses include: commercial, office, retail, residential, transportation and sports facilities.

Types of development envisioned for this district include mixed use buildings which combine residents with workplaces, small office blocks, outdoor sports facilities, and product showrooms. The Warehouse District offers several logical locations of an outdoor ballpark. It is an ideal location for live/work artist studios and "funky" off-beat retail and restaurant venues.

Mixed Use Corridors District

Mixed use developments are allowed and strongly encouraged for all of Downtown. No predominant or primary uses are prescribed for the Mixed Use Corridors District. This district is located on the transit corridors through Downtown (Lomas Blvd.-Central Avenue-Fourth Street). Compatible office, institutional, residential, retail, commercial, educational and other uses are encouraged along this district. These developments should be concentrated and of a density to encourage transit use along these principal corridors.



district uses matrix

The Downtown Core is zoned SU-3 Special Center, with uses allowed in the R-3 and C-2 zones of the Comprehensive City Zoning Code as further governed by this Sector Development Plan. All uses are encouraged in the Downtown, however the principal uses are: residential, arts, entertainment, office, cultural, hospitality, and specialty retail. *The Plan* strongly encourages a mixture of compatible land uses (office/residential, retail/office, arts/entertainment). Residential development is allowed and encouraged throughout all districts of Downtown.

All types of land uses are encouraged Downtown, however certain uses are not appropriate in some districts. To assure that uses most conducive to achieving *The Plan's* objectives are developed in the appropriate districts, it is important to permit, prohibit, or regulate uses by district. There are no parking requirements in the SU-3 Special Center Zone.

The SU-3 zone creates a clear and defined (hard) boundary between the Downtown Core and surrounding neighborhoods. The Plan and zoning intent is to protect, retain and enhance the integrity of neighborhoods surrounding the Downtown Core. Commercial and office intrusion into the surrounding neighborhoods is strongly discouraged.

Following is a general color-coded District/Use Matrix to guide in determining if a use is appropriate in a District:

	HOUSING (1)	GOVERNMENT FINANCIAL/ HOSPITALITY	WAREHOUSE	MIXED USE	ARTS & ENTERTAINMENT
RESIDENTIAL (2)					
Ground Floor	P	R	P	P	R
Above Ground Floor	P	P	P	P	P
RETAIL/SERVICES	R (3)	P	P	P	P
OFFICE/INSTITUTIONAL	R (4)	P	P	P	P
WAREHOUSE/WHOLESALE	R	R	P	R	X
MANUFACTURING	X	X	R (5)	X	X

P = Permitted R = Review Required X = Prohibited

1. Housing district area between Central Avenue and Lomas Boulevard is restricted to residential development only to buffer the Downtown Neighborhood Association (DNA). The remaining housing district areas are controlled by the Uses Matrix.
2. Home occupations are allowed as regulated by the R-1 zone.
3. The purpose of *The Plan* is to encourage neighborhood serving retail.
4. The purpose of *The Plan* is to allow ancillary office activity in the Housing District.
5. The purpose of *The Plan* is to allow manufacturing as regulated by the M-1 zone.

Additional Notes:

- Emergency Shelters proposed in the Downtown Core shall be Review Required.
- Any arena or any sports stadium, whether indoor or outdoor, shall be Review Required.
- Proposed developments in areas of the Downtown Core covered by a historic overlay zone shall be reviewed and approved by the Landmarks and Urban Conservation Commission.

Prohibited Uses

Some uses are clearly prohibited or regulated in all Downtown districts. Following is a list of those uses:

- Drive-in/drive-through facilities are not allowed, except that unenclosed outdoor seating is permitted. Existing drive-in/drive-through uses shall be legal, non-conforming uses.

- Adult amusement establishments, and adult stores are not allowed. Existing adult amusement establishments and adult stores shall be legal, non-conforming uses.

- Commercial surface parking lots are not allowed. Existing commercial surface parking lots shall be legal, non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements identified in the building standards section of *The Plan*.

- Alcoholic drink sales for consumption off-premises are allowed, provided however:

  a) there shall be no dispensing (sales) of any miniatures;

  b) there shall be no dispensing (sales) of any fortified wines by volume of alcohol no more than twelve percent; and

  c) there shall be no dispensing (sales) of any alcoholic beverages in broken packages (singles).

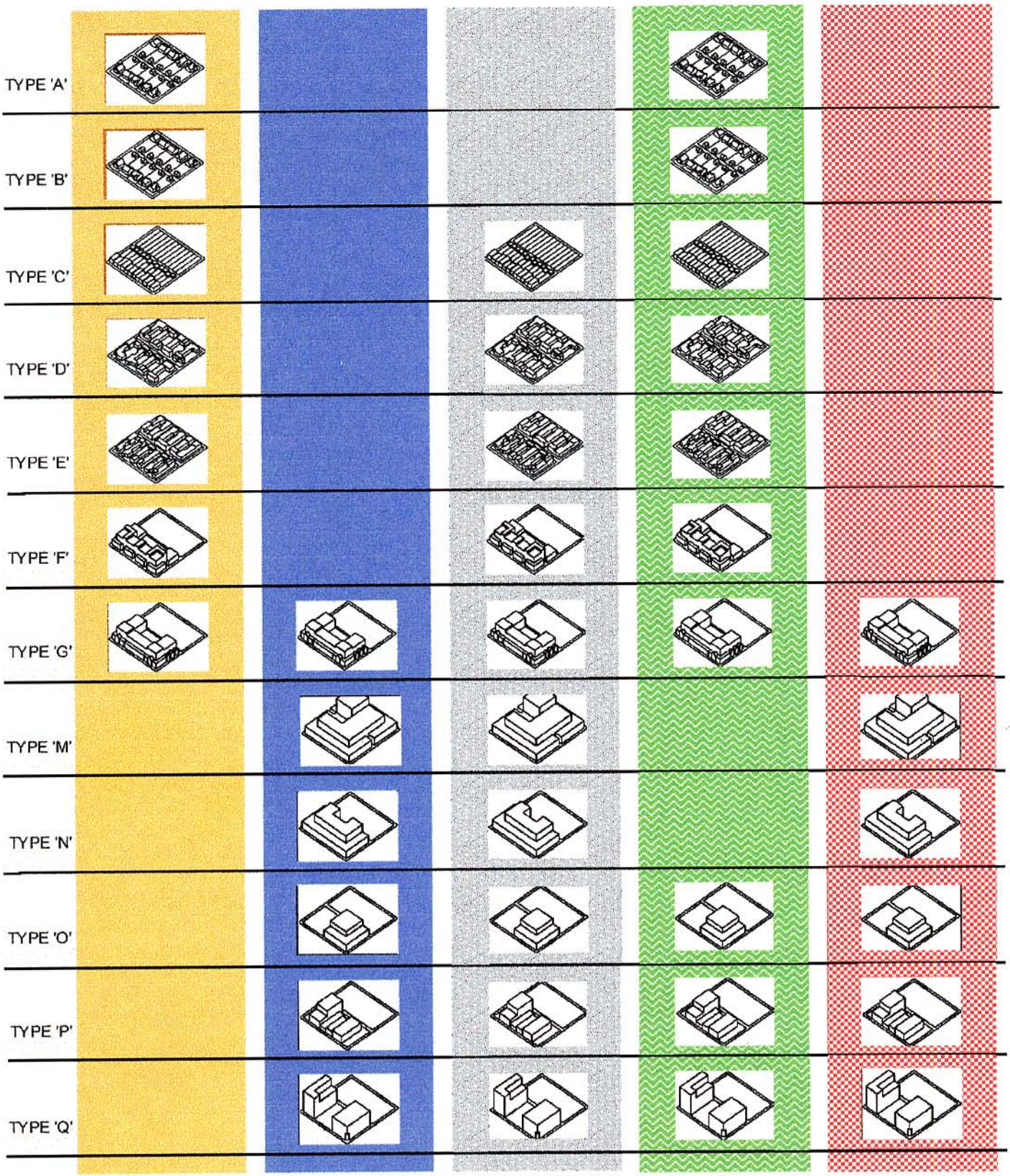
  Existing establishments engaged in the sale of alcoholic drink sales for consumption off-premises shall be required to meet the above restrictions within ninety (90) days of The Plan adoption.

  d) Alcoholic drink sales within 500 feet of the boundary of a residential zone in an adjacent neighborhood or within 500 feet of the boundary of any adjacent sector development plan shall be Review Required, except this provision shall not apply to a full service grocery store.

- Jails or correctional institutions are not allowed, but temporary detention facilities shall be allowed to accomodate police investigative activities and related activities.
- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply.

DOWNTOWN 2010

step three building types



URBAN REGULATIONS

PLACEMENT:
1. Lot Width: 50' minimum

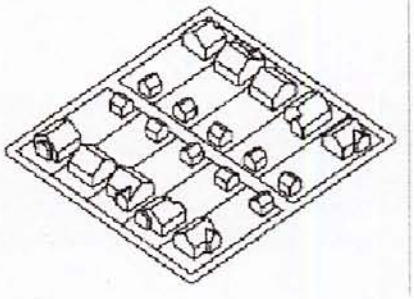
PARKING:
1. Rear yard garages
2. Access: through alley

HEIGHT AND PROFILE:
1. Height: 2 stories maximum

EXAMPLES:
1. Residential and Professional Office; Studio Apartments; Guest Cottages

Sample Block Plan

Bird's Eye View



A - SINGLE UNIT

TYPE DESCRIPTION

Free Standing, single unit housing with rear yard garages and studio apartment.

Examples

URBAN REGULATIONS

PLACEMENT:
1. Lot Width: 50' minimum

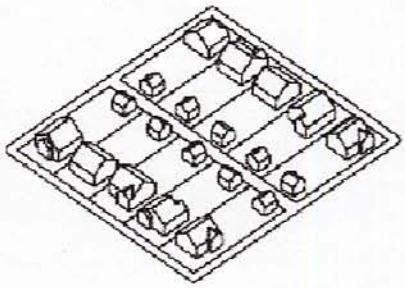
PARKING:
1. Rear yard garages
2. Access: through alley

HEIGHT AND PROFILE:
1. Height: 2 stories maximum

EXAMPLES:
1. Residential and Professional Office; Studio Apartments; Guest Cottages; Worshops above Garages

Sample Block Plan

Bird's Eye View



B - DUPLEX

TYPE DESCRIPTION

Free Standing, duplex unit housing with rear yard garages and studio apartments.

Examples

URBAN REGULATIONS

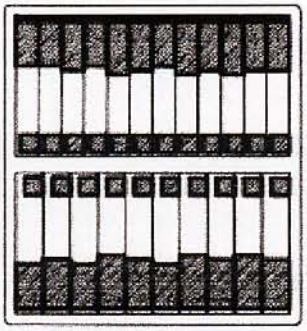
PLACEMENT:
1. Lot Width: 20-50'

PARKING:
1. Rear yard garages
2. Access: through alley

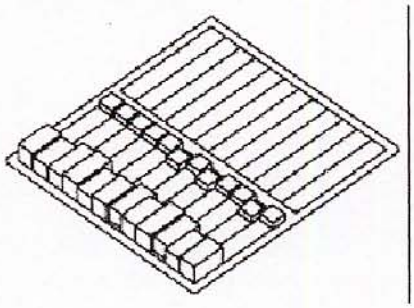
HEIGHT AND PROFILE:
1. Height: 3 stories maximum

EXAMPLES:
1. Residential and Professional Office; Studio Apartments; Guest Cottages; Worshops above Garages

Sample Block Plan



Bird's Eye View



C - TOWNHOUSES

TYPE DESCRIPTION

"Zero" lot line townhouses with rear yard garages and studio apartments.

Examples

URBAN REGULATIONS

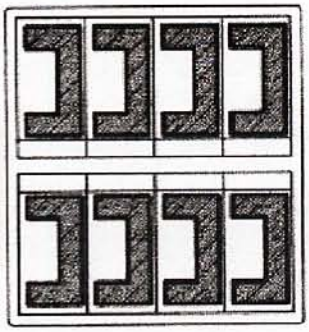
PLACEMENT:
1. Lot Width: 65'-75'

PARKING:
1. Half-level underground and surface
2. Access: through alley

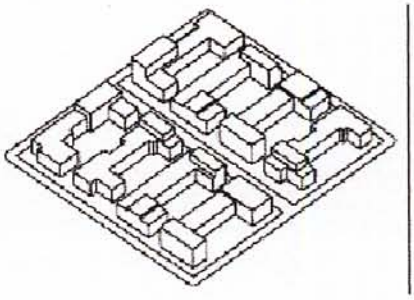
HEIGHT AND PROFILE:
1. Height: 3 stories maximum with setback beginning at second story

EXAMPLES:
1. Residential flats over two-story Townhouses

Sample Block Plan



Bird's Eye View



D - SIDEYARD

TYPE DESCRIPTION

Flats above two-story townhouses facing sideyard courts.

Examples

URBAN REGULATIONS

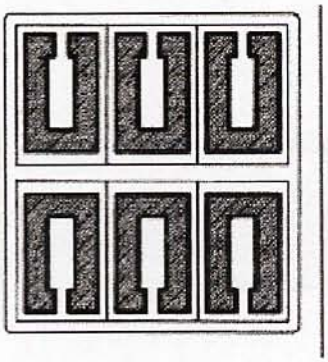
PLACEMENT:
1. Lot Width: 100' minimum

PARKING:
1. Half-level underground
2. Access: through alley

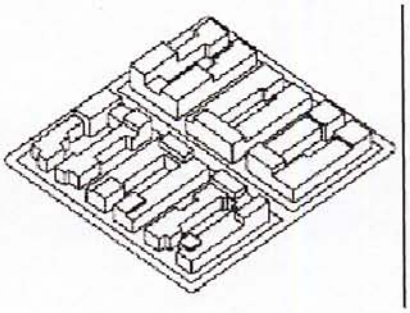
HEIGHT AND PROFILE:
1. Height: 2 stories maximum with setback beginning at second story

EXAMPLES:
1. Residential flats over two-story townhouses

Sample Block Plan



Bird's Eye View



E - COURTYARD

TYPE DESCRIPTION

Flats above two-story townhouses facing interior courts.

Examples

URBAN REGULATIONS

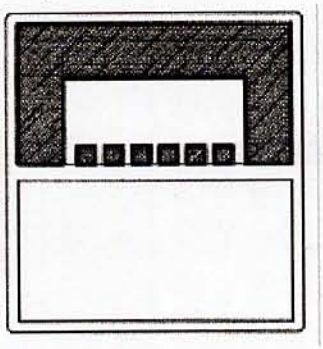
PLACEMENT:
1. Lot Width: 300'

PARKING:
1. Half-level underground for residential flats and garages on grade for townhouses
2. Access: through alley

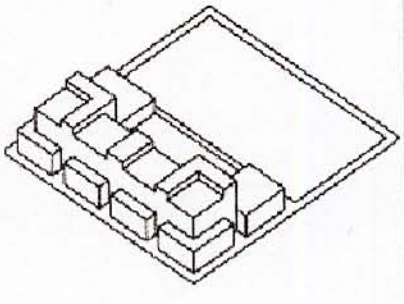
HEIGHT AND PROFILE:
1. Height: 4 stories maximum with setback beginning at third story

EXAMPLES:
1. Two-story residential flats over two-story townhouses

Sample Block Plan



Bird's Eye View



F - TERRACE

TYPE DESCRIPTION

Two-story flats over two-story townhouses over partially submerged parking garages.

Example

URBAN REGULATIONS

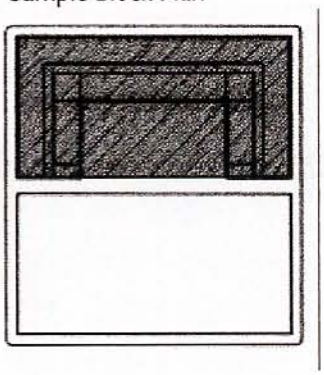
PLACEMENT:
1. Lot Width: 300'
2. Lot Depth: 142' maximum

PARKING:
1. Half-level underground garage podium
2. Access: through alley

HEIGHT AND PROFILE:
1. Height: 8 stories maximum at corners and 4 stories maximum at mid-block, both cases setback begins at third story

EXAMPLES:
1. Commercial or Retail on principal street frontage with double-loaded residential apartments above

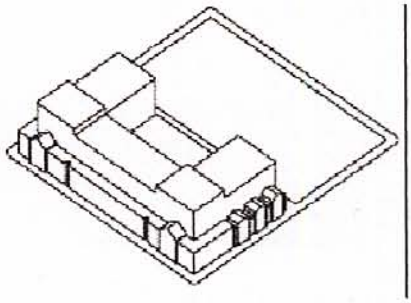
Sample Block Plan



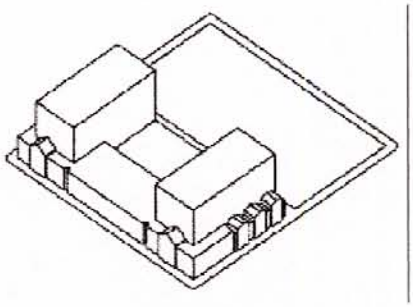
TYPE DESCRIPTION

Apartments on double-loaded corridors over storefront lofts over partially submerged parking garage..

Bird's Eye View



G - MIDRISE PODIUM



G - MIDRISE PODIUM

Example

URBAN REGULATIONS

WRAPPER BUILDING:

PLACEMENT:
1. Lot Width: 300'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed corners shall not exceed 10% of street frontage

PARKING:
1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:
1. Street Frontage Height: 3 stories at block centers and 5 stories at street corners
2. Setback: 0'

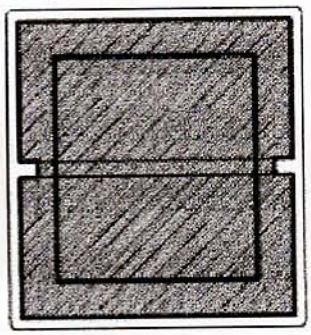
EXAMPLES:
1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIOR BUILDING:

HEIGHT AND PROFILE:
1. Height: No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:
1. Parking; Cinema; "Big-Box" Retail; Office; Hotel; Residential

Sample Block Plan

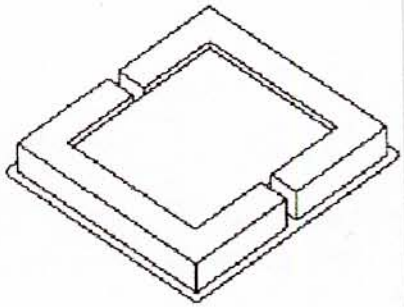


TYPE DESCRIPTION

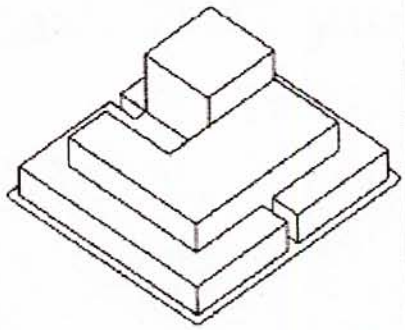
Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a full block.

