



Landmarks & Urban
Conservation Commission



Agenda Number: 5
Case No.: 16-LUCC-50013
Project # 1010796
April 13, 2016

Staff Report

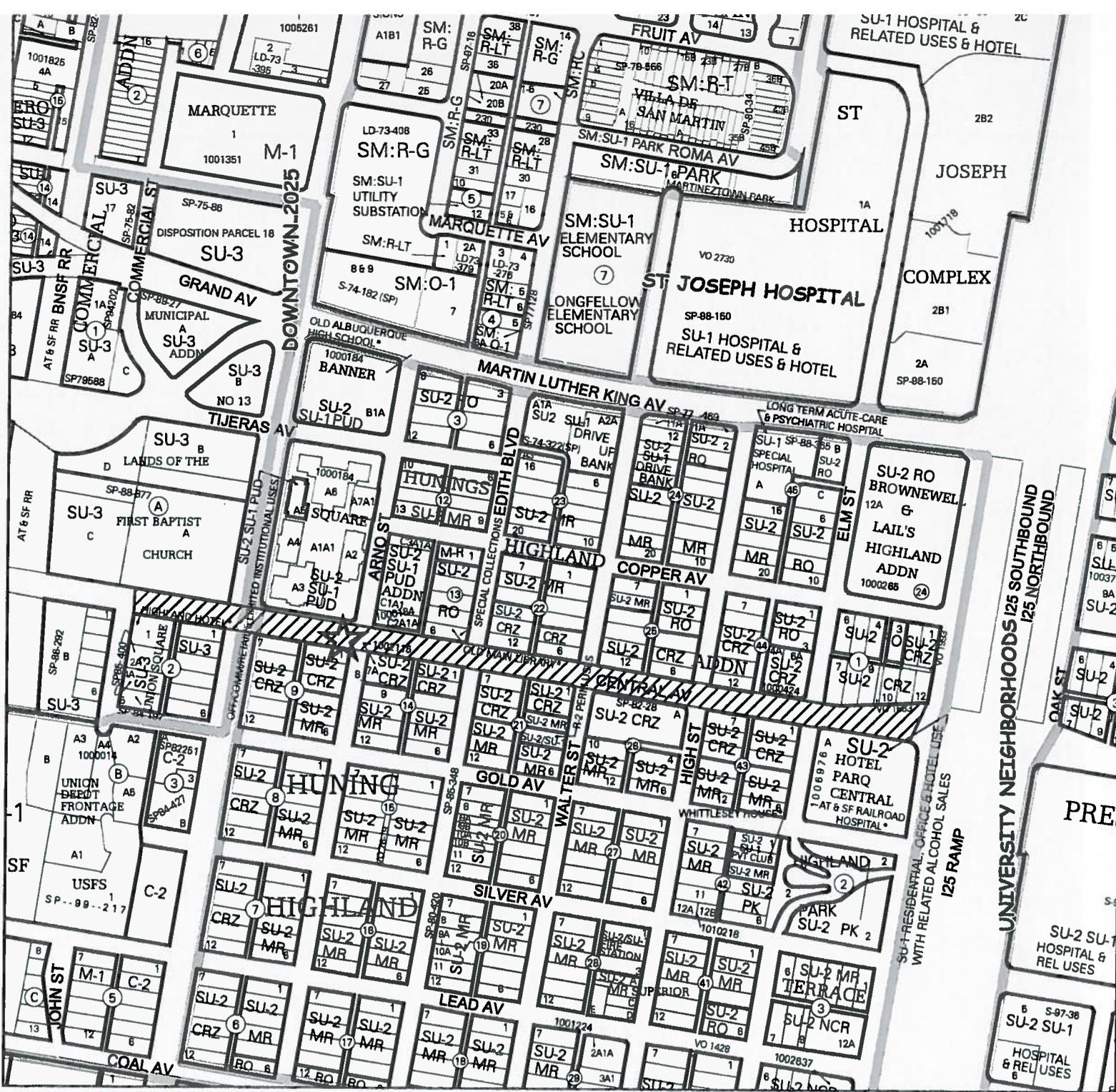
Agent		Staff Recommendation
Applicant	City of Albuquerque Transit Department	APPROVAL of Case # 16-LUCC-50013, Project #1010796, a request for a Certificate of Appropriateness based on the Findings beginning on page 13 and subject to the conditions on page 15.
Request	Certificate of Appropriateness	
Legal Description	Public Right-of-way on Central Ave. between John St. and Locust St. SE	
Address/Location	Central Ave. between John St. and Locust St. SE	
Zoning		
Historic Location	Huning Highland-East Downtown Urban Conservation Overlay Zone	
		Maryellen Hennessy, Senior Planner Staff Planner

Summary of Analysis

The applicant proposes to make changes to the street right-of-way and sidewalks in the Urban Conservation Overlay Zone (UCOZ) in accordance with the planned Albuquerque Rapid Transit (ART) project. This application pertains to one segment of the larger ART project located between John and Locust Streets SE. No additional right-of-way is required to implement the project. Sidewalks are widened in locations where they can be accommodated and narrowed in limited locations. Most existing street trees, including those in the median, will be removed and new trees added where they can be accommodated by the project design. The overall number of street trees in the district will be increased as will on street parking spaces. A bus loading platform would be constructed at Walter Street in between the traffic lanes; the platform does not feature a canopy cover as would be found on the rapid transit line in other areas of the city.

The proposal to make changes to the public right-of-way in the HH-Edo UCOZ in the implementation of the ART project meets the criteria for approval of a Certificate of Appropriateness. The applicant has provided sufficient justification for the proposed streetscape.

PRIMARY REFERENCES: Landmarks and Urban Conservation Ordinance; Regulatory Plan for the Huning Highland-East Downtown Urban Conservation Overlay Zone; Albuquerque Bernalillo County Comprehensive Plan.



ZONING MAP

Note: Gray shading indicates County



1 inch = 435 feet

Project Number:
1010796
Hearing Date:
04/13/2016
Zone Map Page: K-14
Additional Case Numbers:
16LUCC- 50013



LAND USE MAP

Note: Grey shading indicates County.