Example

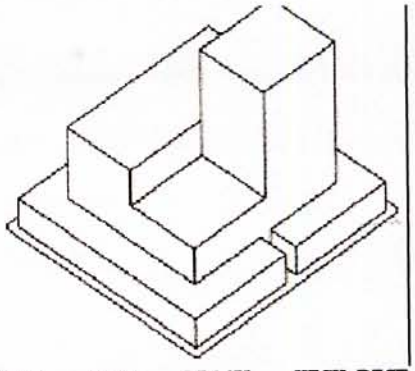
Bird's Eye View



M-1 FULL BLOCK LOW-RISE



M-2 FULL BLOCK MID-RISE (FRANCISCAN HOTEL TYPE)



M-3 FULL BLOCK HIGH-RISE (HYATT HOTEL TYPE)

URBAN REGULATIONS

WRAPPER BUILDING:

PLACEMENT:
1. Lot Width: 300'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed corners shall not exceed 10% of street frontage

PARKING:
1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:
1. Street Frontage Height: 3 stories at block centers and 5 stories at street corners
2. Setback: 0'

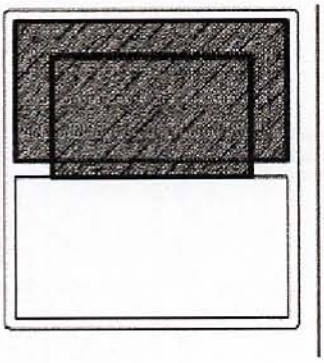
EXAMPLES:
1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIOR BUILDING:

HEIGHT AND PROFILE:
1. Height: No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:
1. Parking; Cinema; "Big-Box" Retail; Office; Hotel; Residential

Sample Block Plan

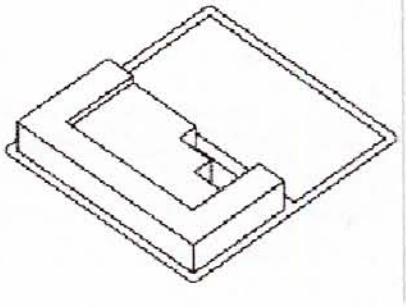


TYPE DESCRIPTION

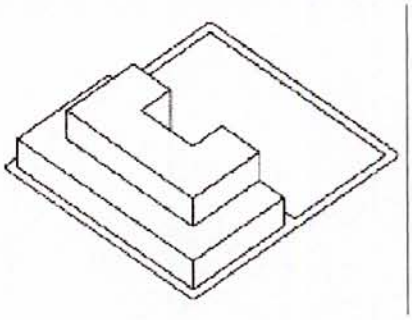
Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a half-block.

Example

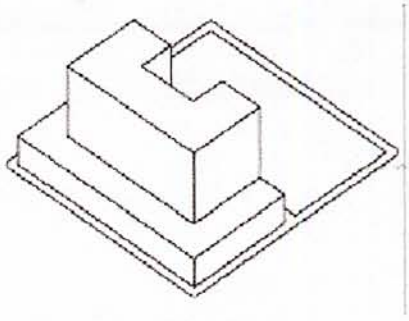
Bird's Eye View



N-1 1/2 BLOCK LOW-RISE



N-2 1/2 BLOCK MID-RISE



N-3 1/2 BLOCK HIGH-RISE

URBAN REGULATIONS

WRAPPER BUILDING:

PLACEMENT:
1. Lot Width: 150'
2. Street Frontage: 90% minimum articulated at 25', 50', or 75' increments
3. Lot Depth: 142' to alley at mid-block
4. Building Depth: 20' minimum, 40' preferred
5. Recessed corners shall not exceed 10% of street frontage

PARKING:
1. Types: Interior surface lot, interior garage, or "park-once" garage
2. Access: through alley

HEIGHT AND PROFILE:
1. Street Frontage Height: 3 stories at block centers and 5 stories at street corners
2. Setback: 0'

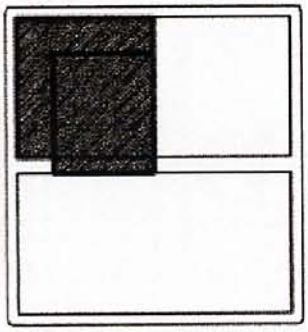
EXAMPLES:
1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

INTERIORS BUILDING:

HEIGHT AND PROFILE:
1. Height: No restrictions
2. Setback: 20' minimum with 40' preferred

EXAMPLES:
1. Parking; Cinema; "Big-Box" Retail; Office; Hotel; Residential

SAMPLE BLOCK

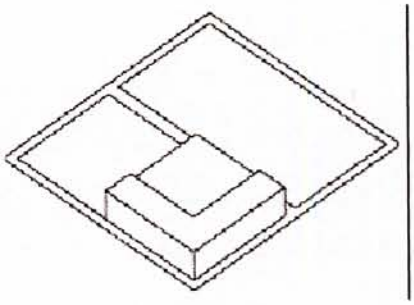


TYPE DESCRIPTION

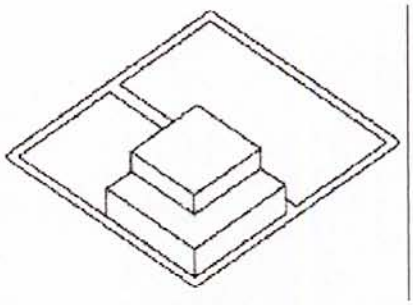
Large floor plate structure surrounded by low-scale "wrapper" or "liner" buildings at street frontage located on a quarter-block.

Example

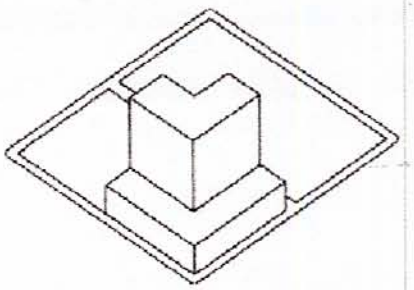
Bird's Eye View



O-1 1/4 BLOCK LOW-RISE



O-2 1/4 BLOCK MID-RISE



O-3 1/4 BLOCK HIGH-RISE
(LA POSADA HOTEL TYPE)

URBAN REGULATIONS

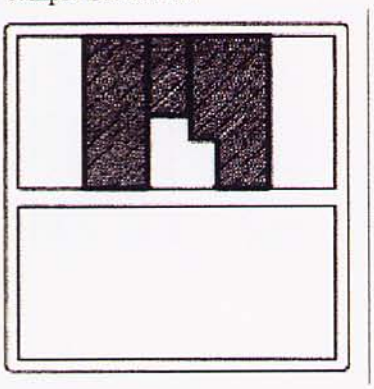
PLACEMENT:
1. Lot Width: 25', 50' , or 75'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:
1. Convenience and service parking alley also required at "Park-Once" garages
2. Access: through alley

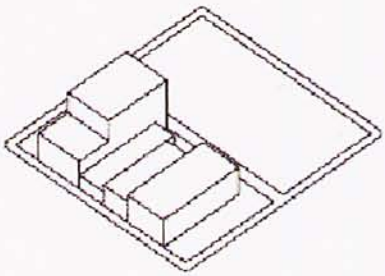
HEIGHT AND PROFILE:
1. Street Frontage Height: 3 stories maximum and 5 stories 20' from street frontage
2. Setback: 0', 20' at 3rd Level and up

EXAMPLES:
1. Commercial and Retail on street frontage with mixed-use housing or office lofts above

Sample Block Plan



Bird's Eye View



P - MID-BLOCK
(CENTRAL AVENUE TYPE)

TYPE DESCRIPTION

Infill buildings located on mid-blocks.

Examples

URBAN REGULATIONS

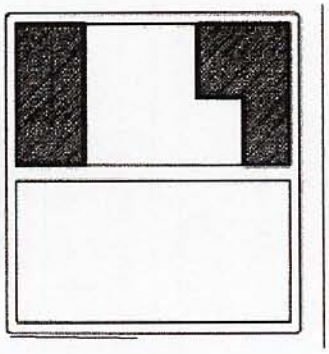
PLACEMENT:
1. Lot Width: 50', 75' or 100'
2. Street Frontage: 90% minimum
3. Lot Depth: 142' maximum

PARKING:
1. Convenience and service parking at alley
2. Access: through alley

HEIGHT AND PROFILE:
1. Street Frontage Height: 5 stories maximum
2. Setback: 0'

EXAMPLES:
1. Commercial or Retail on street frontage with mixed-use housing or office lofts above

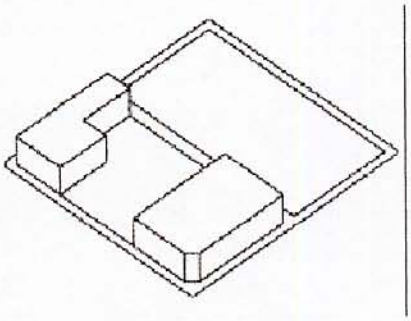
Sample Block Plan



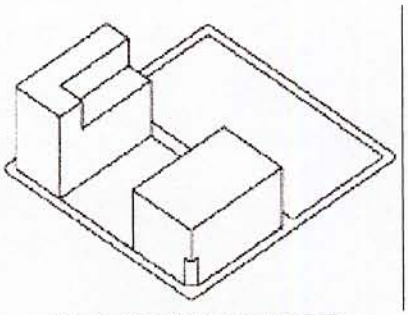
TYPE DESCRIPTION

Infill buildings located on street corner lots.

Bird's Eye View

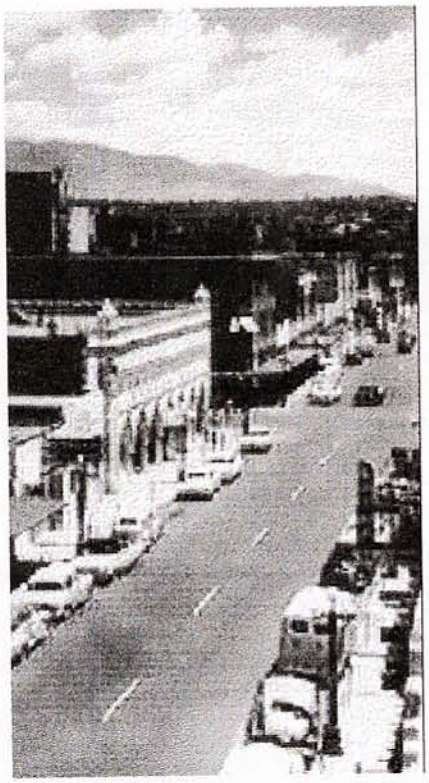


Q -1 END BLOCK LOW-RISE
(WOOLWORTH TYPE)



Q -2 END BLOCK MID-RISE
(SUNSHINE BUILDING TYPE)

Examples



The Downtown should serve as Albuquerque's urban main street experience. Street level designs of buildings should be visually interesting and reinforce the image of downtown as a premier urban district. All buildings shall have street level windows, window boxes, entrances, and architectural details.

A. Building and Street Relationships
- Standard 1: Access
- Standard 2: Building Entrances

B. Pedestrian Orientation and Parking
- Standard 1: Blank Walls
- Standard 2: Architectural Details
- Standard 3: Sidewalks
- Standard 4: Street Trees
- Standard 5: Surface Parking
- Standard 6: Parking Garages
- Standard 7: Combined Blocks

C. Plazas and Courtyards
- Standard 1: Street-Level Orientation
- Standard 2: Security and Lighting

D. Building Facades
- Standard 1: Open Building Frontage
- Standard 2: Setbacks
- Standard 3: Building Alignment on Central Avenue
- Standard 4: Corner Buildings
- Standard 5: Texture and Pattern on Building Facades on Central Avenue

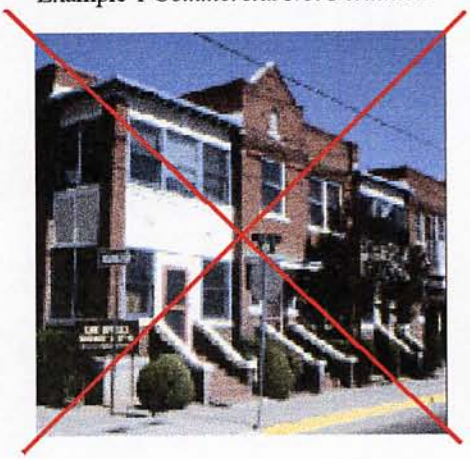
E. Lighting and Signage
- Standard 1: Exterior Lighting Plan
- Standard 2: Neon Lighting for Buildings on Central Avenue
- Standard 3: Safety and Visibility
- Standard 4: Marquee

F. Historic Preservation
- Standard 1: Preserving Facades

INTENT

Provide unobstructed access from sidewalks to buildings used by the general public.

Example 1 *Commercial Not Permitted*

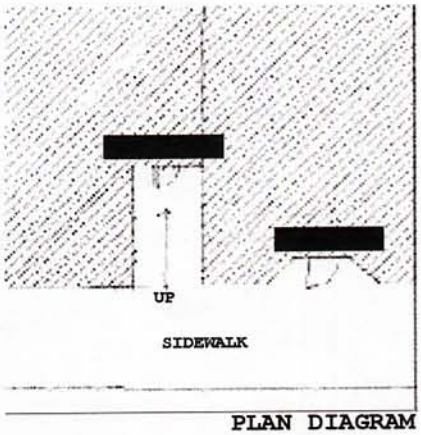


Example 2 *Residential*

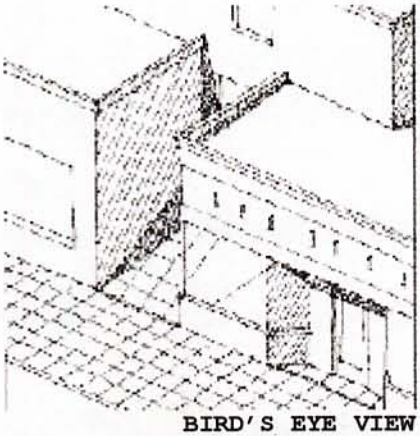
Example 3 *Commercial*

STANDARD

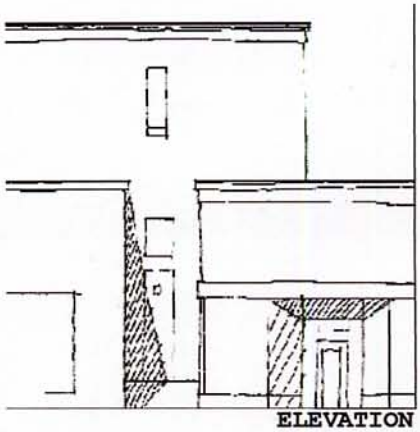
Public Access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of , and access to, residential structures may be elevated.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Provide safe and easy passage from the public realm into individual buildings.

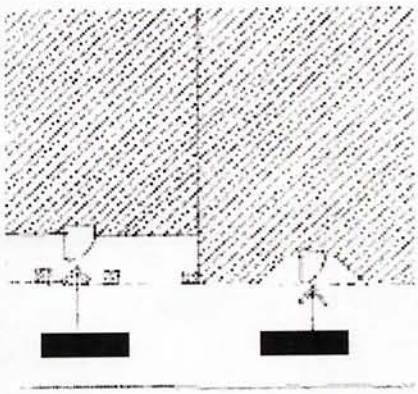
Example 1 *Not Permitted*

Example 2

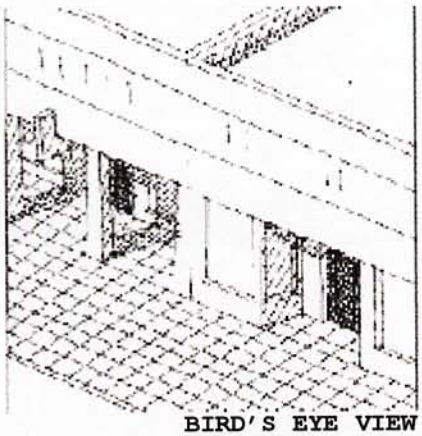
Example 3

STANDARD

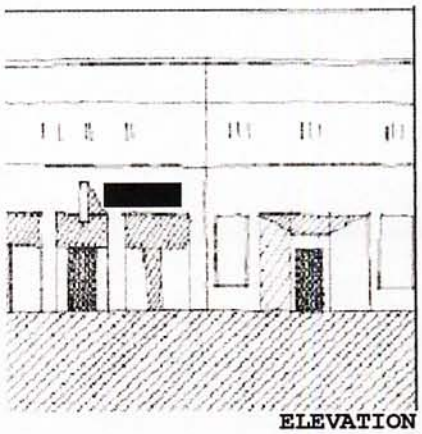
The front doors of all buildings shall be visible from the street.If located more than 10 feet from the front building line, their location must be reinforced with additional graphics, lighting, marquees or canopies.



PLAN DIAGRAM



BIRD'S EYE VIEW

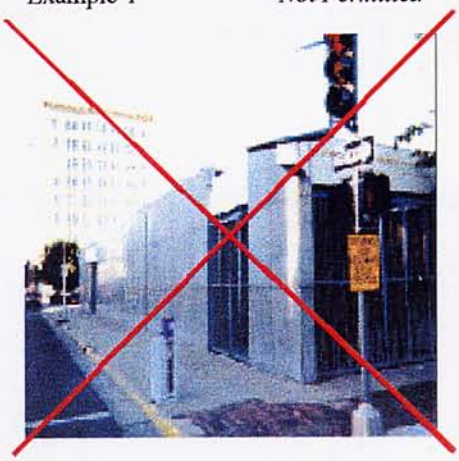


ELEVATION

INTENT

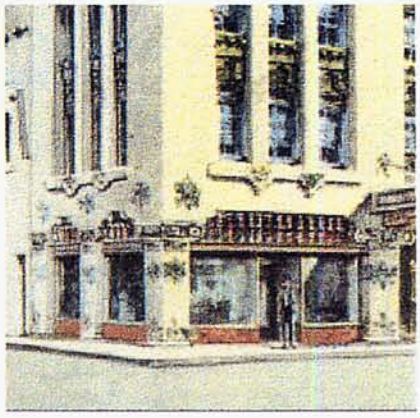
Provide interest for the pedestrian at the ground level of buildings by limiting unembellished solid walls.

Example 1 *Not Permitted*



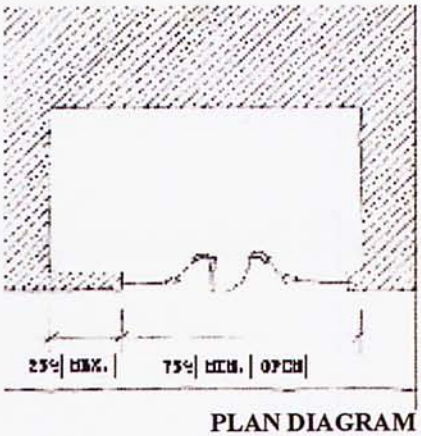
Example 2

Example 3

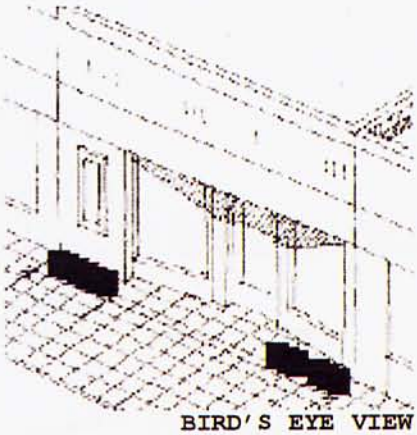


STANDARD

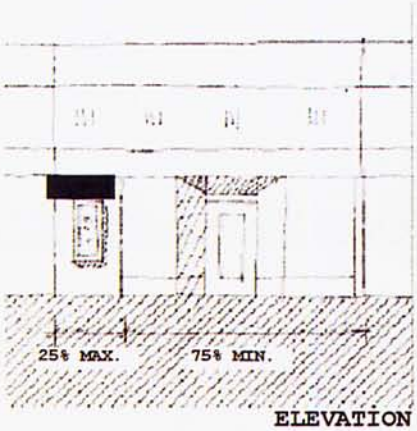
Blank walls in excess of 25% or 10 continuous feet of the frontage of the property shall not be used at the street level. Blank walls must contain architectural relief such as expressive details, blind windows, murals, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW

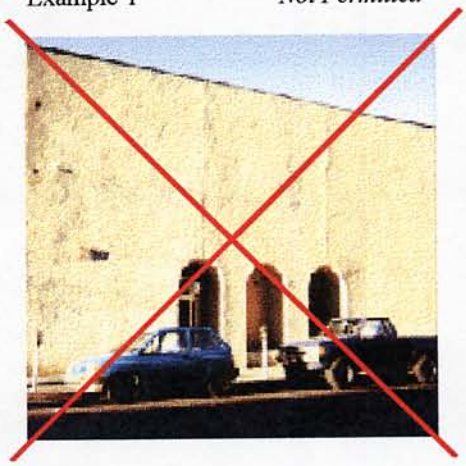


ELEVATION

INTENT

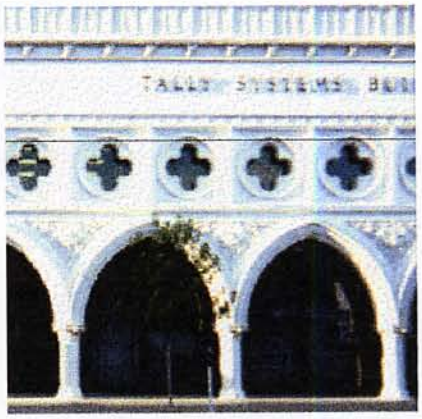
Provide interest for the pedestrian at the ground level of buildings through detailing at close view.

Example 1 *Not Permitted*



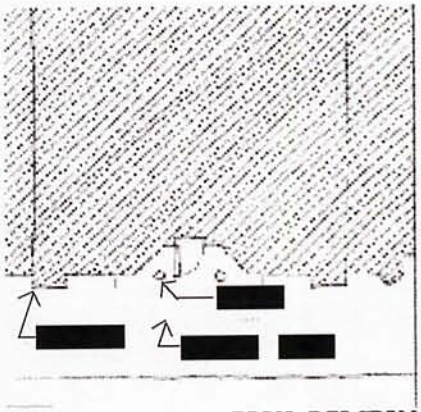
Example 2

Example 3

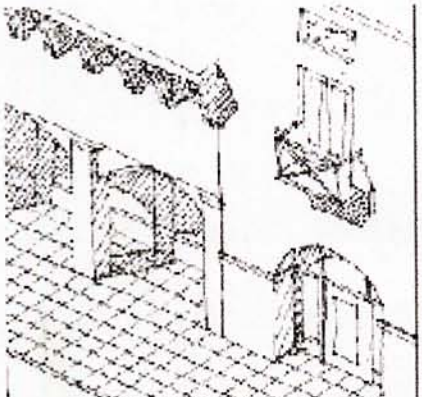


STANDARD

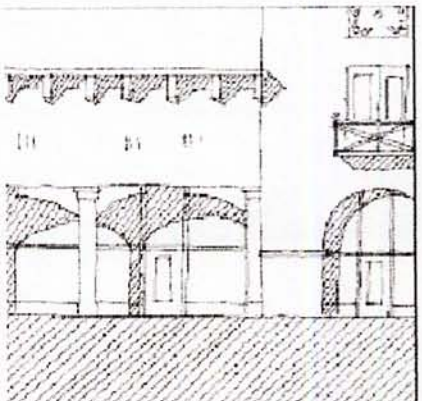
All buildings shall provide scale-defining architectural elements or details at the first two floor levels minimum, such as windows, spandrels, awnings, porticos, pediments, cornices, pilasters, columns and balconies.



PLAN DIAGRAM



BIRD'S EYE VIEW

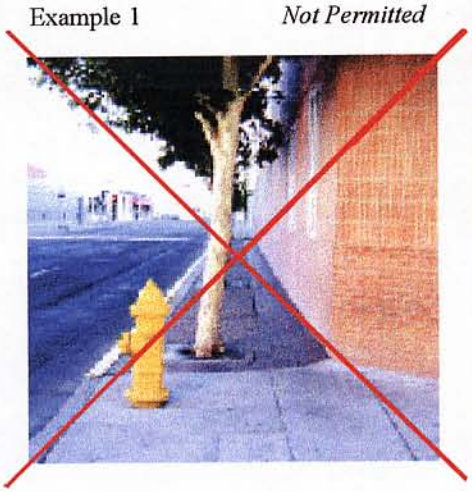


ELEVATION

INTENT

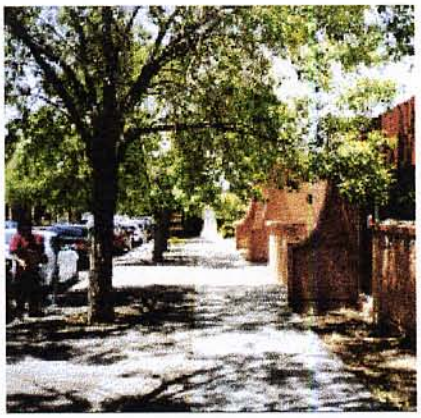
Allow sufficient room for pedestrian passage and additional use of sidewalk such as cafe tables.

Example 1 *Not Permitted*



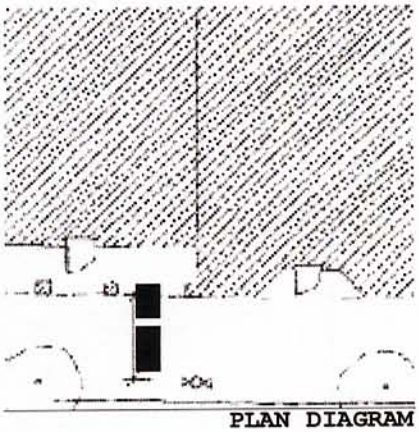
Example 2

Example 3

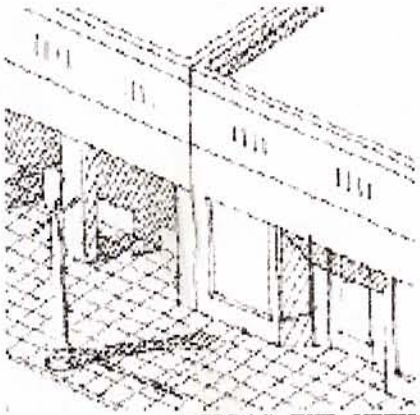


STANDARD

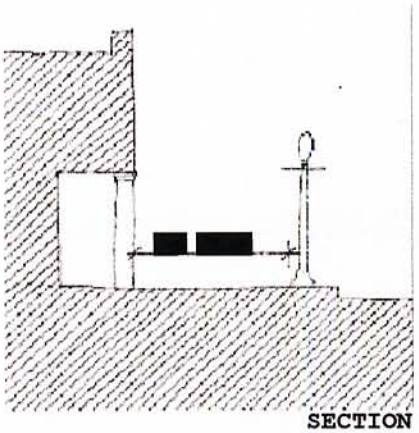
Width of sidewalks shall be maximized within the available right-of-way. A minimum of 48" of the sidewalk must be clear of any obstruction for the entire length of the property.



PLAN DIAGRAM



BIRD'S EYE VIEW

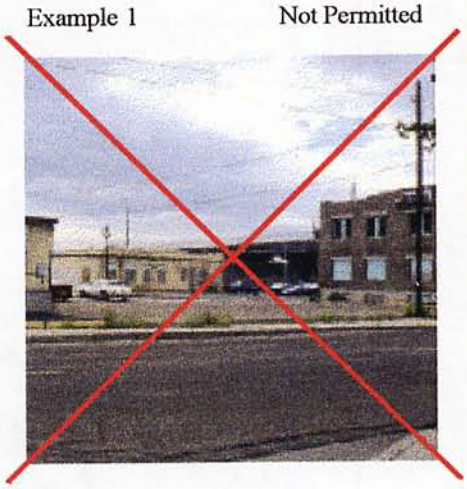


SECTION

INTENT

Create shaded sidewalks and vertical landcape throughout the downtown.

Example 1 Not Permitted

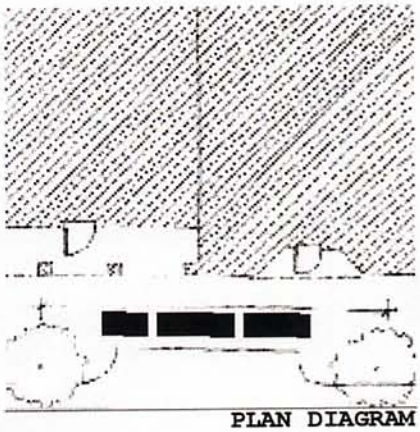


Example 2

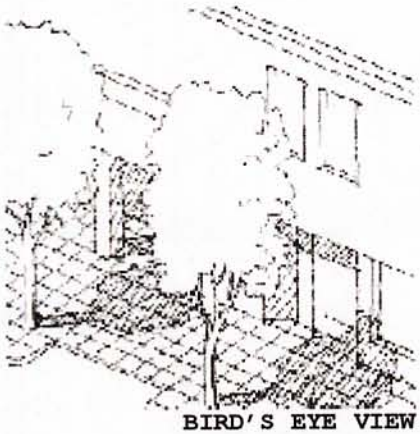
Example 3

STANDARD

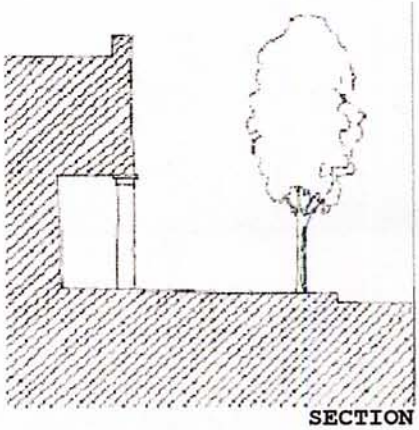
Street trees must be provided to the extent that the sidewalk width permits.Selection shall be from the approved list of Downtown street trees and shall be consistant with the established landscape palette.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Streets and sidewalks lined with buildings rather than parking lots.

Example 1 Not Permitted

Example 2

Example 3

STANDARD

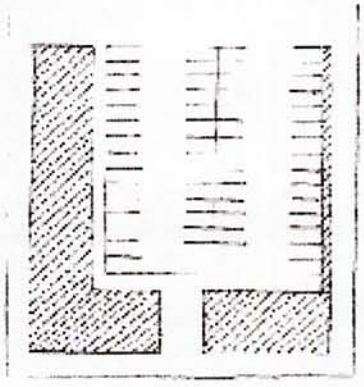
A. On Central Avenue (between 1st Street and 8th Street) surface parking must be located behind buildings.

B. Elsewhere in the Downtown, surface parking can not be between the building and the front property line. Parking between the building and the side lot line must be screened from the street by a solid fence or wall at a minimum height of 48".

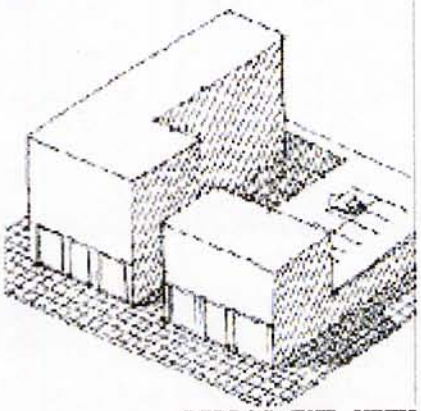
C. Shared parking is strongly encouraged.

D. There is no minimum requirement for parking downtown.

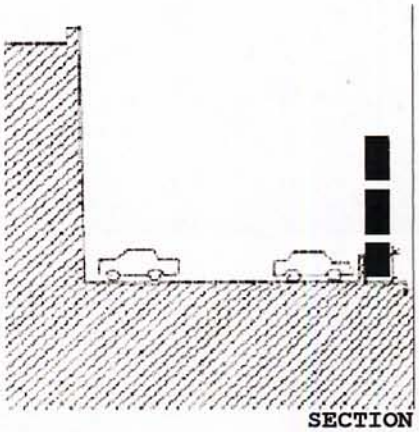
E. At least 15% of the ground area of parking lots (including driveways) shall be devoted to landscaping along the street right-of-way.



PLAN DIAGRAM



BIRD'S EYE VIEW

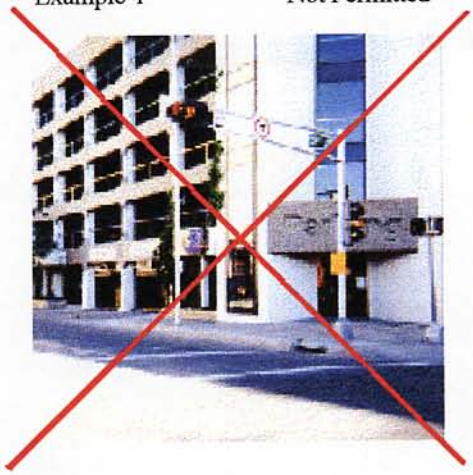


SECTION

INTENT

Parking garages that contribute to pedestrian life through ground level use, scale and detail.

Example 1 Not Permitted

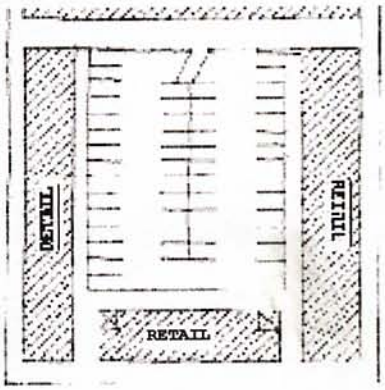


Example 2

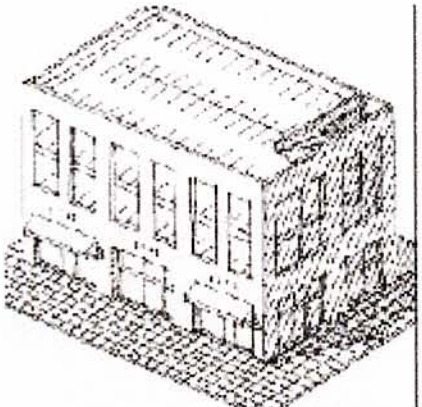
Example 3

STANDARD

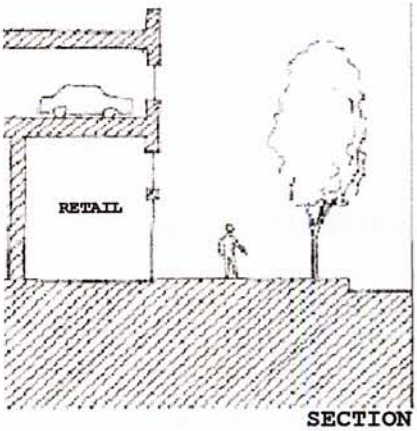
Parking garages must have a minimum of 50% of their sidewalk frontage along the street (excluding the ingress and egress) designed as retail, commercial or office space. The entire first floor, floor to ceiling height, shall be designed to accommodate future retail, commercial or office uses. There is no minimum depth required for retail, commercial or office uses. Interim uses could include news stands, flower shops, ATM's, display windows, telephone booths, payment boxes, etc.