KEY to Land Use Abbreviations

- AGRI Agriculture
- COMM Commercial - Retail
- CMSV Commercial - Service
- DRNG Drainage
- MFG Manufacturing
- MULT Multi-Family or Group Home
- PARK Park, Recreation, or Open Space
- PRKG Parking
- PUBF Public Facility
- SF Single Family
- TRAN Transportation Facility
- VAC Vacant Land or Abandoned Buildings
- WH Warehousing & Storage



1 inch = 435 feet

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HISTORY MAP

Note Grey shading
Indicates County



1 inch = 338 feet

Project Number:
1010796
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04/13/2016
Zone Map Page: K-14
Additional Case Numbers:
16LUCC- 50013

SUMMARY OF REQUEST

Request	<i>Certificate of Appropriateness</i>
Historic Location	<i>Huning Highland – East Downtown Urban Conservation Overlay Zone</i>

I AREA HISTORY AND CHARACTER

Surrounding architectural styles, historic character

	# of Stories	Architectural Style and Approximate Age of Construction	Historic Classification & Land Use
General Area	1-2	Spanish Pueblo Revival; Mediterranean Revival; one-part commercial blocks; mid-century modern; contemporary commercial	Contributing; Non-contributing

II INTRODUCTION

Proposal

The applicant proposes to make changes to the street right-of-way and sidewalks in the Urban Conservation Overlay Zone (UCOZ) in accordance with the planned Albuquerque Rapid Transit (ART) project. This application pertains to one segment of the larger ART project located between John and Locust Streets SE. No additional right-of-way is required to implement the project. Sidewalks are widened in locations where they can be accommodated and narrowed in limited locations. Most existing street trees, including those in the median, will be removed and new trees added where they can be accommodated by the project design. A bus loading platform would be constructed at Walter Street in between the traffic lanes; the platform does not feature a canopy cover as would be found on the rapid transit line in other areas of the city. Benches, trash cans and a ticket kiosk will be located on the platform. The ART system is be branded with a 26' tall pole sign at the west end of the platform and a 10 x 3.5 foot monument sign at the east. The existing number of on street parking spaces will be retained overall and a bicycle lane added in the eastbound direction. One general purpose lane in each direction would be repurposed to provide for dedicated bi-directional bus lanes in the center of the street; the two existing travel lanes for other vehicles are reduced to one. Left turn lanes are designed at Edith and High Streets.

The ART would replace the two existing Rapid Ride bus routes: the 766 and the 777. The "fixed" Route 66 bus service is intended to continue. The ART will use articulated buses with doors on both sides, dedicated traffic lanes, and raised platform level boarding stations, off-board fare purchases and traffic signal priority.

Context and Background

Huning Highland historic district

Upon the arrival of the Railroad in the Rio Grande Valley in 1880, tracks were laid two miles east of the small *Villa de Albuquerque*, and a “new town” was established. Rather than the traditional adobe structures of the villa, the brick wood and stone buildings of “new town” reflected the architecture, platting, tastes and lifestyles of the Midwesterners who came along with the railroad. Huning Highland is named for Franz Huning, a German immigrant who made New Mexico his home in the mid-1860s. By 1880 he was a prominent citizen with land holdings east of the town. Lands that Huning owned east of the railroad were platted and sold as building lots beginning the Huning’s Highland Subdivision. The new subdivision east of the railroad tracks became the early home for Albuquerque’s many prominent business and professional citizens.

The architectural environment of the Huning’s Highland, including its streetscape and landscaping, is significant not only for its nineteenth and early twentieth-century styles of building, but also for the variety and scale of its architecture. It is not a neighborhood of large mansions, but one of a variety of substantial homes and modest cottages. Styles range from the early Victorian to the more modest period revival cottage styles of the early part of this twentieth-century. During the 1920’s the California bungalow gained prominence in popularity and examples of this style can also be found in the historic district.

The Huning Highland Historic District was accepted to the National Register of Historic Places in 1978 and the Historic Overlay Zone was created by the City Council in 1980.

The historic district continued to grow and develop through the twentieth-century. The district contains numerous commercial buildings, concentrated primarily on Broadway and Central Ave, but also found on the east-west arterials of Lead and Coal. These commercial buildings include One and Two-Part Commercial Block buildings, commercial compounds, service stations, motels, drive-in restaurants and a bank of Modernist design. In addition to the City’s Special Collections Library, a Pueblo Revival style building on Central Ave. at Edith, institutions such as the St. George Greek Orthodox Church, the Immanuel Lutheran Church and School and a former fire station all contribute to the eclectic mix of buildings in the district. New multi-family – mixed use buildings on Central Ave. near Old Albuquerque High School were added to the Central Ave. streetscape circa 2000. The redevelopment of Old Albuquerque High School for residential use, a partnership between the City and a private developer, also circa 2000, was a major catalytic project and both the Central Ave. corridor and adjacent residential neighborhoods have experienced new investment.

HH-Edo UCOZ

In 2005, the corridors on Central Ave. and Broadway Blvd. were “carved” out of the Huning Highland Historic Overlay Zone and the Urban Conservation Overlay Zone was designated for properties lining the corridor. Along with the new designation came a new Sector Development Plan zoning category, SU2/CRZ which allows for mixed use development along with form based development regulations and architectural standards. Although the *Historic Overlay* designation was removed from the UCOZ, the Central Ave. and Broadway Blvd. corridors still remain in the State and nationally registered Huning Highland *historic district*.

Investment by the private sector in historic buildings in the UCOZ in the last ten years include the Parq Central Hotel (built in 1926 as the historic A.T. & S. F. Railroad Hospital), the Streamline Moderne style Standard Diner (built in 1938 as an automobile service station), the mid-century modernist style restaurant Gravy (the City's original Denny's restaurant built in the 1960's) and Holy Cow (a mid-century modern drive in type restaurant). Most recently, the Maddox Co. Realtors building has had façade improvements, also in a modernist architectural styling.

U.S. Route 66

Central Ave. in Albuquerque is also historically significant for its association with historic U.S. Route 66, the collection of roads that crossed the U.S. from Chicago to Los Angeles prior to the construction of the Interstate highway system. The route is fixed in America's collective memory; old highway stories and imagery are passed on to new generations of travelers in books, articles and videos. The Route 66 shield appears on myriad consumer goods. Route 66 still has powerful associations for some people as the embodiment of the American spirit, conjuring thoughts of freedom, adventure, opportunity, and the open road. Although many of the tourist and traveler inspired "landmarks" —café's, motor courts (motels), curio shops and attractions have disappeared over the years, Albuquerque still retains a modicum of resources associated with the route.