PLAN DIAGRAM



BIRD'S EYE VIEW

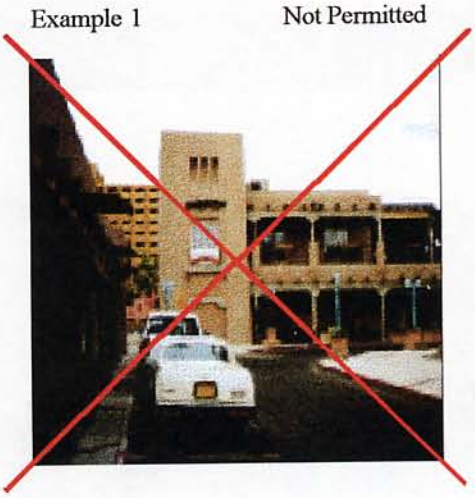


SECTION

INTENT

To keep the traditional Downtown grid of streets and alleys intact, for maximum pedestrian choice and activity.

Example 1 Not Permitted

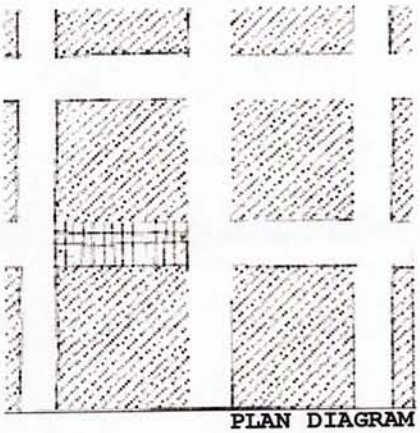


Example 2

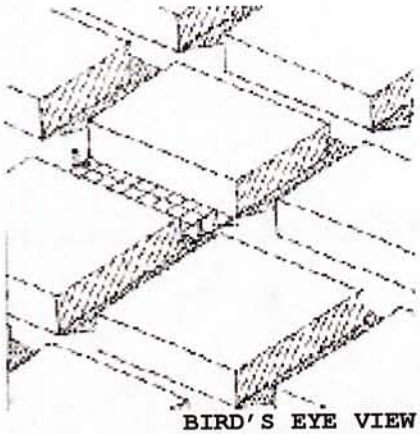
Example 3

STANDARD

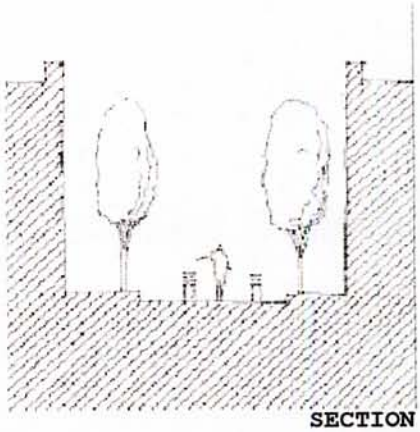
If the traditional street grid is broken for development, pedestrian connections shall be established to replace those vacated. These connections shall be a continuation of the existing grid and allow for service access.



PLAN DIAGRAM



BIRD'S EYE VIEW

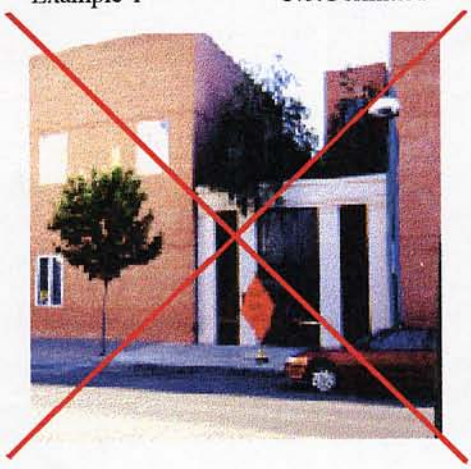


SECTION

INTENT

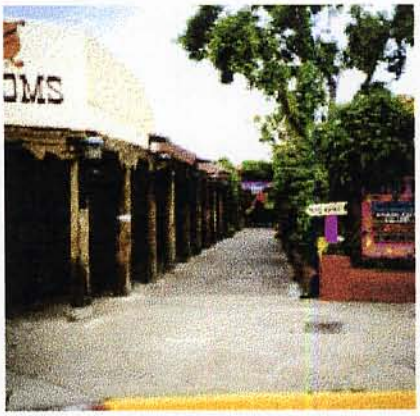
To make a seamless connection between the sidewalks at the street and courtyards and plazas towards the interior of the block.

Example 1 Not Permitted



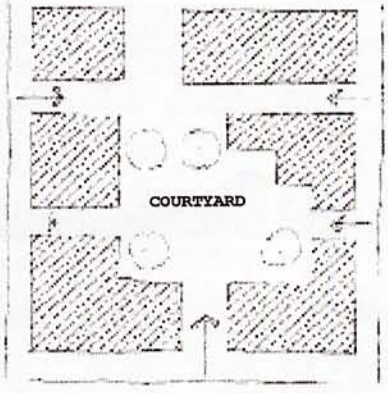
Example 2

Example 3

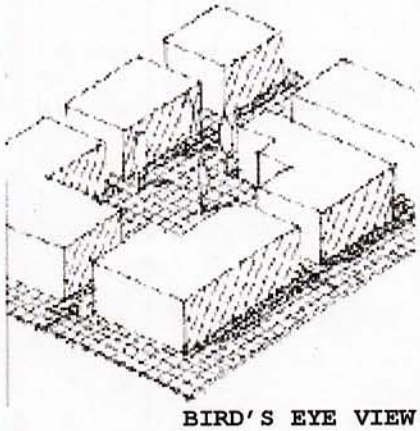


STANDARD

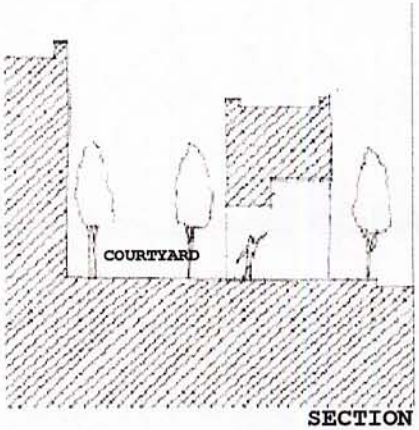
Plazas designed to be accessible to the public shall be constructed at sidewalk grade. Access to these plazas shall be highly visible, well developed and connected to the street system or to other planned or developed public spaces.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

Provide a safe and welcoming connection between the sidewalks at the street and courtyards and plazas toward the interior of the block.

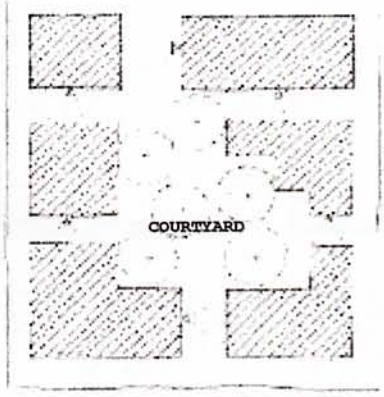
Example 1 Not Permitted

Example 2

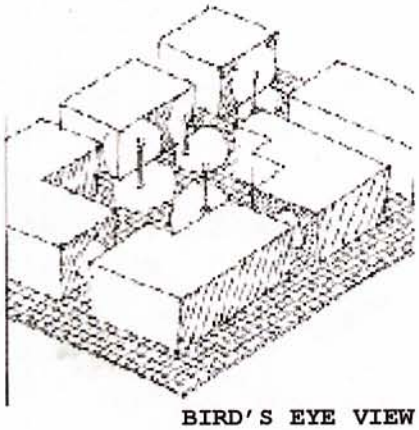
Example 3

STANDARD

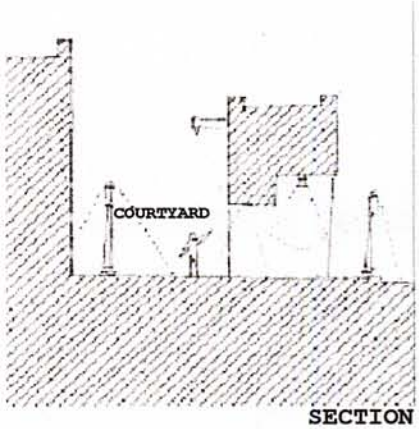
Plaza and courtyard spaces, shall provide pedestrian connections to streets and other planned or developed plazas and courtyards. These connections shall be safe secure through the use of adequate pedestrian lighting. This lighting should accent the ground plane and the building facades.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

To visually extend the pedestrian's realm and provide interest along the sidewalk, as well as allowing people inside opportunity to observe the passing street scene.

Example 1 Not Permitted

Example 2

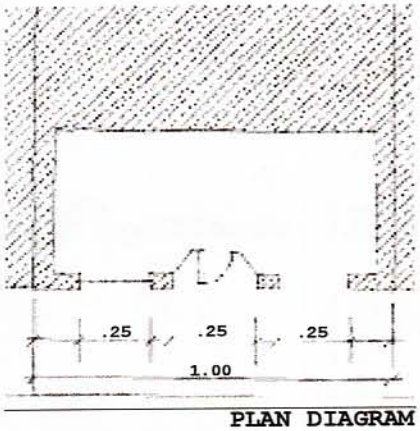
Example 3

STANDARD

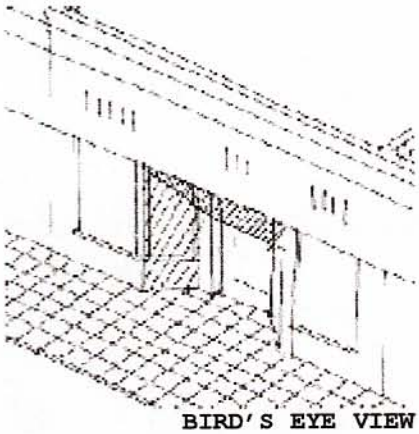
A minimum of 75% of commercial building frontage on the first floor level shall be transparent.

"Open Frontage" includes window display areas, or other transparent material.

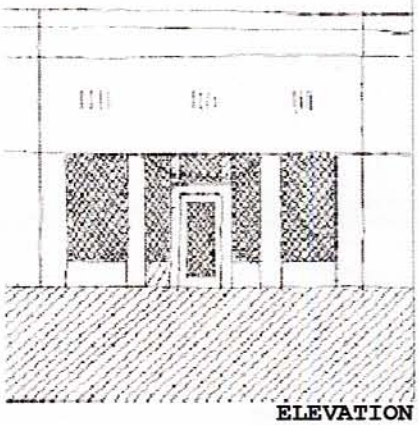
"Transparent" is defined as the material that permits easy viewing into the building from the sidewalk. The material shall be transparent from a minimum distance of 3 feet. Reflective glass shall not be used at the first floor level.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

The creation of a continuous street wall without significant breaks that defines the public space of the street.

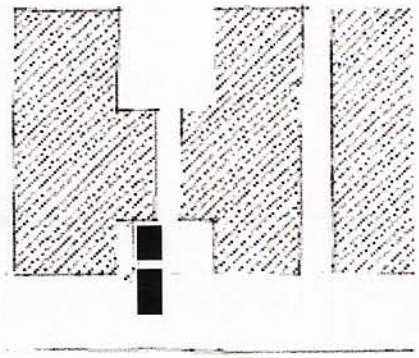
Example 1 Not Permitted

Example 2

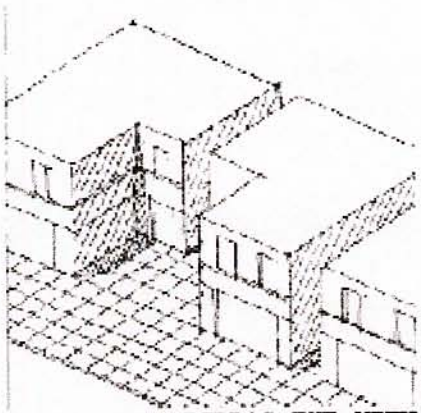
Example 3

STANDARD

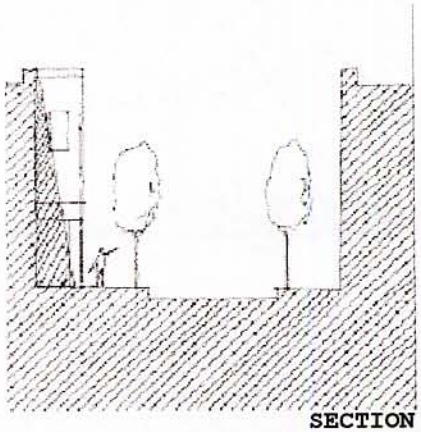
The street facade of buildings may be setback a maximum of 15 feet from the front lot line, except those buildings facing Central Avenue between Eight Street and First Street, which shall meet Standard 3 . In general, it is preferred to keep the street facade built to the property line, in alignment with adjacent buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW



SECTION

INTENT

The establishment of a continuous street wall, with variety provided in building width and height.

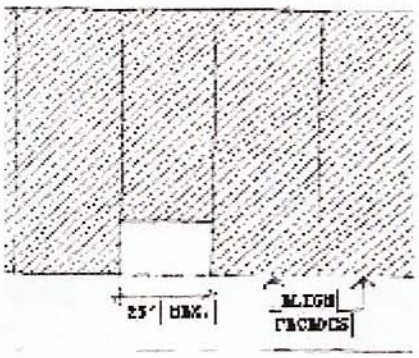
Example 1 Not Permitted

Example 2

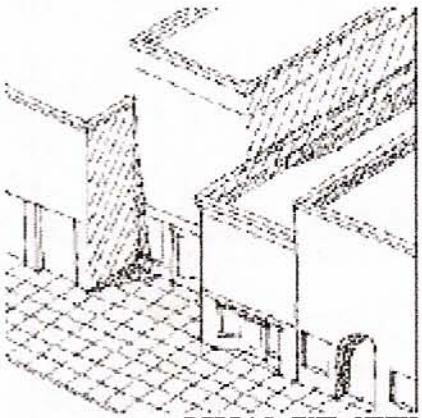
Example 3

STANDARD

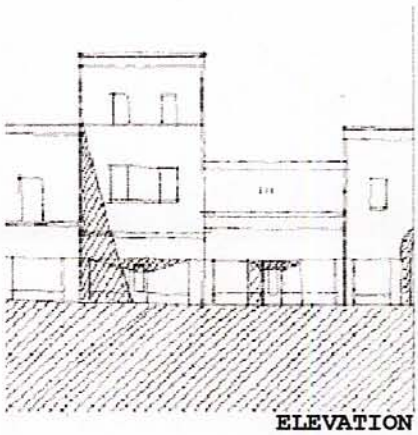
For buildings on Central Avenue between 8th and the railroad tracks: A minimum of one facade element shall align horizontally with adjacent buildings. Facade elements include, but are not limited to, roof tops, cornices, signs, storefront windows, windows above the first floor and awnings. Awnings are encouraged on the north side of Central Avenue. There should be a balance between variety and harmony of building facades.
Maintain the similarity in the building width. New or larger buildings on parcels wider than 40' (maximum 100') shall incorporate architectural elements which reflect the width of adjacent buildings. Successful methods for achieving this include, but are not limited to, window pattern and detail placement.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Corner buildings shall relate to the activities of the intersection and encourage activity through their design.

Example 1 Not Permitted

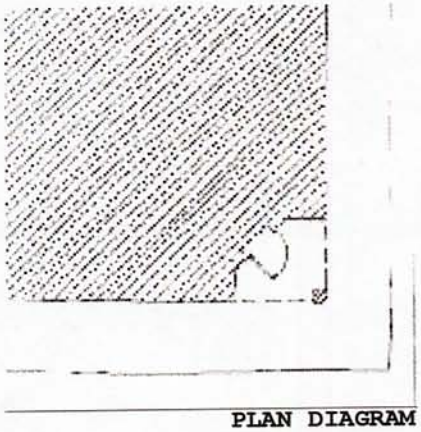
Example 2

Example 3

STANDARD

Appropriate design of the corner shall include one of the following successful patterns:

1 Opening the space at ground level for people to walk around the corner with the building mass above redefining the corner
2 A recessed entry at the corner such as the familiar angled wall with an entry door.
3 A corner window with an important view into the building



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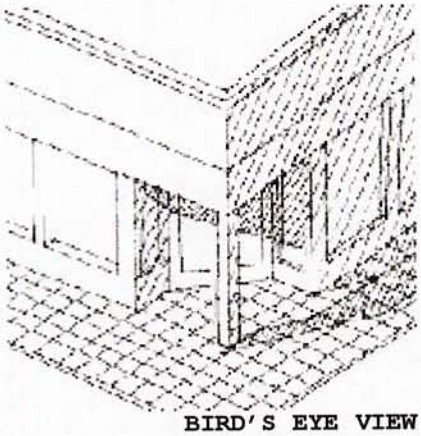
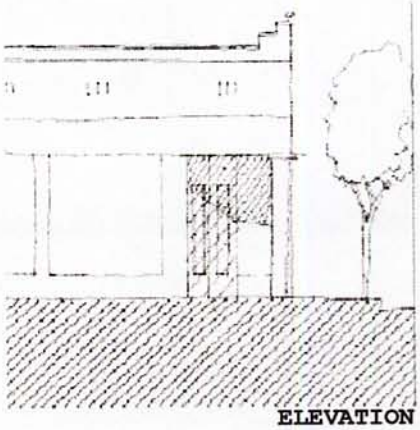


BIRD'S EYE VIEW

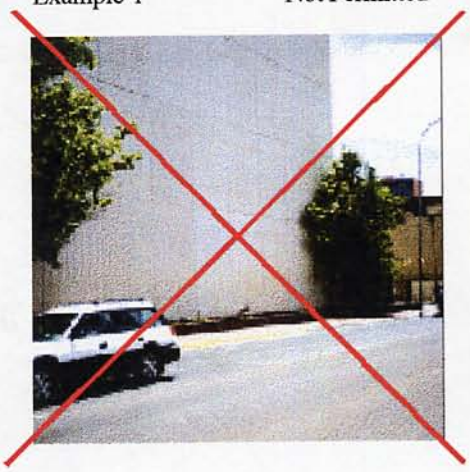


ELEVATION

INTENT

Create pedestrian interest by using materials that relate to the traditional context of Downtown.