Route 66 was designated a National Scenic Byway by the Federal Highway Administration (FHA) in the early 2000's. Originally created by congress through the funding and authorization bill ISTEA (1991), the FHA's National Scenic Byways program was intended to foster economic development through furnishing the upfront capital costs associated with developing transportation related tourist amenities throughout the United States. Subsequent funding allocations were made through SAFETEA-LU (2005), however MAP-21 (2012) effectively ended the program. There are regulatory controls associated with the Scenic Byway designation and there never were.

SHPO consultation and Section 106 and Section 7

The Albuquerque Rapid Transit project, as with any Federal undertaking (identified as such by the Federal funding source), is subject to Section 106 of the National Historic Preservation Act. This regulation requires federal agencies to consider the effects of their projects on historic resources, both listed on the National Register of Historic Places and also those considered eligible for listing. In compliance with that requirement, a consultant to the Transit Department conducted an inventory of buildings in the area of potential effect up and down the Central Ave. corridor to identify historic resources that might be affected by the project. The Transit Department and Federal Transit Administration then consulted with the State Historic Preservation Officer (SHPO) about potential adverse effects of the project as required by the law. During the consultation process, the SHPO recommended that the proposed canopies on the ART platforms be removed in certain historic areas. With that condition of approval, the SHPO determined that the ART project would not have an adverse effect (Applicants Exhibit C).

Section 7 of the New Mexico Historic and Pre-historic Sites Act requires local governments to consider the effects of their projects on registered historic resources through consultation with the SHPO. In cases where consultation is required under both statutes, the review is typically consolidated.

LUCC Role

Landmarks and Urban Conservation Ordinance (Article 12, R.O.A., 1994) Section 14-12-6 stipulates the powers and duties of the Landmarks and Urban Conservation Commission. The LUCC may:

- (A) Conduct studies and programs designed to identify and evaluate structures and areas worthy of conservation, and to review the status of structures and zones already designated.
- (B) Recommend to the Mayor and City Council landmarks to be designated by the Council in accordance with the procedures established in this article.
- (C) Conduct a public hearing on an application for a historic or urban conservation overlay zone. The Commission may recommend approval or amendment of such an application to the City Council or it may deny the application. Historic and urban conservation zone procedures, including procedures for appeal of the Commission's denial of an application, are prescribed by the Zoning Code.
- (D) Prepare and adopt specific development guidelines for any designated landmark, historic zone or urban conservation overlay zone.
- (E) Make decisions on applications for Certificates of Appropriateness for alteration, new construction, or demolition, in accordance with the procedures established in this article.
- (F) Disseminate information to the public concerning historic preservation and urban conservation and seek input from groups and individuals about these matters.
- (G) Consider methods for encouraging and achieving historic preservation and urban conservation and make recommendations to the Mayor and City Council.
- (H) Advise the Mayor, Council, and the Environmental Planning Commission on any proposed public improvements which would impact the exterior appearance of landmarks or significant structures in historic zones or urban conservation overlay zones.
- (I) Perform demolition review as provided for in § 14-12-9 ROA 1994 when provided for in a sector development plan.

('74 Code, § 7-5-6) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

The LUCC's role in this application is to (E) Make decisions on applications for Certificates of Appropriateness for alteration, new construction and demolition in accordance with the procedures established in the ordinance.

III. ANALYSIS

APPLICABLE PLANS, ORDINANCES, DESIGN GUIDELINES & POLICIES

Policies and regulations are written in regular text and staff analysis and comment in bold italic print.

Comprehensive Zoning Code

The subject property is the public right-of-way and has no zoning designation.

The subject property is located within the Huning Highland-East Downtown Urban Conservation Overlay Zone. The Comprehensive Zoning Code §14-16-2-28 establishes controls and procedures for Overlay Zones. §14-16-2-28 (D) (1) states that the area's distinctive characteristics and general preservation guidelines for the area shall be identified by the City Council in the resolution applying the Historic or Urban Conservation Overlay Zone to any given area. The Landmarks and Urban Conservation Commission shall adopt specific development guidelines for each Overlay Zone area. Any construction, alteration or demolition, which would affect the exterior appearance of any structure within said Overlay Zone, shall not be undertaken until the Landmarks and Urban Conservation Commission have approved a Certificate of Appropriateness. The Code also provides that the adopted specific development guidelines may provide exemptions to the requirement or provide for City staff approval in lieu of Landmarks and Urban Conservation Commission approval. Procedures relating to the issuance of a Certificate of Appropriateness are prescribed in Chapter 14, Article 12, Landmarks and Urban Conservation.

This Urban Conservation Overlay Zone (UCOZ) was designated in 2005 by City Council Resolution R-2005-032. A Regulatory Plan was adopted by the Council for the UCOZ along with the resolution. Subsequently, the LUCC, at its public hearing on July 13, 2005, recognized that the Regulatory Plan for the Huning Highland-East Downtown was adopted by the City Council in its designation resolution and the LUCC adopted the Regulatory Plan as the specific development guidelines for the UCOZ. An analysis of the proposal's conformance with the adopted specific development guidelines is provided below.

Resolution –2005-032 Designating the Huning Highland East Downtown Urban Conservation Overlay Zone

As noted above, this resolution designated and mapped the Huning Highland East Downtown UCOZ and adopted a Regulatory Plan. The distinctive characteristics of the area to be preserved were a) a "street wall" that is pedestrian-scaled by the buildings that are built to the street or have a setback that responds and relates to a front sidewalk, b) buildings that are oriented to the street and respond to pedestrians with street level entrances and windows, c) commercial corridors with a mix of offices and retail or service uses, and d) traditional construction materials, e) the characteristics set forth in the Architectural Standards (in the Regulatory Plan).

The proposal does not conflict with the designation ordinance.

Regulatory Plan for the Huning Highland East Downtown Urban Conservation Overlay Zone and the Albuquerque Bernalillo County Comprehensive Plan

Pages 1 – 4 and page 9 of the development guidelines are applicable to this request. On page 1 the guidelines articulate the Principles upon which the regulations are based and generally describe a pedestrian friendly urban main street where sidewalks are wide and car speeds are reduced but vehicle capacity is high(er). They describe a district with a variety of housing choices and new mixed use buildings interspersed with existing historic buildings served by quality transit.