Example 1 Not Permitted

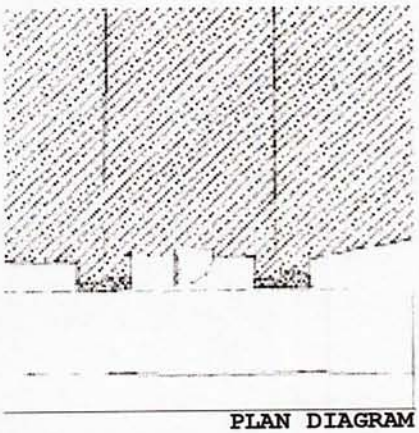


Example 2

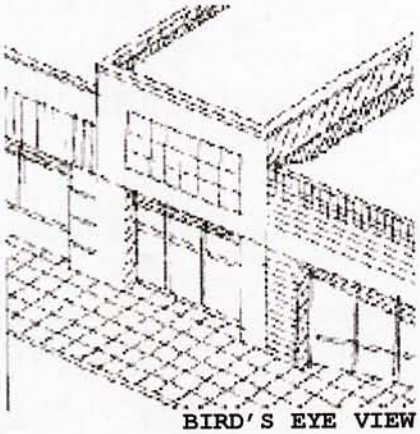
Example 3

STANDARD

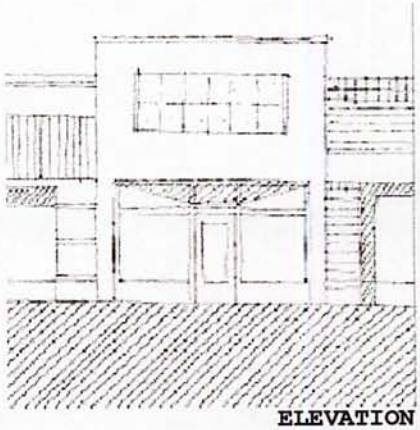
For buildings on Central Avenue between 8th Street and the railroad tracks: Building facades shall incorporate patterned and textured elements that add visual interest to the surface. These elements should be based on materials and patterns that relate to the traditions of Downtown buildings.



PLAN DIAGRAM



BIRD'S EYE VIEW

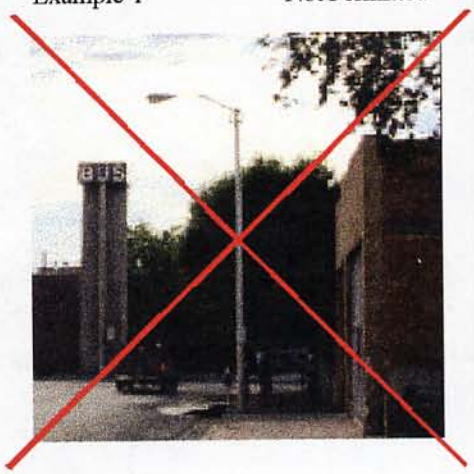


ELEVATION

INTENT

Provide a safe and appealing nightime environment for the Downtown.

Example 1 Not Permitted

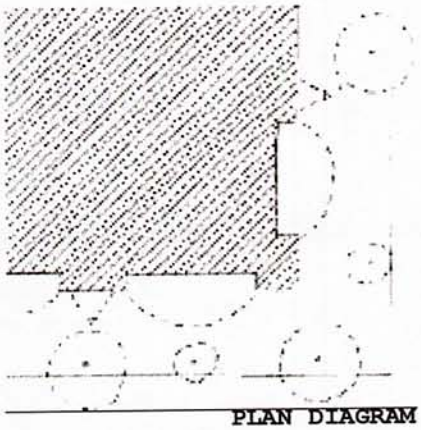


Example 2

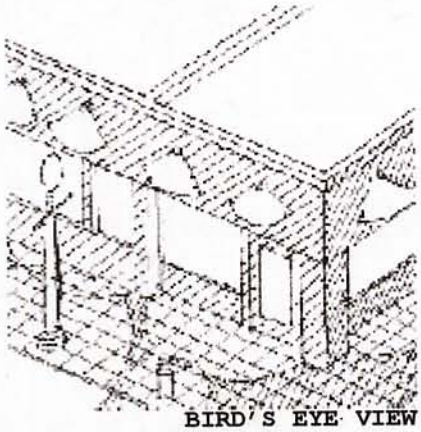
Example 3

STANDARD

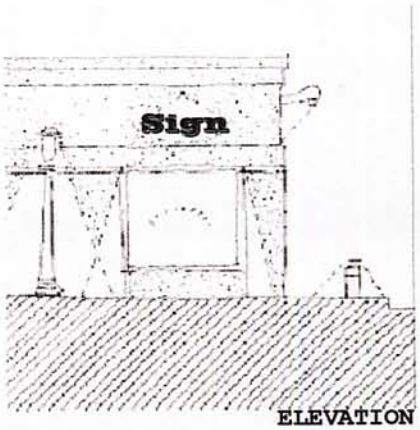
The design for a proposed facade must consider the appearance of the building in the evening and develop an exterior lighting plan that includes display window lighting, building lighting, and pedestrian-scaled lighting for both buildings and pedestrian areas within the site. Lighting shall be warm in color, with control of glare for the pedestrian.



PLAN DIAGRAM



BIRD'S EYE VIEW

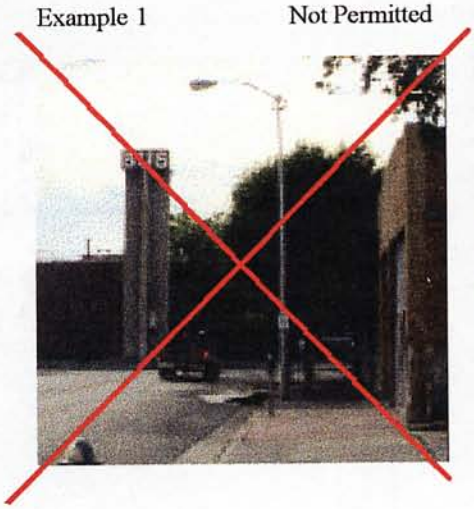


ELEVATION

INTENT

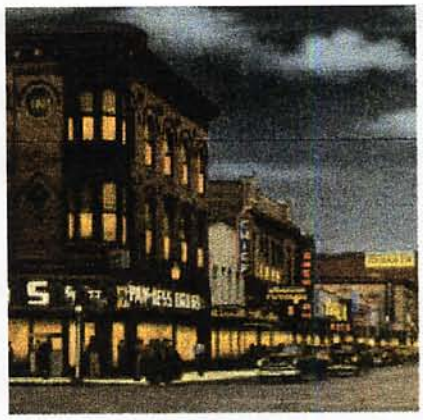
Provide an exciting nightime environment for the Downtown.

Example 1 Not Permitted



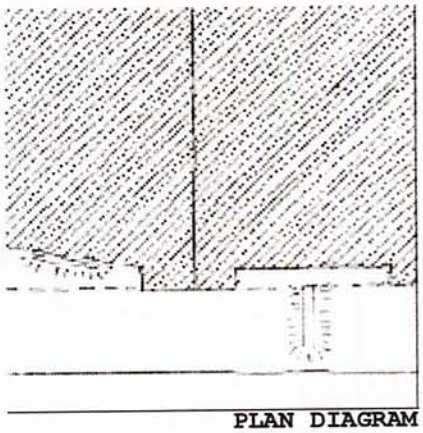
Example 2

Example 3

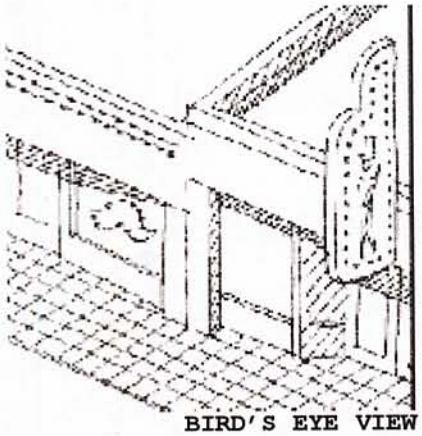


STANDARD

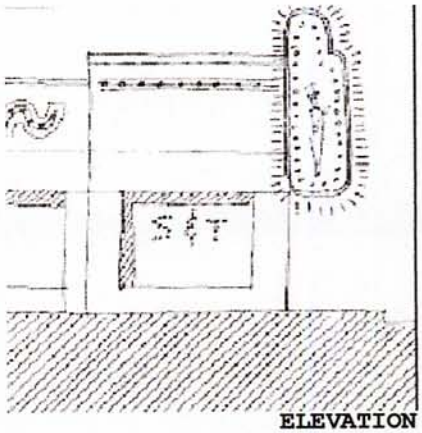
For buildings on Central Avenue between 8th Street and the railroad tracks: the use of neon and fiber optic lighting should be considered since it can contribute to the tradition of strong decorative lighting on Central Avenue. Signage on marquees, blade signs, sign bands, outine of significant architectural details, and in window are all encouraged.



PLAN DIAGRAM



BIRD'S EYE VIEW



ELEVATION

INTENT

Provide sufficient lighting for safe pedestrian passage in Downtown.

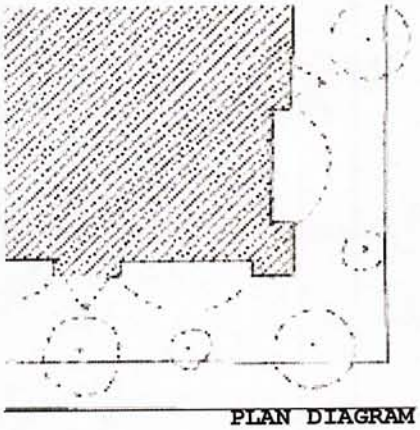
Example 1 Not Permitted

Example 2

Example 3

STANDARD

Adequate lighting must be provided for safety and visibility at night. Project plans must include illumination levels and color rendition of exterior building lighting adjacent to sidewalks.



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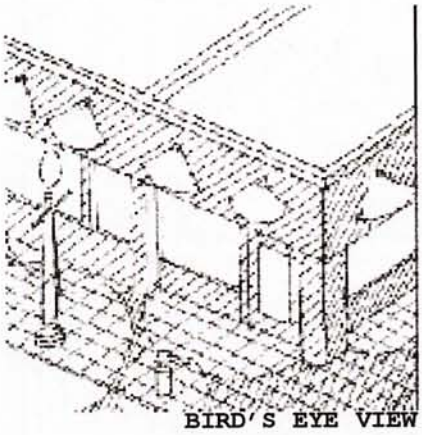
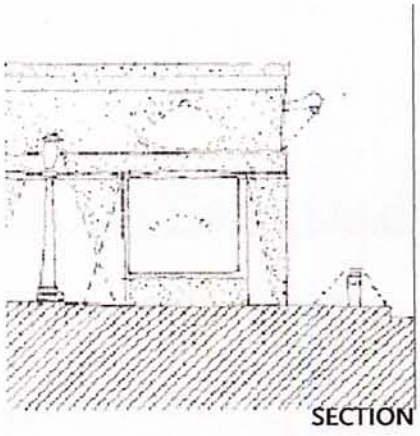


BIRD'S EYE VIEW



SECTION

INTENT

Create identity for individual stores and buildings through projecting signs.

Example 1 Not Permitted

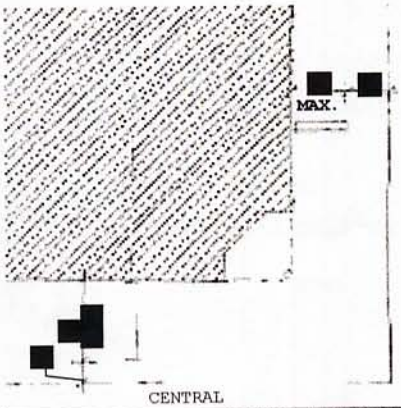
Example 2

Example 3

STANDARD

Signs may project into the right of way a maximum of half the adjacent sidewalk width, and the bottom of the sign shall be a minimum of 12 feet above the sidewalk, except along Central Avenue from the railroad tracks to the 8th Street where the sign may project three-quarters of the sidewalk width.

(In addition to these standards, all zoning code regulations regarding signage will apply).



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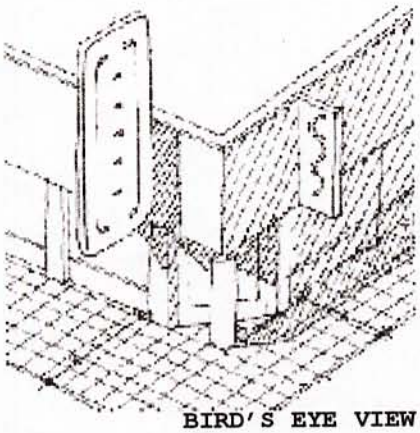
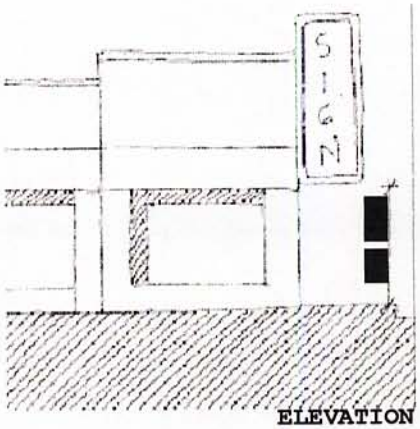


BIRD'S EYE VIEW

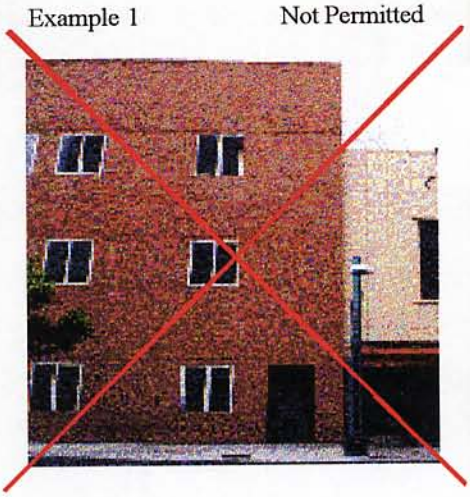


ELEVATION

INTENT

Maintain the existing fabric of historic building facades.

Example 1 Not Permitted



Example 2

Example 3

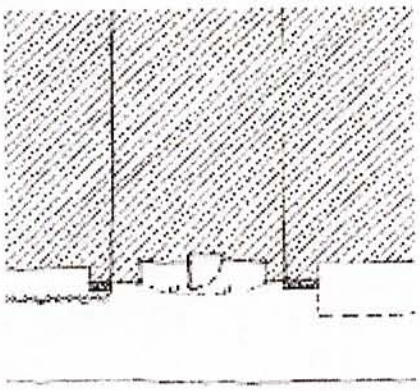
STANDARD

Buildings shall incorporate elements of the original facade into the renovation scheme:

1 .Do not cover existing original facade details by covering them with panels, signs, or by painting them out:

2. Do not alter the shape of existing original openings. If a window must be blocked, maintain its original shape.

3. Restore, where possible, the original facade by removing later additions of materials.



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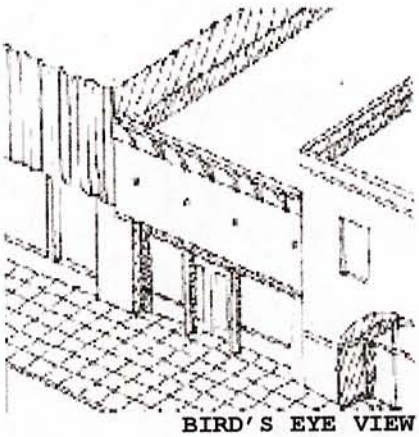
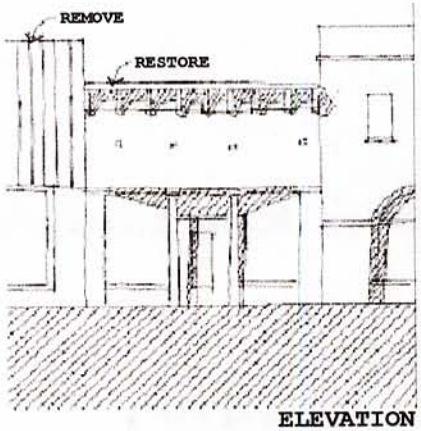
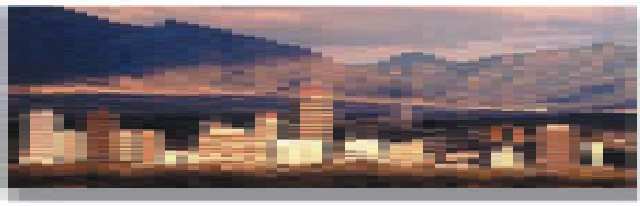