The document says on page 1 *“The Urban Regulations given in this document translate the principles into design standards for street & sidewalk widths and design, building setbacks, building forms...”* (etc). The only reference in the plan with regard to public right-of-way or sidewalks is found on page 9. The plan (E.1 on page 9) directs the LUCC to review all plans for sidewalk and street changes.

Although the Plan directs the LUCC to “review” changes to the sidewalk and street, the only guidance provided is that “Street design shall contribute to the safety, convenience and walkability.” No design standards as contemplated in the narrative are included.

In the letter accompanying this application, the applicant asserts that the project supports the principles for “great streets” and quality transit as articulated on pages 1 and 2 of the Plan. They assert that the introduction of the ART will foster car speeds supportive of pedestrian comfort along with attractive clean vehicles and stops, and timely, safe and enjoyable travel. They emphasize that on-street parking will be maintained.

The submittal indicates that in limited locations within the project area existing sidewalks are to be made narrower than the existing to accommodate travel lanes. In three areas, sidewalks would be widened.

In support of the project design, the applicant refers to the City’s Planning Ordinance (§14-13-2-2) that establishes a ranking system for City plans for urban development and conservation, with the Albuquerque Bernalillo County Comprehensive Plan the highest ranking (Rank One) plan. The Comprehensive Plan designates Central Avenue as a “Major Transit Corridor”, and Table 11 on page II-83 of the Comprehensive Plan identifies the desired modal hierarchy for such a corridor, to wit [1] Transit [2] Pedestrians [3] Autos, and [Bikes].

They note that Table 11’s modal priorities and policy objectives, and with significant neighborhood input on the trade-offs necessary in the constrained right-of-way of Central in EDo, the ART project seeks to make substantial improvements to transit while providing for pedestrians, autos and bikes as much as possible.

Staff agrees that the project supports the principle on which the Regulatory Plan is based, that is promoting a quality environment that supports pedestrian activity and safety. The Comprehensive Plan as cited by the applicant does support the narrowing of small portions of the existing sidewalks to accommodate the project design.

The Regulatory Plan also says on page 9 (E.3) *“The LUCC shall review all plans for street furniture which shall comply with the historic character of the area. Such items include benches, waste*

containers, bollards, lighting for pedestrians, lighting for roadways, banner standards and bike racks.”

As discussed above in the Context statement above, the HH-Edo UCOZ features a variety of commercial and institutional buildings reflecting the continuum of time periods in Albuquerque’s history. Re-purposed residential buildings from the early twentieth century mingle with auto-oriented commercial architecture such as motels and drive-in restaurants, Landmark institutional buildings and newly constructed mixed-use buildings. City landmarks such as the Special Collections Library and the Hotel Parq Central reflect two very different architectural styles, Pueblo Revival and Mediterranean. Old Albuquerque High School, brick buildings in the Collegiate Gothic style, is not included in the UCOZ boundaries. This eclectic mix of buildings renders it difficult to describe what the “historic character” of the area is.

The street furniture associated with this project is on the platform only. The overall design of the furnishings is streamlined and minimalist. The applicant’s cover letter indicates that only sitting rails will be used on the Walter Street station. The ART pole sign reflects the type of signage associated with 20th century automobile oriented advertising on historic Route 66.

Staff agrees that the furnishings on the platform as proposed are appropriate and not incompatible with the architectural character of the UCOZ.

Page 11 of the development guidelines is also applicable to this request. Under the heading STANDARDS RELATED TO THE UCOZ on page 11 The Plan says “*A deciduous canopy shade tree is required and shall be of a proven hardy, and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. Street Trees shall be planted at an average spacing not to exceed twenty-eight feet (28’) on center (measured per block face), parallel with the street right-of-way and, unless otherwise specified in this Regulatory Plan, three feet (3’) from the back of the curb. (Existing trees are not required to be relocated by this requirement.) Spacing allowances may be made to accommodate alley curb cuts, street intersections, fire hydrants and other infrastructure elements but the average tree spacing shall not exceed twenty-eight feet (28’) on center. At no time may spacing exceed forty-five (45’) on center.*

No additional right-of-way is being taken for implementation of the ART project in this district, and as such, the project is subject to unalterable constraints. The proposal does not meet the prescriptive criteria for street trees in the Regulatory Plan. The applicant requests a deviation as allowed by the Plan. The applicant provides information about both the new trees to be added and existing street trees affected by this project. The existing trees in the medians will be removed along with the medians.

The submittal notes that currently there are 45 Street Trees in the UCOZ along the 3,600 feet of block faces along Central from Broadway to Locust, for an average spacing of 80’ between trees. (Note that the Street Tree ordinance includes all trees growing within 20’ of the street as “street trees”. §6-6-2-3) The proposed configuration will include 60 street trees (33% more than current) along the 3600 foot block faces, for an average spacing of 60 feet between trees. The applicant asserts that the proposed tree spacing will be substantially closer to the UCOZ standard than the existing condition. The proposed tree locations take into account right-of-way constraints,

conflicts that prevent locating trees such as existing utilities, street lights, driveways, and sidewalk widths that do not accommodate both street trees and sufficient clear sidewalk (6 feet per the Comprehensive Plan).

In furtherance of the request for approval of the streetscape as designed, the applicant points to the City's Planning Ordinance (§14-13-2-2) which states "lower ranking plans should be consistent with the higher ranking plans, and when this is indisputably not the case, the conflicting provision of the lower ranking plan is null and void." The applicant refers to the Comprehensive Plan designation of Central Ave. as a major transit corridor with identified modal hierarchy: 1. transit 2. Pedestrians 3. Autos and 4. Bicycles. The applicant asserts that given the modal priorities and policy objectives, the ART project seeks to make substantial improvements to transit while providing for pedestrians, autos and bikes as much as possible.

Staff would add that the Plan intended to require street trees as a component of the construction of new buildings in the UCOZ. Staff does not think it was contemplated that the regulation would need to be applied to the district in its entirety in on single project.