BIRD'S EYE VIEW

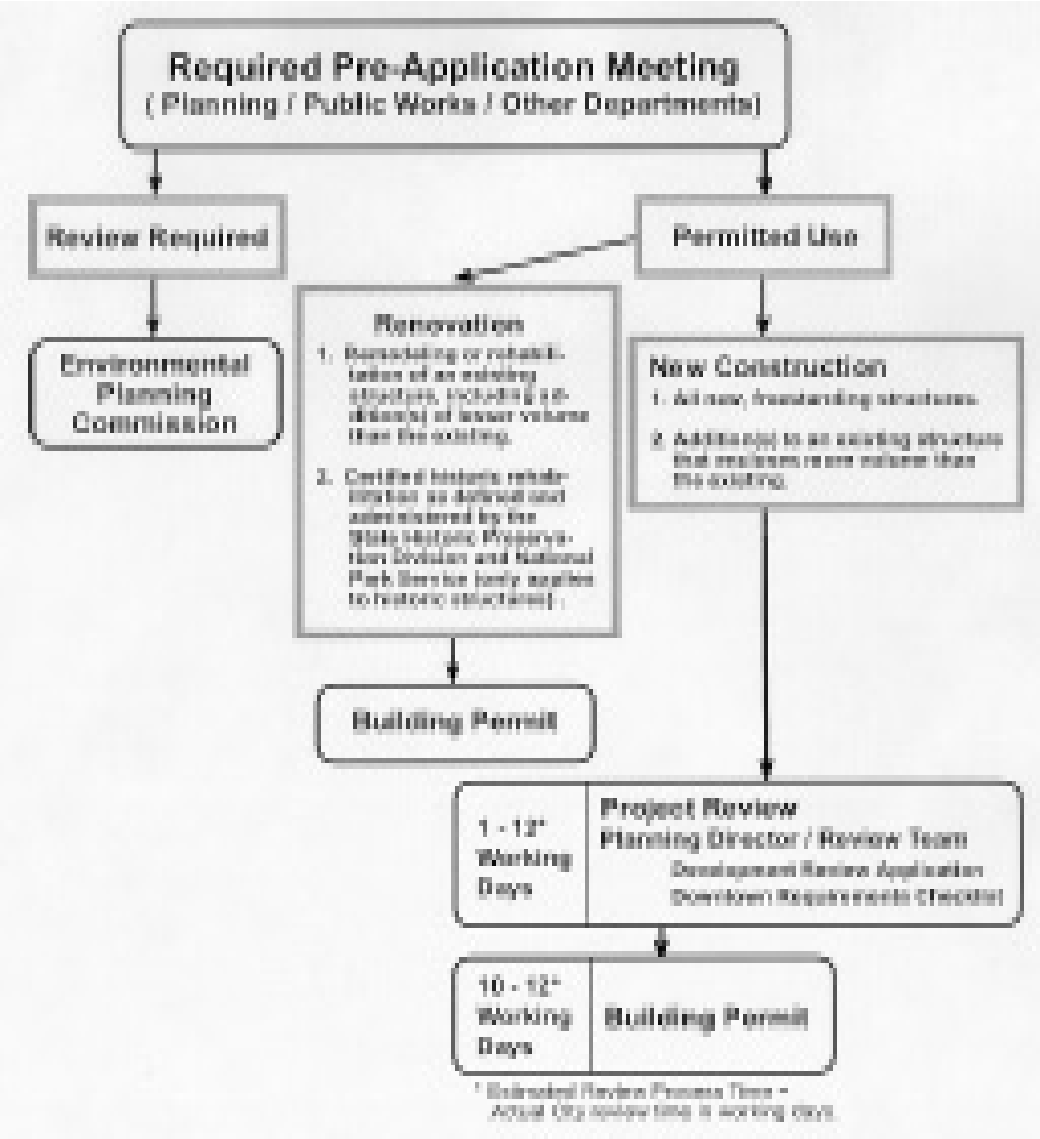


ELEVATION



approval process

By adhering to the District's Plan and Uses, and the Building Types and Standards, as well as preparing complete project documents, a proposed Downtown development will be reviewed and approved within 21 - 24 working days. Following is a chart which outlines the process to obtain a building permit. It is mandatory that applicants present and discuss their project, in its entirety, with the appropriate departments at a Pre-Application meeting. It is also critical for the applicant to understand if their proposed project is a permitted, review required, or prohibited use prior to starting the approval process. Permitted uses will go through either a renovation or a new construction process. "Review Required" uses must go through the Environmental Planning Commission (EPC) process and make a case as to why and how the proposed use fits into the *Downtown Plan*. The applicant for the proposed use must demonstrate that the use will be compatible with surrounding uses in the district and that it would not be injurious to surrounding properties, adjacent neighborhoods or the community. The EPC may approve or disapprove the proposed use. The EPC's decision is appealable to the City Council in accordance with Section 14-16-4-4 of the Zoning Code.



Large

1. Quercus macrocarpa - Bur Oak
2. Quercus robur - English Oak
3. Quercus shumardii - Shumard Red Oak

Medium

4. Fraxinus angustifolia 'Raywood' - Raywood Ash
5. Pistacia chinensis - Chinese Pistache
6. Sophora japonica - Japanese Pagoda Tree
7. Tilia cordata - Little Leaf Linden
8. Zelkova serrata - Zelkova

Small

9. Koelreuteria paniculata - Goldenrain Tree
10. Malus 'Spring Snow' - Spring Snow Crabapple
11. Pyrus caleryana 'Chanticleer' - Chanticleer Ornamental Pear

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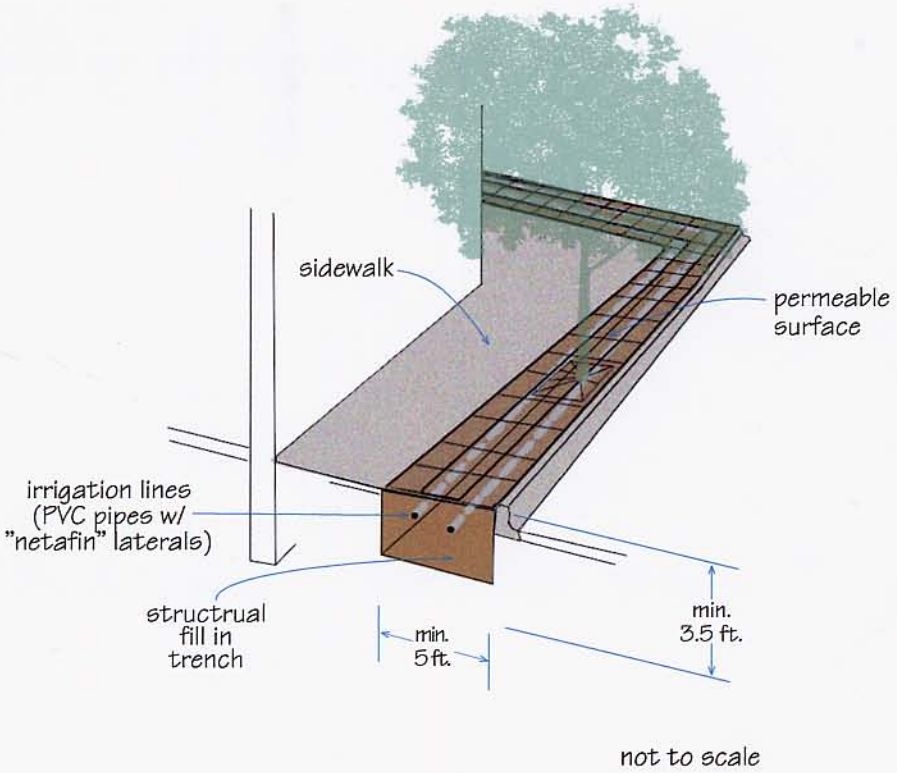

Planting and Irrigation Detail

Park Once-Pedestrian First

Park Once - Pedestrian First

Planning Concept for Downtown Albuquerque

Prepared for
SUNTRAN BUS COMPANY
and THE CITY OF ALBUQUERQUE

Prepared By
GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART, INC.

In Association With
Moule & Polyzoides, Architects and Urbanists

In Cooperation With
THE DOWNTOWN ACTION TEAM

Date
SEPTEMBER 30, 1999

The Park Once - Pedestrian First Concept

The *Park Once - Pedestrian First* concept shifts the priority for using downtown's streets. For several decades, moving vehicular traffic had the highest claim on the use of downtown streets, and for understandable reasons. There was considerably more activity and occupancy of buildings than in today's downtown Albuquerque. In the pre-Interstate days, downtown Albuquerque streets carried major interstate highways, most notably the famous Route 66. Off-street parking was scarce several decades ago, and, therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space, fueling other compensating measures (one-way streets for example) to compensate for the *lost* traffic capacity.

All of the conditions that gave highest priority to moving as much traffic as fast as possible are now giving way to a new "balance point" on downtown streets. It is now accepted that downtown is no longer the sole hub of the urban region, but rather is the most important of several commercial centers within the region. The Interstate highway system (not downtown streets) now carries all longer-distance travel, as well as much of the suburban travel within the region. Much off-street parking is now available, permitting the on-street parking to be configured in ways (e.g., parallel rather than diagonal) that permit greater traffic capacity than before. Most importantly, there is now a solid understanding that downtown's ability to compete with its rivals (suburban shopping/office concentrations) does not depend on its ability to move more traffic faster, but rather on its ability to exploit the human-scaled urban fabric inherited from many decades ago.

The new concept for downtown circulation is termed *Park Once - Pedestrian First.* The operation of the park once/ped first concept can best be understood by comparing it (Figure 1) with its antithesis, the conventional suburban pattern of travel.

In the conventional suburban pattern of travel, the motorist attempts to drive as near as possible to the ultimate destination. Once out of the car, the traveler walks as little as possible to reach the final destination. Since this walk is typically in the suburban parking lot, this minimizing of distance is a completely understandable goal. Each destination involves a separate pair of vehicular trips, since destinations are never combined in a way that invites walking between them. As subsequent destinations are visited, the traveler repeats the process of parking as close as possible to the final destination and walking as little as possible.

A number of problems, now well understood by the public, stem from the conventional suburban pattern. The pattern generates a large and unnecessary volume of vehicular travel, due to the need to drive to and from each destination separately. Even the quantity of vehicular travel within the parking lots is significant, as drivers seek the best available parking space. The pattern also generates a large number of vehicular turning movements from parking onto the street serving the destinations. Invariably, this street is a multi-lane arterial street, or is destined to become one because of the emerging land use pattern. Turning movements from/onto such arterial streets drastically reduce the capacity of the street by demanding green time from the limited amount of travel signal capacity at each intersection.

The conventional suburban pattern assures that the future of the arterial highway lies in continuous strip development. Once underway, the arterial street is fit for almost no other use, such as residential, institutional or smaller scale entrepreneurial retail. Master planning and zoning actions are ineffective in attempting to control the land use among such arterials. Property owners can reasonably claim (frequently in court) that additional strip development is the only reasonable use of the land and that depriving them of this use is unreasonable confiscation.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect from the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within downtown can be reached by walking from this parking. The traveler then walks to multiple destinations within the *Park Once - Pedestrian First* district. Everything about the design of the district is calculated to induce walking, and to minimize the sense of distance walked. Similar design elements are routinely implemented in the standard indoor suburban mall, where their expert application has now resulted in an average walking distance within the mall of over one-half mile. The open-air environment in downtown, with its potential for continuously interesting street level views and an endless combination of walking routes provides the opportunity for even longer walking tours than its competitors in the malls.

Elements of the Park Once - Pedestrian First District

Parking is the first activity that the incoming visitor encounters in a *Park Once - Pedestrian First* district (Figure 2). In the district, parking is dispersed to a number of locations, rather than concentrated into a single large structure. This dispersal insures that incoming motorists will be greeted by parking regardless of their route of arrival. The visibility of multiple parking entrances scattered throughout downtown further adds to the reassurance that parking is available and plentiful. Dispersal of parking into a number of different locations assures multiple, equivalent choices for the incoming motorist. The motorist, therefore, need not worry about finding the *best* parking location. Rather, the motorist is assured that a number of locations are all acceptable. The decision and searching process is eliminated. In the *Park Once - Pedestrian First* district, it is essential that the parking feel *public* in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents the user with highly predictable fees, availability, hours of operation and directions to a fully public *landing.*

In the district, the presence of parking is advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through: (1) on-street parking, which informs drivers that parking is an expected and permitted part of the district and (2) prominent identification of parking deck entrances, by means of signs and symbols as well as the design of the portals.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from view from the street. This is accomplished by locating parking in the interior of blocks, by fronting parking decks with a veneer of retail floor space (Figure 3) and by designing the exterior of the parking structures to disguise their interior use (Figure 4).

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* district is the *landing* of the pedestrian into a public space. Typically, this is accomplished through delivering the pedestrian (via ramp, stairs, elevator, escalator, etc.) to a clearly public space such as the sidewalk, an arcade, or public building lobby. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a

single retail store, etc., are detrimental to the park once-ped first atmosphere. Considered to be "good planning" a few decades ago, these devices are now considered ruinous to downtown vitality. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces *not* be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail and entertainment).

Why Have a Park Once- Pedestrian First District?

Creating a strong downtown is critical in creating a strong urban region. The idea that various centers within the region are in a win/lose competition with each other is outdated. Rather, it is now understood that modern urban regions will develop as multiple nodes, each taking on a distinct speciality. In properous regions such as Albuquerque, downtowns' reemerging role includes entertainment, speciality shopping, a fair share of commercial office space, ground transportation hub, branch operations of educational establishments, revitalized old-line churches and rediscovered close-in neighborhood living. A vibrant *Park Once - Pedestrian First* area is essential for these downtown activities.

The *Park Once - Pedestrian First* pattern of travel has some clearly defined benefits for vehicular travel. A *Park Once - Pedestrian First* district will significantly reduce the number of vehicular trips for a given amount of economic activity. In the conventional suburban pattern (Figure 5), the disconnected nature of destinations requires that every visit result in two vehicular trips: one from the origin (predominately home) to the destination (work, shopping, etc.) and a second trip returning to the origin. Multiple destinations (for example, to shopping as well as work) typically require a separate pair of vehicular trips. This pattern of trip making is detailed in the bible of trip generation, the ITE Trip Generation Handbook.

In a *Park Once - Pedestrian First* district, a number of vehicle trips simply disappear because they are replaced by walking trips. In the example involving the destinations above, a pair of vehicle trips would still be required to reach the primary destination (for example, work). However, in the presence of a *Park Once - Pedestrian First*, additional destinations (for example, shopping) are reached by a pair of walking trips from the primary destination, rather than by an additional pair of vehicle trips as in the conventional suburban pattern (Figure 5). Thus, for the example considered, the number of vehicular trips is reduced to half.

This reduction in vehicular trips has been well documented. A notable example is Walt Disney World's Celebration new town, in which the quantity of vehicular travel is less than half (46%) of the quantity projected by the ITE trip generation rates. This reduction, rigorously analyzed, was acknowledged by skeptical public agencies granting development approval to the Celebration new town.

The quantity of parking required is greatly reduced in a park once/ped first environment, compared to conventional suburban development. In conventional development, each destination requires its own supply of parking (Figure 6). Different destinations have a different profile of parking accumulation throughout the day; for example, the work parking demands peaks in the mid-morning and mid-afternoon periods, restaurant parking demand peaks at noon and after six p.m. and entertainment destinations (for example movies) peaks between 8-10 p.m. These differing profiles of parking demand are of little impact in the conventional suburban development, since there is no opportunity for one destination to claim the temporarily idle parking capacity of another dissimilar destination. Consequently, the total parking demand for all development is simply the sum of the parking demands for the individual land uses within that development. Typically, this results in an overall parking requirement of 4.5 - 5.5 spaces per thousand square feet of commercial floor area. There is no "dovetailing" of parking supply between any of the individual uses. Spaces are idle for large parts of the day, even as other destinations are experiencing their peak demand.

In the *Park Once - Pedestrian First* environment (Figure 6), the available parking supply is used by more than one destination. In any mixed use concentration of destinations, such as downtown Albuquerque, the variety of destination types (work, restaurant, entertainment, etc.) assures a high degree of "dove tailing" of parking requirements throughout the day. Thus, for example, some of the restaurant parking demand for their mid-day peak period can be met by parking spaces filled the rest of the day by employees. In the evening the possibilities for "dove tailing" become much greater, as the entertainment destinations use the parking that, during the day, is filled by workers and shoppers. With moderately successful joint use of parking, a total parking requirement of 2.3 - 3.0 spaces per thousand square feet is fully adequate. Obviously, at these higher levels of utilization, the revenue per space increases.

Examples of successful mixed use districts operating as a park once environment abound. Pasadena, Santa Monica, Boise, Denver and Santa Fe are but a few of the western examples of park once districts in cities of all sizes and economic background.

How Many Parking Spaces is Enough?

Over the next eleven year period (1999-2010), we estimate the need for around 3,000 more parking spaces downtown. At present, there are 14,400 parking spaces in downtown Albuquerque. The peak occupancy of these spaces (1998 Desman Study) is 9,800 spaces, yielding an occupancy rate of 68%.

Our estimate of future parking demand (Figure 7) is based on the following assumptions:

· A 20% growth in parking demand over the eleven year period 1999-2010. This rate of growth, approximately 2% annually, will result in an increase in parking demand from the current peak demand of 9,800 vehicles to a demand of 11,800 vehicles in the year 2010. This rate of growth in downtown demand is higher than the growth over the past eleven year period, but is likely given the already committed elements of new growth in downtown.

· A loss of 1,800 parking spaces in surface lots over the eleven year period 1999-2010. This loss is a result of re-occupying land now used for surface parking with higher value uses (new buildings and infill residences).

· An increase in occupancy from the existing 68% to a projected occupancy of 76% by the year 2010. This increase in occupancy reflects the continued improvement in management of the city's parking resources. The theoretical maximum occupancy of the total parking resource is around 85%. The existing (i.e., 1999) occupancy is 68%. A reasonable estimate of the occupancy for the year 2010 is the midpoint between the existing occupancy (68%) and the theoretical maximum (85%). This yields a target occupancy of 76% by the year 2010. This target appears to be readily attainable given the continued improvement in management of the city's parking resource, more efficient use of private spaces, and vigorous development of the *Park*

Once - Pedestrian First district in downtown.

Computing the above factors (year 2010 demand for 11,800 spaces, losses of 1,800 surface spaces and target occupancy of 76%) yields a total parking supply projection of 5,500 spaces. This is an increase of 2,900 spaces over the projected supply in year 2010 of 12,600 spaces. Thus, the projection of around 3,000 spaces of new parking needed by the year 2010.

Some lower and upper limits to the range of new parking needed can be readily established:

· If no new parking is added, the projected supply in the year 2010 (12,600 spaces) will barely cover the projected demand (11,800 spaces). The resulting occupancy (94%) significantly exceeds the maximum reasonable capacity of 85 percent occupancy. Thus, there is little question that a substantial increase beyond the projected 12,800 spaces will be required.

· One estimate of the maximum possible new parking need that assumes that there is no improvement in occupancy above the current 68%. If the occupancy rate remains at 68% in the year 2010, a need for 18,500 spaces is indicated. This translates to the need for an increase in 5,900 spaces over the number of spaces (12,600) projected to exist in the year 2010. Thus, there is little likelihood of a new demand of more than 5,000 spaces.

Location of New Parking Spaces

A ten-year program of adding 3,000 spaces to downtown Albuquerque's parking supply can be accommodated through a series of 7-10 new garages (Figure 8). Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision.

In their projected order of priority, the new parking facilities are:

Garage #1 - The Alvarado Redevelopment Area.
This garage will serve the new hotel, multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on GoldAvenue between First and Second Streets.

Garage #2 - PNM/South of Federal Area.
This garage serves commercial activity in the southern part of downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage #3 - located south of Lomas Blvd. to the West of Fourth Street.
The demand for this garage will come predominately from the new judicial buildings.

Garage #4 north of Lomas Blvd. to the east of Fourth Street.
This is an alternate, privately funded, to the public garage #3.

Garage #5 located at the Albuquerque High School Reuse Site.
This small garage serves not only the uses in the recycled high school, but also walk-in visitors to downtown Albuquerque.