The Regulatory Plan for the UCOZ (as amended by Resolution 2009-039 Section 3.C) the LUCC may approve deviations to the standards based upon four criteria:

1. the deviation is consistent with the intent of the Regulatory Plan for the Huning Highland-East Downtown Urban Conservation Overlay Zone; and
2. the deviation will not significantly interfere with the enjoyment of other land in the vicinity; and
3. the owner will experience unnecessary hardship if the deviation is not approved; and
4. financial considerations shall not be a primary reason for approving a deviation

The applicant requests a deviation from the street tree standards justified by other adopted policies and consistency with the criteria for approval of a deviation. Staff agrees that the deviation is justified because the project is consistent with the intent of the Plan for the UCOZ. The project seeks to make substantial improvements to transit as well as to the streetscape. The location of street trees should not interfere with the enjoyment of land in the vicinity. The project adds landscape and street trees. It would be an unnecessary hardship to design this significant public investment around the placement of trees. The ability to provide street trees at exactly every 28 feet is dictated by the site constraints, not financial considerations.

Landmarks and Urban Conservation Ordinance

This site consists of a contributing property in the Huning Highland Historic Overlay Zone and the project is subject to certain provisions of the Landmarks and Urban Conservation Ordinance (Article 12, R.O.A., 1994). The purpose of this ordinance is to:

“Preserve, protect, enhance, perpetuate and promote the use of structures and areas of historical, cultural, architectural, engineering, archeological or geographic significance located in the city; to strengthen the city’s economic base by stimulating the tourist industry; to enhance the identity of the city by protecting the city’s heritage and prohibiting the unnecessary destruction or defacement of its cultural assets; and to conserve existing urban developments as viable economic and social entities.”

Section 14-12-8 (A) of the LUC ordinance provides that:

“Within the boundaries of a historic zone, urban conservation overlay zone, or landmark site, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been duly approved.”

Section 14-12-8 (A) of the LUC ordinance provides criteria for approval of a Certificate of Appropriateness:

§14-12-8-B (1) The change is consistent with the designation ordinance and specific development guidelines for the historic overlay zone.

As discussed in the analysis above, the proposal comports with the intent of the development guidelines; to foster an urban environment that supports the pedestrian experience, provides quality transit and will most likely lower traffic speeds. While not consistent with the guidelines with regard to the placement of street trees, the project is subject to unalterable constraints associated with location of trees given the existing right-of-way available.

§14-12-8 (B) (2) The architectural character, historical value, or archaeological value of the structure or site itself or of any historic zone in which it is located will not be significantly impaired or diminished.

As discussed in the analysis above, the proposal comports with the development guidelines and as such, should not have a detrimental effect on the UCOZ or the Huning Highland historic district. The State Historic Preservation Officer has issued a determination of “no adverse” affect” for the project as proposed without canopies on the bus loading platform.

§14-12-8 (B) (3) The change qualified as a “certified rehabilitation: pursuant to the Tax Reform Act of 1976.

Not applicable, however; the project has received a determination of no adverse effect from the State Historic Preservation Officer through the Section 106 consultation.

§14-12-8 (B) (4) The structure or site's distinguished original qualities or character will not be altered. Original shall mean at the time of initial construction or developed over the course of history of the structure.

The public right-of-way is not a distinguishing original quality or character as contemplated in criterion (B) (4).

§14-12-8 (B) (5) Deteriorated architectural features should be repaired rather than replaced, if possible. If replacement is necessary, the new material shall match the original as closely as possible in like material and design.

Not applicable.

§14-12-8 (B) (6) Additions to existing structure and new construction may be of contemporary design if such design is compatible with the historic zone in which it is to be located.

If one were to construct a new building in the HH-Edo UCOZ it would be of contemporary design based on the building and architectural standards articulated in the Regulatory Plan. As noted earlier in this report, several "contemporary" buildings have been erected in this zone in the past fifteen years. The new bus platform is no more or no less contemporary than other structures in the UCOZ. The tall pole sign for the ART system is reminiscent of advertising signs for historic Route 66 motels.

§14-12-8 (B) (7) Demolition shall only be permitted if it is determined that the property is incapable of producing a reasonable economic return as presently controlled and that no means of preserving the structure has been found. In making a determination regarding reasonable economic return the Commission may consider the estimated market value of the building, land and any proposed replacement structures, financial details of the property including, but not limited to income and expense statements, current mortgage balances and appraisals, the length of time that the property has been on the market for sale or lease, potential return based on projected future market conditions, the building's structural condition, and other items determined to be relevant to the application.

Not applicable.

IV. NEIGHBORHOOD CONCERNS

The applicant notified fourteen recognized neighborhood associations of this request as directed by the Office of Neighborhood Coordination. The Downtown, Raynolds Addition, Barelmas, Silver Platinum Downtown, Broadway Central Corridors Partnership, Villa de San Martin H.O.A., Inc., Citizen's Information Committee of Martineztown, South Broadway, Silver Hill, Spruce Park, Sycamore, Campus, University Heights, and Victory Hills Neighborhood Associations were notified by certified mail. No comments have been received as of the preparation of this report.

V. CONCLUSION

As discussed above in the analysis above, the proposal to make changes to the public right-of-way in the HH-Edo UCOZ in the implementation of the ART project meets the criteria for approval of a Certificate of Appropriateness. The applicant has provided sufficient justification for the proposed streetscape. Staff would note that the absence of a cover from the elements, as dictated by the Section 106 consultation's conclusion does not support a quality experience for transit users. The Transit Department should explore alternatives to provide for appropriate shade and shelter.

***FINDINGS for APPROVAL of a request for a Certificate of Appropriateness -
Case 16-LUCC-50015 / Project # 1010796 (April 13, 2016)***

1. This application is a request for a Certificate of Appropriateness to alter sidewalks and construct a boarding platform for the Albuquerque Rapid Transit (ART) project in the public right-of-way on Central Ave. between John Streets and Locust Ave. in the Huning Highland-East Downtown Urban Conservation Overlay Zone.
2. The Comprehensive Plan, the Huning Highland Sector Development Plan, the Comprehensive City Zoning Code, the Planning Ordinance and the Landmarks and Urban Conservation Ordinance are incorporated herein by reference and made part of the record for all purposes.
3. The LUC Ordinance specifies that an application for a Certificate of Appropriateness shall be approved if it complies with several specified criteria. The LUC Ordinance Section 14-12(8) (B) (1) states that a Certificate of Appropriateness shall be approved if "*The change is consistent with the designation ordinance and specific development guidelines for the landmark or historic zone*".
4. As discussed in the staff analysis, the proposed work is consistent with the designation ordinance R-2005-032. The proposed work complies with the relevant development guidelines for the historic zone as described in the staff report and in Findings 4 and 5 below.
5. The project supports the principles on which the Regulatory Plan (guidelines) is based, that is, promoting an environment that supports pedestrian activity and safety.
6. The proposal is consistent with Regulatory Plan (guidelines) in that the site furnishings as portrayed in the applicant's Exhibit "B" are simple and streamlined and they do not conflict with the "historic character" of the UCOZ. The architectural character of the UCOZ is not consistent. The HH-Edo UCOZ features a variety of commercial and institutional buildings reflecting the continuum of time periods in Albuquerque's history and a very diverse mix of architectural styles. The UCOZ also contains contemporary live/work mixed use buildings.
7. Per the Planning Ordinance §14-13-2-2, the Comprehensive Plan and its provisions are ranked higher than the Rank Three Huning Highland Sector Development Plan.
8. The proposal is not consistent with the Regulator Plan (guidelines) with regard to street trees. The applicant has cited unalterable constraints and adopted city policies in support of

the proposed streetscape. Central Ave. is designated as a major transit corridor in the Albuquerque Bernalillo County Comprehensive Plan. The identified modal hierarchy dictates that transit should be accommodated. A deviation to this standard is justified because the project is consistent with the intent of the Plan for the UCOZ. The project seeks to make substantial improvements to transit as well as to the streetscape. The location of street trees should not interfere with the enjoyment of land in the vicinity. The project adds landscape and street trees. It would be an unnecessary hardship to design this significant public investment around the placement of trees. The ability to provide street trees at exactly every 28 feet is dictated by the site constraints, not financial considerations.

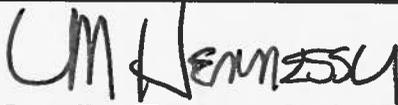
9. The applicable LUC Ordinance Section §14-12(8)(B)(2) states that a Certificate of Appropriateness shall be approved if *“The architectural character, historical value, or archaeological value of the structure or site itself or of any historic zone or urban conservation overlay zone in which it is located will not be significantly impaired or diminished”*. The architectural character and historical value of the Huning Highland historic district or the HH-Edo UCOZ will not be significantly impaired or diminished due to the proposal’s conformance with the specific development guidelines. This conclusion is supported by the determination of the State Historic Preservation Officer that the project as designed will not have an adverse effect on historic resources.
10. The applicable LUC Ordinance Section §14-12-8(B)(4) states that a Certificate of Appropriateness shall be approved *“if the structure or site’s distinguished original qualities or character will not be altered. Original shall mean at the time of initial construction or developed over the course of history of the structure.”* The street right-of-way is not a distinguishing characteristic of the Huning Highland-East Downtown Urban Conservation Overlay Zone as articulated in the designation ordinance.
11. The applicable LUC Ordinance Section §14-12-8(B)(6) states *“Additions to existing structure and new construction may be of contemporary design if such design is compatible with the historic zone in which it is to be located.”* Several “contemporary” buildings have been erected in this zone in the past fifteen years. The new bus platform and associated furnishing are no more or no less contemporary than other structures in the UCOZ. The tall pole sign for the ART system is reminiscent of advertising signs for historic Route 66 motels.

RECOMMENDATION - Case No. 16-LUCC-50015/ Project # 1010796– April 13, 2016

APPROVAL of 16-LUCC-50015/ Project # 1010796, an application for a Certificate of Appropriateness alterations and construction in the public right-of-way on Central Ave between John Street and Locust Streets in the Huning Highland-East Downtown Urban Conservation Overlay Zone based on the above eleven findings and subject to the following conditions.

Conditions of Approval Recommended

1. Minor changes to the streetscape plan may be approved by staff with the advice and consent of the Chairperson of the LUCC.


**Maryellen Hennessy, Senior Planner
Urban Design and Development Division**

Attachments:

- 1) Article 12 Landmarks and Urban Conservation Ordinance
- 2) Regulatory Plan for the HH-Edo UCOZ with designation ordinance and amendments.

STAFF ATTACHMENTS

Albuquerque Code of Ordinances

**ARTICLE 12: LANDMARKS AND URBAN
CONSERVATION**

Section

14-12-1 Short title

14-12-2 Authority and jurisdiction

14-12-3 Intent

14-12-4 Definitions

14-12-5 Landmarks and urban conservation commission

14-12-6 Powers and duties of the commission

14-12-7 Landmarks designation

14-12-8 Procedures for alteration, demolition and new construction within an historic zone, urban conservation overlay zone or landmark site

14-12-9 Procedure for demolition within a sector development plan area that provides for demolition review for structures not covered by § 14-12-8

14-12-10 Notice and procedures for public hearings

14-12-11 Appeals

14-12-12 Time limits

14-12-13 Fees

14-12-14 Certification

14-12-99 Penalty

§ 14-12-1 SHORT TITLE.

This article shall be known and may be cited as "The Landmarks and Urban Conservation Ordinance."

('74 Code, § 7-5-3) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-2 AUTHORITY AND JURISDICTION.

(A) This article is created pursuant to the authority set forth in Article I of the Charter of the City of Albuquerque, which was originally adopted at a special election on June 29, 1971 pursuant to Article X, Section 6, of the Constitution of the State of New Mexico. In addition, this article is pursuant to the authority set forth in Chapter 3, Article 22 NMSA 1978, the Historic District and Landmark Act.

(B) Use of all property which may be included in a historic landmark shall be governed by the Zoning Code. No provision herein shall be construed as prohibiting a property owner from continuing to use property for a legally nonconforming use. In the event this article designating a landmark and the Zoning Code govern the same matter, other than use, the provisions of whichever ordinance is more stringent shall prevail.

('74 Code, § 7-5-1) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-3 INTENT.

The purpose of this article is to preserve, protect, enhance, perpetuate, and promote the use of structures and areas of historical, cultural, architectural, engineering, archeological, or geographic significance located in the city; to strengthen the city's economic base by stimulating the tourist industry; to enhance the identity of the city by protecting the city's heritage and prohibiting the unnecessary destruction or defacement of its cultural assets; and to conserve existing urban developments as viable economic and social entities.

('74 Code, § 7-5-2) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-4 DEFINITIONS.