Garage #6 located at Copper Avenue between 6th and 7th.
This garage will anchor the revised commercial activity in the west end of downtown, including a possible supermarket. Its location one block north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue.

Garage # 7 - located at Central Avenue and 9th Street.
This is an alternative site for Garage #5 activity.

Garage #8 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue, as well as new occupation of the now vacant land in the southwest sector of downtown. Similar to garage #5, it flanks Gold Avenue from 7th to 11th Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

· Garage #9 - Alternative location on Gold Street between 5th and 6th Streets.

Garage #10 located along Copper Avenue to the east of 3rd Street.
This small garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of downtown.

Garage #11 north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage #12 located on First Street between Lead and Cole Avenue.
This garage serves the revitalized southeastern sector of downtown.

Garage#13 - located in the northeast sector of downtown.
Three options are suggested to serve future commercial growth in the northeastern sector of downtown.

The immediate needs which can be precisely located at the present time are garages #1 and #2, in the Alvarado and Social Security impact areas, respectively. Garages #3-#8 are all candidates for more detailed study and a first level of conceptual design over the next five year period. This time period will also afford the opportunity to gage the impact of the current spurt of development in downtown Albuquerque. Garages#9? and #10? are projected to serve impact areas which may be more than five years out.

Parking Authority or Municipal Department?

We were asked several times if there are advantages to the city's parking operation becoming an authority, as contrasted to remaining in its current status as a municipal department.

Operation as an authority has advantages when:

· The parking operation is financially strong, in a city that is otherwise financially weak. This situation prevails, for example, in some northeastern cities with downtowns strongly recovering from several decades of recession, but with the city as a whole struggling financially. In these cases, a parking authority can secure a substantially lower borrowing rate than the city in general.

· Parking revenues are not being reinvested in parking or related activities, but are being "raided." In such circumstances, an authority can maintain control over parking revenues. Frequently, lenders to the authority further dictate a narrow use of parking revenues, preventing their diversion to use outside the authority.

· Multiple local government jurisdictions share a common parking

need. In some cities, major parking needs occur not only in downtown areas, but also in outlying activity centers (medical complexes, stadiums, airports), and the provision of parking is greatly improved by a single parking entity. In such circumstances, an authority can transcend the competing interests of the various activity centers, and provide a system that benefits the region as a whole.

· Eminent domain is frequently needed to supply sites for parking. In such circumstances, an authority can be designated as the legal entity to exercise eminent domain, thereby relieving other departments and elected officials of the onus of this unpopular task.

· City staff is unwilling to man the day-to-day operation of a parking system. In such circumstances, an authority can devote full attention to the single task of operating parking, leaving the city management with only the strategic direction of the operation.

None of the above conditions apply in Albuquerque. The city is fiscally strong, and can command as low a borrowing rate as an authority. Parking revenues are already being reinvested within a parking enterprise operation. There is no threat of parking revenues being "raided" for non-enterprise uses outside the downtown area. The public parking needs are all downtown, and not spread about in a number of outlying jurisdictions. Parking sites are readily available, either already in city ownership or available for purchase. There is little need for eminent domain to be exercised for acquiring parking sites. Finally, city staff wants to continue the day-to-day operation of parking, and is improving this operation continuously.

None of the obvious reasons for creation of an authority seem to be present in Albuquerque. Nor are there any trends that suggest that conditions indicating the need for an authority are in progress. The operation as an enterprise division within existing city departments is, by all measures, highly successful. We see no reason to change this operation. However, there may be many advantages to developing a more formalized working relationship with downtown's private parking facilities to coordinate usage, rates and hours for parking customers.

Measuring the Performance of A Parking Enterprise Division

One approach to measuring the performance of a parking enterprise division regards it as a private business, delivering the *product* of parking spaces. From this viewpoint, the performance would be judged as are most businesses: by the amount of product (parking spaces) produced, by the growth in production and by the net revenue returned. This approach to measuring the performance of a parking enterprise division takes a narrow, tightly focused view of the mission of the parking division.

Another contrasting way to measure the success of a parking enterprise division is by the overall success of downtown, rather than in the more narrow terms of how much parking is provided, and at what level of profitability. In this more broad view of enterprise division performance, the performance of all downtown activity is considered as a whole. Total occupied downtown retail space, dollar volume of retail sales, dollar volume of downtown payroll and annual visitors to special events would be typical measures of effectiveness.

We recommend that the broad definition of performance of the parking enterprise be adopted, and, correspondingly, the narrow definition be avoided because:

· The ultimate goal of downtown parking is to serve downtown vitality, not to maximize the size or profitability of the parking operation.

· If operated as a narrowly defined enterprise, downtown parking would maximize its rates, in an attempt to earn the highest possible yield on the parking spaces. High parking rates conflict directly with other downtown goals, such as encouraging new visitors to come to downtown.

· The narrow definition of parking enterprise would result in parking revenues being reinvested in only more parking. A vibrant downtown, on the other hand, requires that parking revenues, in addition to financing new parking, also be directed to expenditures that improve the attractiveness of downtown in general.

The United States abounds with examples of parking operations that are operated as aggressive enterprise divisions, but that are operating at cross purposes to the broader goal of downtown vitality. A number of good management practices found in some parking operations are in fact detrimental to the attractiveness and viability of downtown. These practices include high parking violation fines, rates that vary according to "what the traffic will bear," zealous enforcement of parking regulations, and construction of the cheapest possible parking decks.

Parking is but one element of many in the visitor's traveling experience to downtown. There is no sense in having an aggressive, tightly run parking enterprise operation that efficiently and profitability gets the visitor into a parking space and then deposits the visitor, once on foot, into a bleak downtown.

The narrow definition of a transportation agency's mission is more likely than not to produce results that are ultimately counterproductive to the original purpose of the agency. This has been well demonstrated in the case of vehicular traffic. By defining the mission as moving vehicles (not moving people), transportation planning has degenerated into cycles of attempting to provide capacity for the very traffic that was induced because of the last round of capacity added, for ostensibly the same purpose. Downtown parking is smarter than this.

Should Parking Rates Be Raised?

There are several measures that suggest that parking rates in downtown Albuquerque are relatively low. Downtown rates are lower than in peer cities, with comparable number of parking spaces downtown. In the opinion of private parking operators, the rate structure in downtown Albuquerque is low. One clear evidence of this is the existing difference between rates in private facilities compared to the public rates. Further, private parking owners feel that the existing city rates are depressing the rates that they can charge as private operators.

Yet another indication of low parking rates is the fact that recent past increases in parking fees have yielded an increase in revenue. From the viewpoint of a private enterprise, rates are too low as long as revenue can be increased by raising them.

There are, however, competing interests involved in the question of parking rates in downtown Albuquerque:

· In Favor of High Parking Rates -- Increased parking rates would yield more revenue to the city. An increase in revenue, in turn, further improves the standing of the parking division as an aggressive, well-run enterprise department. More parking revenue, if contained within the parking division, increases the ability to fund further increases in parking. An increase in revenue also support the ability to fund elements of the "park once" district such as sidewalks, landscaping and

numerous other non-parking elements.

Also, higher public rates would enable private operators to charge correspondingly higher rates.

· Against Higher Parking Rates -- Downtown competes with suburban and shopping/entertainment destinations. An important part of the competitions' appeal is "free" parking. Although this parking is by no means cost-free to the suburban destinations, the visitor (i.e., customer) regards it as free, and, therefore, as a major competitive advantage to suburban destinations. Maintaining low cost or partially free (for example, first sixty minutes free) parking in downtown is a critical factor in competing with the suburbs.

Downtown Albuquerque is at a critical lift-off point in its redevelopment history, with a large increment in activity poised to develop within the next eighteen to thirty-six months. A strong argument can be made that, during this sensitive lift-off period, that downtown does everything possible to support an inviting, attractive presence. Low-cost parking is an important part of this interim strategy. It can be argued that the appropriate time to raise parking rates is after the current increment of development is in place and open, and after a period of inviting visitors in to experience the new downtown.

Paying for a Parking Program of 3,000 New Spaces

Assume that 3,000 new spaces of parking will be needed in downtown Albuquerque over the next eleven years, as identified in Sections 4 and 5 of this report.

It appears that $25 million of funding for new parking is available from the current bond issue, making it possible to build 1,700 spaces as an initial phase of the parking increment in downtown Albquerque. Tentatively, these new spaces will be located in the Alvarado renewal district, the PNM Federal Area, and in the high school reuse site. The location of the spaces is not an issue in the larger financial picture. What is important is that the first $25 million in investment in the eleven year program is available from sources outside the enterprise fund.

After the first phase of the program therefore, a balance of 1,300 parking spaces will be required over the period ending in the Year 2010. From the parking enterprise, we estimate a borrowing power of $13 million, based on the folowing assumptions:

· Annual enterprise revenue available for debt service after the Year 2003: $1 million.

· Borrowing terms available to the City: 6.5% annual interest rate, 25 year amortization.

Allocating this borrowing power of $13 million to the proposed program of 1,300 spaces yields an average funding per space of $10,000. We can take several important inferences from these admittedly sketchy numbers:

· The City could indeed provide the number of spaces (1,300) with a combination of some low cost spaces (possibly even temporary use of vacant sites) and some expensive spaces fully incorporated into the urban design of downtown. Obviously, we could not build all 1,300 spaces at the "full loaded" design, at around $ 15,000 each.

· The assumption of a steady level of revenue available for debt service of $1 million annually is quite conservative. Given the City's more aggressive management of parking, we could reasonably expect annual revenue available for debt service, and, therefore the available funding, to be greater than the levels estimated above.

· There is a possibility that private owners will provide some of the future deficit. This is even more likely as parking rates increase in the future.

Transit Circulator Service

We concur with proposals that have been made for downtown transit circulator routes (frequent service on a short segment of routes serving important downtown destinations).

The primary ridership market for downtown circulator service are visitors who arrive by automobile, park their automobile in a parking garage and wish to travel to several destinations (not just a primary destination) in downtown. Downtown circulator service extends the usefulness of the available parking. With good circulator service, parking locations that might otherwise be considered inaccessible are made into attractive, fully useable locations. Downtown circulator service opens up new parking "products" for downtown. Downtown circulator service frees parking locations from having to be within convenient walking distance of the destination of the user. At present, the only parking "product" in downtown Albuquerque is the parking space within walking distance of final destination. Downtown circulator service permits the parking operation to balance its loadings more effectively. More distant, and therefore less accessible, parking facilities can be more fully used.

Another important user of downtown circulation service is the downtown employee. Downtown employment continues to grow in the northern downtown area along Lomas Boulevard. Meanwhile, shopping, dining and entertainment activity continues to increase along Central Avenue and Gold Avenue. These two centers of activity -- employment along Lomas Boulevard and retail business along Central Avenue -- are slightly beyond walking distance, particularly for employees who have limited lunch or break periods. Downtown circulator shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in downtown. Shuttle service would also be valuable for downtown employees after normal working hours, giving them the opportunity to conveniently travel to retail destinations along Central Avenue and return to their parking in the vicinity of Lomas Boulevard.

Non-daily visitors to downtown are a significant source of ridership for the downtown circulator system. The number of downtown visitors will increase as retail destinations, entertainment and public agencies continue to grow in the downtown area. Non-daily visitors are generally on a more flexible schedule than daily downtown workers, and are likely to visit other downtown destinations beyond their primary destination. Downtown circulator shuttle service is an important part of their ability to visit such destinations.

Tourists visiting the downtown are a predictable source of ridership for a downtown circulator shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assist of a downtown circulator shuttle.

Public assembly venues (Convention Center and at a later date the proposed downtown arena) are another likely source of downtown shuttle ridership. A substantial portion of convention attendees do not have an automobile available, and are therefore candidates for

using a downtown circulator shuttle. Events in the proposed downtown arena need access to all the available parking in downtown. Consequently, downtown circulator shuttle service between the major downtown parking locations and the arena is an important component of the parking system.

Finally, residents of downtown and near-downtown locations are potential riders on a downtown shuttle, particularly as the growing volume of retail activity in downtown starts to provide for some of the regular needs (dining, shopping, personal service) of the surrounding population.

Three downtown circulator routes (Figure 9) have been proposed for Albuquerque:

A. Downtown Shuttle Loop
This 1.8 mile loop connects the employment area along Lomas Boulevard with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Boulevard area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Old Town Shuttle Between downtown and Bio Park.
This is an express route, stopping at three stops outside downtown: Laguna, Old Town and Bio Park. Primarily users are tourists and non-daily visitors to downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University
This route would operate along Central avenue, making stops at the University of New Mexico West, University of New Mexico East and Nob Hill. Primary source of ridership are University students, employees and visitors wishing to visit downtown. A seven-minute headway is proposed for this service.

The cost of the three shuttle services is estimated in Table 1.

Pedestrian First Zones

In support of the park once/pedestrian first concept, we recommend that two zones within downtown (Figure 10) be designated for high priority sidewalk and streetscape treatment:

· The first priority streetscape zone is the retail center of downtown, bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west.

Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.

· The second priority should be improving the 4th Street sidewalks and streetscape to connect the Central Avenue Retail and Entertainment District to the emerging judicial office zone along Loams Blvd. in the north part of downtown.

· Then, the employment district along Lomas Boulevard, between Fifth Street and First Street should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

Conversion of the One Ways

In further support of the *Park Once - Pedestrian First* concept, we want to applaud and encourage the efforts already begun by the City to convert its one way couplets to two way traffic. This conversion will encourage pedestrian activity by calming traffic and providing additional very visable on-street parking. Similar efforts in other communities have proven to be highly successful in enhancing Pedestrian First environments. The conversions should be completed as soon as practical.

Education

We will:

Make Downtown schools among the best and most innovative in the community in order to attract families and businesses to Downtown.

By:

1. **Encouraging the investment and growth of K-12 educational opportunities in Downtown.**

   Actions:
   - Convert each Downtown elementary school into a "magnet school" with increased pre-school programs at each school. (Public)
   - Use Downtown schools as a pilot cluster to experiment with innovations in education. (Public)
   - Implement a "lab school" at Washington Middle School, with a curriculum developed by a team of experts comprised of APS teachers and professors from the UNM College of Education. (Public)
   - Move the Career Enrichment Center (CEC) to a Downtown location in order to achieve its desired increase in capacity, and to provide a central location for serving students from throughout the city. (Public)
   - Develop school-to-career partnerships between Downtown high school students and Downtown businesses, as well as provide "concurrent education" courses for Downtown high school students through TVI. (Public/Private)

2. **Making higher education convenient for Downtown residents, workers, employers, and visitors.**

   Actions:
   - Encourage a variety of institutions of higher education to locate facilities and programs in Downtown, with an emphasis on Fine Arts and Planning & Architecture programs. (Public)
   - Provide better transit connections between UNM/TVI and Downtown. (Public)
   - Build new student housing Downtown . (Public / Private)
   - Develop a joint-use continuing education complex Downtown.(UNM, TVI, College of Santa Fe, University of Phoenix, etc.). (Public/Private)

3. **Demonstrating the City's commitment to the education community in Downtown.**

   Actions:
   - Build or acquire new public education facilities in the Downtown that make a grand civic statement regarding the importance of education, and serve as the center for the Downtown education community. (Public)
   - A computer lab will be added to the Downtown Library. (Public)

Minimizing the Impact of Homelessness

We will:

Reduce the number of homeless people in Albuquerque and minimize the impact of homeless population on businesses and surrounding neighborhoods.

By:

1. Creating a centralized detoxification and mental health center to serve the entire city.

Action:

- A centralized detoxification center operated by the City shall be built jointly by the City and the private sector.(Private/Public)

2. Aggressively enforcing panhandling laws. (Public)

Actions:

- Adhere to a "zero tolerance" of panhandling and enforce it. (Public)
- Downtown business and property owners must fund increased security through a "business improvement district" (BID) to assist in enforcement of panhandling laws and create a sense of security. (Private)

3. Creating employment opportunities for the homeless in Downtown.

Actions:

- Downtown business and property owners should fund a "clean and safe" program through a BID; homeless should be hired by the BID to assist in Downtown clean-up efforts. (Private)
- A system of transportation shall be developed to assist the homeless in getting to and from essential services and employment. (Public)

CITY of ALBUQUERQUE
FOURTEENTH COUNCIL

COUNCIL BILL NO. R-21 ENACTMENT NO. 50-2000

SPONSORED BY: Adele Baca-Hundley

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RESOLUTION

ADOPTING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN FOR AN URBAN CENTER, REPEALING THE 1989 DOWNTOWN CORE REVITALIZATION STRATEGY (THE CENTER CITY REVITALIZATION STRATEGY) ADOPTED BY RESOLUTION 34-1989; REPEALING THE 1992 DESIGN STANDARDS & GUIDELINES FOR DOWNTOWN CENTRAL AVENUE; AND AMENDING THE BOUNDARIES OF THE DOWNTOWN NEIGHBORHOOD AREA SECTOR DEVELOPMENT PLAN, THE HUNING CASTLE AND RAYNOLDS ADDITION SECTOR DEVELOPMENT PLAN, AND THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN.