For the purpose of this article, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

ALTERATION. Any construction, modification, addition, moving, or destruction which would affect the exterior appearance of a structure which has been designated a landmark or which is located in a historic zone or urban

conservation overlay zone or which has been formally identified as worthy of preservation or for which the city has received a preservation facade easement.

CERTIFICATE OF APPROPRIATENESS. The written approval of the Landmarks and Urban Conservation Commission or designated city staff indicating that a project has been reviewed and determined to meet the applicable design criteria.

COMMISSION. The Landmarks and Urban Conservation Commission established herein.

CONSTRUCTION. The erection of any new structure on property located within a historic zone or urban conservation overlay zone, or within the boundaries of a landmark site.

DEMOLITION. The complete removal of a structure located within a historic zone or urban conservation overlay zone, or within the boundaries of a landmark site.

DEMOLITION PERMIT. The permit issued by the City of Albuquerque for the demolition of a structure, excluding a permit issued solely for the demolition of the interior of a structure.

EXTERIOR APPEARANCE. The visual character of all outside surfaces of a structure, including the kind and texture of the signs, light fixtures, steps, or appurtenant elements.

HISTORIC ZONE. Any area designated under the authority of the Zoning Code as a Historic Zone or Historic Overlay Zone.

LANDMARK. Any real property designated as such pursuant to this article.

STRUCTURE. Anything constructed or erected above ground level which requires location on the ground or attached to something having a location on the ground but not including a tent, vehicle, vegetation, or public utility pole or line.

URBAN CONSERVATION OVERLAY ZONE. Any area designated as such under the authority of the Zoning Code.

('74 Code, § 7-5-4) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-5 LANDMARKS AND URBAN CONSERVATION COMMISSION.

(A) There is hereby created a Landmarks and Urban Conservation

Commission which shall consist of seven members. Two members shall own property in a Historic Zone. One member shall be a professional architect, one member shall be a licensed real estate agent, and one member shall be a knowledgeable lay-person. Of the remaining members, each one shall have demonstrated expertise in at least one of the following areas: architecture, law, graphic arts, planning, real estate, history, construction, or archeology; provided, however, that a university degree shall not be required as proof of expertise. All of the members shall have demonstrated, through previous experience or training, an ability and interest in preserving the historic and architectural character of Albuquerque and in conserving urban areas. Members may reside outside of the boundaries of the City of Albuquerque if they have special expertise. The term of each member shall be three years; of the Commission members first named, two shall have terms ending April 1, 1979, two shall have terms ending April 1, 1980, and three shall have terms ending April 1, 1981. The Mayor shall determine which persons have which terms.

(B) Except as provided in this article, the qualifications, appointment and conduct of the members of the Commission and its organizational structure shall be governed by §§ 2-6-1-1 et seq.

('74 Code, § 7-5-5) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-6 POWERS AND DUTIES OF THE COMMISSION.

The Landmarks and Urban Conservation Commission may:

(A) Conduct studies and programs designed to identify and evaluate structures and areas worthy of conservation, and to review the status of structures and zones already designated.

(B) Recommend to the Mayor and City Council landmarks to be designated by the Council in accordance with the procedures established in this article.

(C) Conduct a public hearing on an application for a historic or urban conservation overlay zone. The Commission may recommend approval or amendment of such an application to the City Council or it may deny the application. Historic and urban conservation zone procedures, including procedures for appeal of the Commission's denial of an application, are prescribed by the Zoning Code.

(D) Prepare and adopt specific development guidelines for any designated landmark, historic zone or urban conservation overlay zone.

(E) Make decisions on applications for Certificates of Appropriateness for alteration, new construction, or demolition, in accordance with the procedures

established in this article.

(F) Disseminate information to the public concerning historic preservation and urban conservation and seek input from groups and individuals about these matters.

(G) Consider methods for encouraging and achieving historic preservation and urban conservation and make recommendations to the Mayor and City Council.

(H) Advise the Mayor, Council, and the Environmental Planning Commission on any proposed public improvements which would impact the exterior appearance of landmarks or significant structures in historic zones or urban conservation overlay zones.

(I) Perform demolition review as provided for in § 14-12-9 ROA 1994 when provided for in a sector development plan.

('74 Code, § 7-5-6) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-7 LANDMARKS DESIGNATION.

(A) *Criteria for Landmark Designation.* Real property may be designated a landmark if it has historical or other cultural significance or integrity, is suitable for preservation, has educational significance, and in addition:

- (1) It is the site of a significant historic event;
- (2) It is identified with a person who significantly contributed to the history of the city, state or nation;
- (3) It portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;
- (4) It embodies the distinctive characteristics of a type, period, or method of construction;
- (5) It possesses high artistic values;
- (6) It represents the work of an architect, designer, or master builder whose individual work has influenced the development of the city;
- (7) It embodies elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation;

(8) Its preservation is critical because of its relationship to already-designated landmarks or other real property which is simultaneously proposed as a landmark;

(9) It has yielded or is very likely to yield information important in history or prehistory; or

(10) It is included in the National Register of Historic Places or the New Mexico Cultural Properties Register. The Commission shall also evaluate whether the property, as it would be controlled as a landmark, is suitable for uses allowed by the Zoning Code, including legally nonconforming uses, if any.

(B) *Procedures for Designation of Landmarks*

(1) Applications for landmark designation may be made by the Mayor or his designated representative, or by a person with direct financial, contractual, or proprietary interest in the affected property on forms provided by the city. The application shall specify

(a) Why the property meets the criteria set out in this article and should be designated a landmark,

(b) The legal description of the site, the particular features and/or characteristics proposed to be preserved, and such other description of the property as seems appropriate, including a sketch or photograph if available, and

(c) The owner's written consent to the designation, or a statement as to why the Commission should proceed without the owner's consent.

(2) The Commission shall hold a public hearing on any duly filed application. Notice and procedures for a public hearing shall be as provided for in § 14-11-9.

(3) Prior to the public hearing, the Mayor shall cause an investigation and report to be made on the historical, architectural, or other significance of the property proposed to be designated. The report shall include:

(a) A statement from the Planning Department regarding planning considerations which may be relevant to the proposed designation;

(b) The comments of other involved departments and agencies;

(c) Evaluation of how the property meets the criteria established in division (A) of this section,

(d) If the owner has not given written consent to the designation,

analysis of the economic impact of designation on the premises; and

(e) An analysis of the significant features of the structure which merit preservation.