WHEREAS, the 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 3-19-3 NMSA 1978, and by its home rule powers; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, the Downtown Core, as shown on the map and described in the attached text, is designated as an urban center in the Albuquerque/Bernalillio County Comprehensive Plan; and

WHEREAS, the DOWNTOWN PLAN was originally adopted in 1975 with subsequent amendments (Resolution No. 189-1976, 102-1977 and 58-1988), and the Downtown Core Revitalization Strategy and Rank III Sector Development Plan was adopted in 1989 (Resolution 34-1989) with an amendment (Resolution 44-1990) and Design Standards & Guidelines for Downtown Central Avenue were

adopted in 1992; and

WHEREAS, the Downtown 2010 Sector Development Plan was jointly developed by the City of Albuquerque and the Downtown Action Team with assistance from area property owners, business people, residents, institutions and neighborhood representatives; and

WHEREAS, the Downtown is a key element in the City's overall economic program and as an important part its efforts to promote and market Albuquerque to new investments; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters relating to Planning, Zoning and Environmental Protection, has approved and recommended adoption of the Downtown 2010 Sector Development Plan; which includes amending the Downtown core boundary; and

WHEREAS, the City of Albuquerque originally adopted the Downtown Neighborhood Area Sector Development Plan in 1976 through action on Council Resolution 158-1976 and subsequently adopted additional amendments; and

WHEREAS, the Downtown 2010 Sector Development Plan addresses protecting surrounding neighborhoods from intrusion of commercial and office land uses; and

WHEREAS, the Downtown 2010 Sector Development Plan proposes expanding the Downtown core boundary and controlling development in the western area of Downtown to residential uses only; and

WHEREAS, the expanded Downtown core boundary will help stabilize and conserve the Downtown Neighborhood Area (DNA); and

WHEREAS, the City of Albuquerque adopted the Huning Castle and Raynolds Addition Neighborhood Sector Development Plan through Council Resolution 22-1981; and

WHEREAS, the City of Albuquerque McClellan Park Sector Development Plan through Council Enactment 10-1984, and amended that plan through Council Resolution R-230; and

WHEREAS, the Downtown 2010 Sector Plan contains goals and objectives encouraging new neighborhood oriented commercial development; and

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WHEREAS, the Downtown 2010 Sector Development Plan addresses protecting surrounding neighborhoods while providing mixed used developments; and

WHEREAS, the expanded Downtown core boundary will encourage residential development, neighborhood serving retail and ancillary office activity.

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

SECTION 1. The Downtown 2010 Sector Development Plan attached hereto and made a part hereof; is hereby adopted, serving as a guide to partial implementation of the Albuquerque/Bernalillo County Comprehensive Plan and the investment of public and private funds.

SECTION 2. The 1989 Downtown Core Revitalization Strategy including the Rank III Sector Development Plan and plan amendments adopted by Resolution 44-1990, and the 1992 Design Standards & Guidelines for Downtown Central Avenue are hereby repealed.

SECTION 3. The Downtown Neighborhood Area (DNA) Sector Development Plan boundaries are amended as per the attached map.

SECTION 4. The Huning Castle and Raynolds Addition Neighborhood Sector Development Plan boundaries are amended as per the attached map.

SECTION 5. The McClellan Park Sector Development Plan boundaries are amended as per the attached map.

SECTION 6. The boundaries, districts, and design standards as proposed by the Downtown 2010 Sector Development Plan are more advantageous to the community than the existing boundaries and uses, and will encourage the development of the sector plan area as an urban center, consistent with the Comprehensive Plan.

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

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SECTION 8. EFFECTIVE DATE AND PUBLICATION. This resolution shall become effective five or more days after publication in full when a copy of the resolution is filed in the office of the County Clerk.

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PASSED AND ADOPTED THIS 1st DAY OF MAY, 2000

BY A VOTE OF: 8 FOR 1 AGAINST.

Yes: 8

No: Yntema

Michael Brasher

Michael Brasher, President

City Council

APPROVED THIS 22nd DAY OF May, 2000 RC

Bill No. R-21

Jim Baca

Jim Baca, Mayor

City of Albuquerque

ATTEST:

Marjorie Bacca Archuleta

City Clerk

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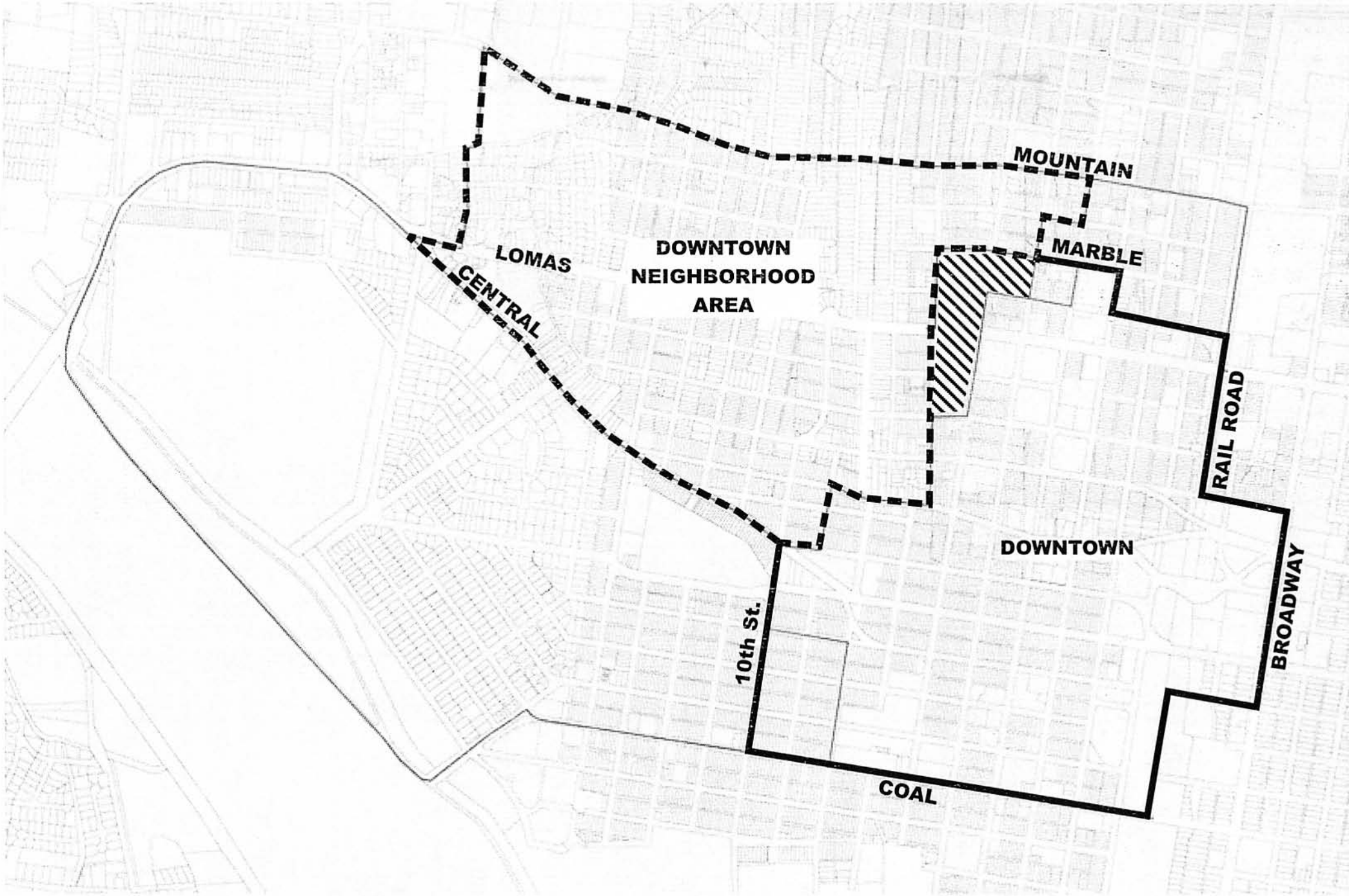
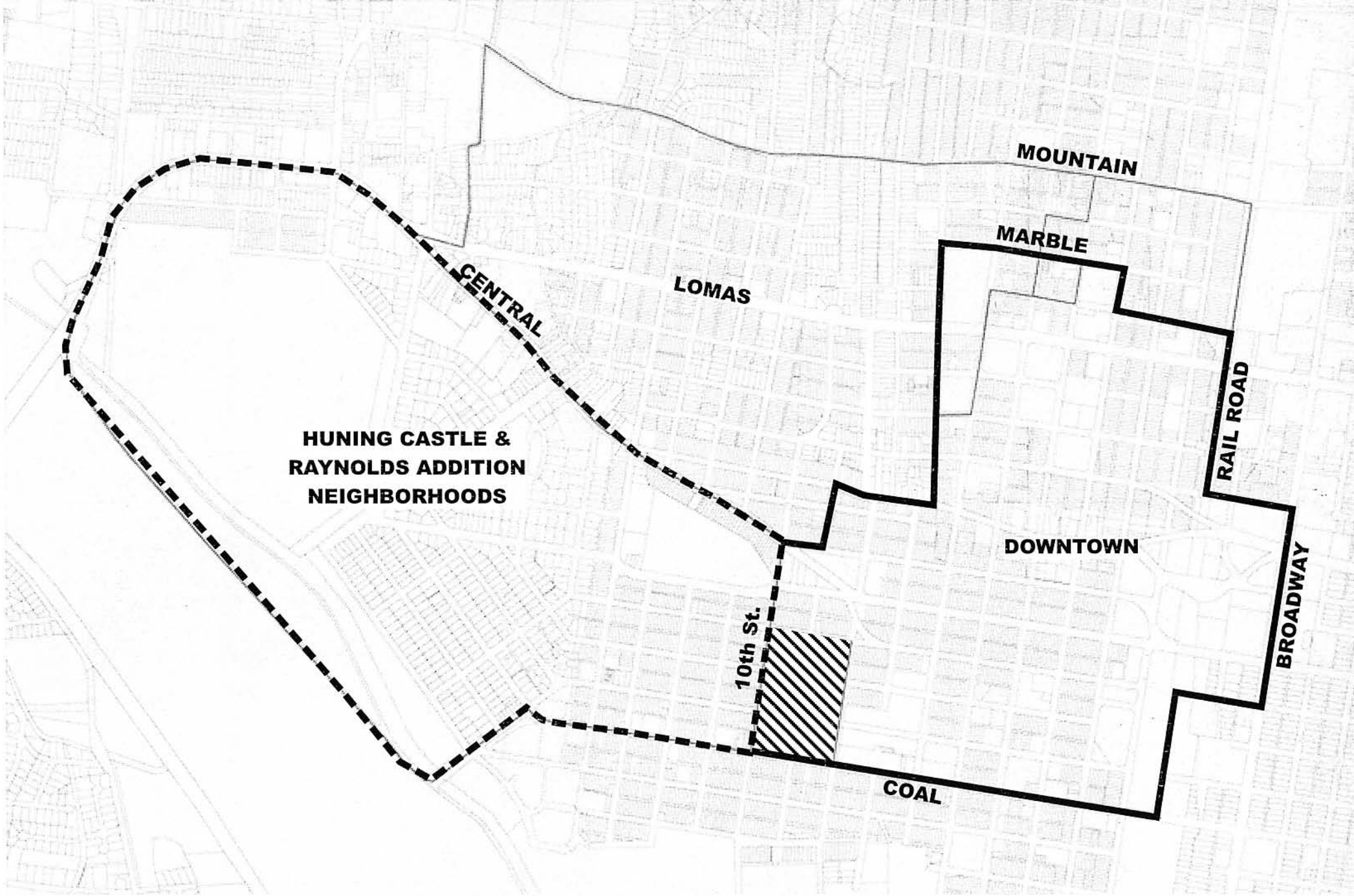


DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN

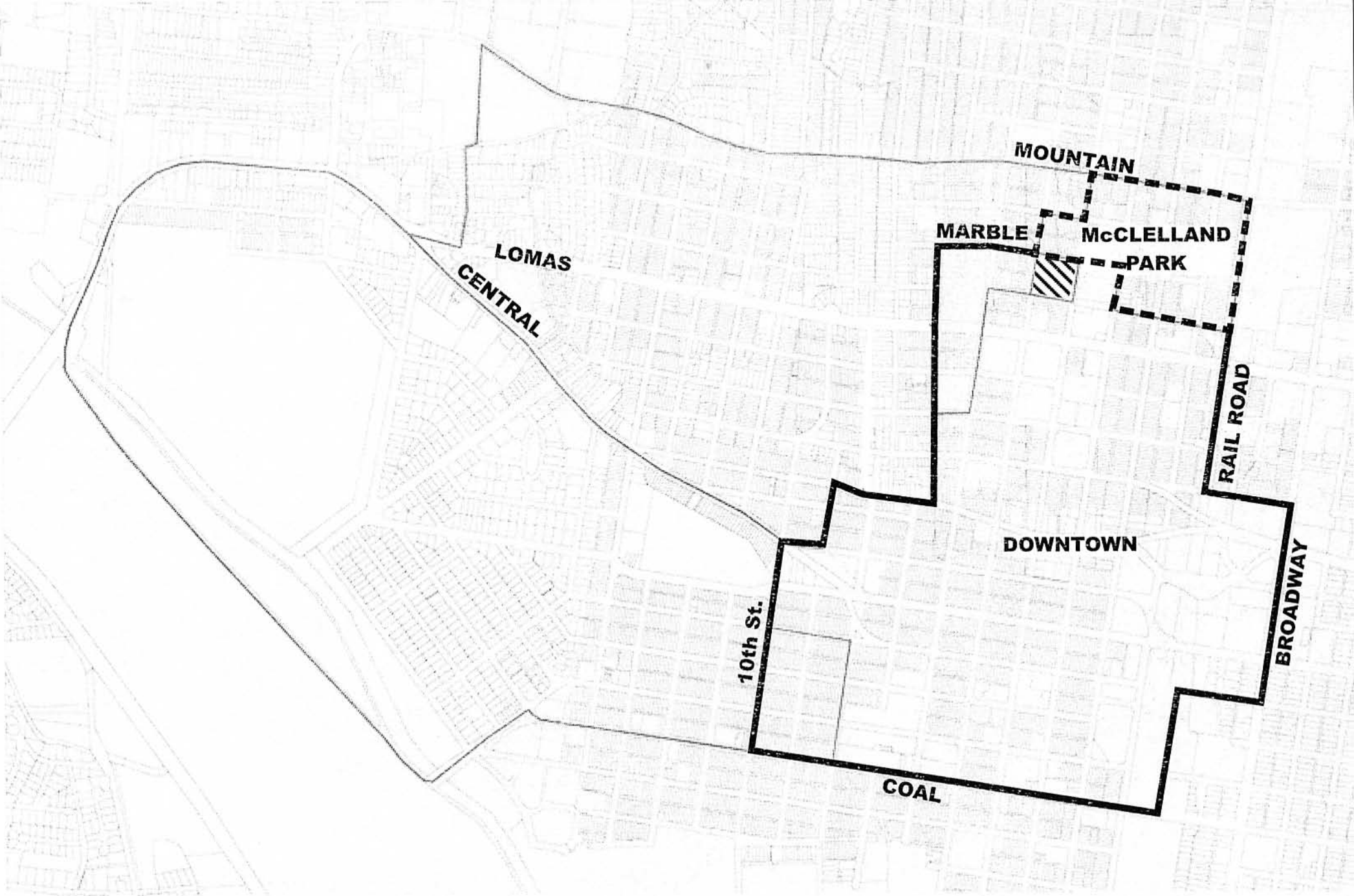
- Sector Development Plan Boundary
- Area deleted from the DNA Neighborhood Plan



HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD PLAN

- - - - Sector Development Plan Boundary

AREA Deleted from the Huning Castle & Raynolds Addition Neighborhood Plan



McCLELLAND PARK NEIGHBORHOOD AREA PLAN

- - - - Sector development Plan Boundary

Area deleted from the McClelland Park Sector Plan

CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-183 ENACTMENT NO. R-2007-027

SPONSORED BY: Isaac Benton, by request

RESOLUTION

AMENDING THE PROHIBITED USES SECTION OF THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN TO PROHIBIT ADULT AMUSEMENT ESTABLISHMENTS AND ADULT STORES.

WHEREAS, the City adopted the Downtown 2010 Sector Development Plan as the Metropolitan Redevelopment Plan for the Downtown Metropolitan Redevelopment Area in May of 2004 through Council Enactment No. 44-2004; and

WHEREAS, the City Council has the authority to not only adopt but amend such a sector plan; and

WHEREAS, the adverse secondary effects associated with adult amusement establishments and adult stores are the types of problems that may interfere with the redevelopment of the Downtown Core; and

WHEREAS, an amendment to the Downtown 2010 Sector Development Plan preventing the future location of adult uses in the Downtown Core would enhance the continued revitalization of the Downtown Core; and

WHEREAS, an amendment prohibiting future adult uses in the Downtown Core will minimize the adverse secondary effects potentially generated by adult use businesses and at the same time continue to satisfy the first amendment rights of the adult uses to exist in the City of Albuquerque as mandated by the Constitution and federal courts; and

WHEREAS, this amendment leaves open sufficient reasonable alternative locations for adult uses, and the City allows reasonable alternative avenues of communication to owners of adult businesses; and

WHEREAS, SU-3 references C-2 zone for allowed uses and adult activity is no longer allowed in C-2.

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

SECTION 1. The Prohibited Uses Section, Page 34, of the Downtown 2010 Sector Development Plan is hereby amended to read:

"Some uses are clearly prohibited or regulated in all Downtown districts. Following is a list of those uses:

- Drive-in/drive through facilities are not allowed, except that unenclosed outdoor seating is permitted. Existing drive-in/drive through uses shall be legal, non-conforming uses.
- Adult amusement establishments and adult stores are not allowed. Existing adult amusement establishments and adult stores shall be legal, nonconforming uses.
- Commercial surface parking lots are not allowed. Existing commercial surface parking lots shall be legal, non-conforming uses and must meet the landscaping, lighting, buffering and paving requirements identified in the building standards section of The Plan.
- Alcoholic drink sales for consumption off-premises are allowed, provided however:

a) there shall be no dispensing (sales) of any miniatures;

b) there shall be no dispensing (sales) of any fortified wines by volume of alcohol no more than twelve percent; and

c) there shall be no dispensing (sales) of any alcoholic beverages in broken packages (singles).

Existing establishments engaged in the sale of alcoholic drink sales for consumption off-premises shall be required to meet the above restrictions within ninety (90) days of The Plan adoption.

d) Alcoholic drink sales within 500 feet of the boundary of a residential zone in an adjacent neighborhood or within 500 feet of the boundary of any adjacent sector development plan shall be Review Required, except this provision shall not apply to a full service grocery store.

- Jails or correctional institutions are not allowed, but temporary detention facilities shall be allowed to accommodate police investigative activities and related activities.

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- Off-premise free-standing signs are not permitted.
- Existing uses within the Housing district area between Central Avenue and Lomas Boulevard that are inconsistent with the District/Use Matrix are nonconforming and the City's nonconformance regulations shall apply."

SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council herby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 19th DAY OF March 2007

BY A VOTE OF: 9 FOR 0 AGAINST.

Debbie O'Malley, President

City Council

APPROVED THIS 30th DAY OF March, 2007

Bill No. R-07-183

Martin J. Chavez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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