(4) The Commission shall recommend approval of or shall deny any proposed designation at a public meeting within 60 days after the date the application was filed. The Commission may recommend modifications to a proposed landmark designation, but no proposal may be extended beyond the boundaries of the land described in the application unless a new application is filed and the procedure is repeated for the enlarged boundaries. The Commission shall set forth in its resolution its findings relative to how the proposed landmark meets the designation criteria, a list of the proposed landmark's distinctive features, and general preservation guidelines for the structure.

(5) If the Commission recommends approval of landmark designation, the Commission shall transmit its resolution to the City Council within 12 working days of the Commission's decision. The City Council shall approve or deny an ordinance which designates the property as a landmark within 75 days of receipt of the Commission resolution. The City Council ordinance shall include a legal description of the site, the Council's findings relative to how the landmark meets the designation criteria, a list of the landmark's distinctive features, and preservation guidelines for the structure. The City Council ordinance may differ from the Commission resolution.

(6) Within ten working days of the effective date of an ordinance designating property as a landmark, the Mayor shall:

(a) Cause to be recorded with the County Clerk a notice stating that the specified property has been designated as a landmark, citing the ordinance and the effective date thereof; and

(b) Cause to be sent to the owner of said property, by certified mail, a copy of the ordinance and a copy of the notice filed with the County Clerk.

(7) An application for landmark designation for the same property may not be filed within 12 months from the date of final action by the city on a prior application.

(8) Landmark designation may be amended or rescinded by the same procedure and based on the same criteria and considerations as are prescribed for designation, except that a City demolition permit or Certificate of Appropriateness for demolition approved in the manner prescribed in this article shall automatically constitute rescission of landmark status.

(9) From the date of filing an application for landmark designation for a

property until the designation procedures are completed, such property shall be protected as if it were a landmark, and a Certificate of Appropriateness, as provided for in this article, shall be required. However, this interim control shall in no case apply for more than 110 days after the application for designation is filed.

(C) *Specific Development Guidelines for Designated Landmarks.* Within 45 days of the effective date of an ordinance designating property as landmark, the Commission shall approve specific development guidelines for the landmark at a public meeting. The specific development guidelines shall establish criteria for evaluation of applications for Certificates of Appropriateness which may be approved by city staff designated by the Mayor. The specific development guidelines shall be consistent with the provisions of the ordinance designating the landmark. The guidelines may be amended by the Commission at a public hearing at any time.

(D) *Minimum Maintenance and Security Requirement.*

(1) Any landmark shall receive reasonable maintenance and security for the purpose of preserving it and carrying out the intent of this article.

(2) Any occupied residential landmark shall be maintained to meet the requirements of the Housing Code set forth in Chapter 14, Article 3.

(3) The owner or any other person having legal custody or control of a landmarked structure shall repair or stabilize the structure if it is found to have any of the following defects:

(a) A deteriorated or inadequate foundation.

(b) Deteriorated, loose or ineffective waterproofing and weatherproofing of exterior walls, roofs, foundations or floors, including broken windows or doors.

(c) Any fault in the building or structure that renders it structurally unsafe or not properly watertight.

(d) Parts that are so attached that they may fall and injure members of the public or property.

(e) Significant architectural features, as described in the ordinance designating the landmark, that are deteriorating or in need of stabilization to insure their preservation.

(f) Or other condition determined by appropriate city officials to cause an immediate threat to public health, safety or welfare.

(4) Any landmarked archeological site or vacant landmarked structure shall be adequately secured against unauthorized entry.

(E) To better correlate landmarks status with the Zoning Code, the HO Historic Overlay Zone will be mapped promptly on the official zone map for all real property designated a landmark, unless the area is in the H-1 Historic Old Town Zone.

('74 Code, § 7-5-7) (Ord. 22-1978; Am. Ord. 83-1980; Am. Ord. 4-1985; Am. Ord. 51-1991)

§ 14-12-8 PROCEDURES FOR ALTERATION, DEMOLITION AND NEW CONSTRUCTION WITHIN AN HISTORIC ZONE, URBAN CONSERVATION OVERLAY ZONE OR LANDMARK SITE.

(A) *Requirement.* Within the boundaries of a historic zone, urban conservation overlay zone, or landmark site, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been duly approved. Within a historic zone, urban conservation overlay zone, or landmark site which has specific sign requirements, no sign may be altered, constructed, or demolished until a Certificate of Appropriateness has been duly approved. Interior features which are listed as worthy of preservation in the landmark's general preservation guidelines or specific development guidelines shall not be altered or demolished until a Certificate of Appropriateness has been approved. Notwithstanding the above, a Certificate of Appropriateness shall not be required for:

(1) Ordinary maintenance and repair where the purpose of the work is to correct deterioration to the structure and restore it to its condition prior to deterioration;

(2) Any construction, alteration, or demolition duly approved prior to the effective date of this article;

(3) Any construction, alteration, or demolition which only affects the interior of the structure unless the interior features which will be affected were listed as worthy of preservation in the landmark's general preservation guidelines or specific development guidelines;

(4) Any construction, alteration, or demolition which is exempted from this requirement by approved specific development guidelines;

(5) Any alteration or demolition which is necessary to correct or abate a condition which has been declared unsafe by the appropriate City official after

notification of the Commission and consultation with the Chairperson of the Commission and where emergency measures have been declared necessary by such departments; or

(6) Any demolition which is approved by the City Council after the demolition moratorium period has elapsed.

(B) *Criteria for Issuance of Certificates.* An Application for a Certificate of Appropriateness shall be approved if it complies with the following criteria:

(1) The change is consistent with the designation ordinance and specific development guidelines for the landmark or historic zone or urban conservation overlay zone;

(2) The architectural character, historical value, or archaeological value of the structure or site itself or of any historic zone or urban conservation overlay zone in which it is located will not be significantly impaired or diminished, and

(3) The change qualified as a "certified rehabilitation" pursuant to the Tax Reform Act of 1976, if applicable;

(4) The structure or site's distinguished original qualities or character will not be altered. For the purposes of this division (4), **ORIGINAL** shall mean at the time of initial construction or developed over the course of history of the structure;

(5) Deteriorated architectural features shall be repaired rather than replaced, if possible. If replacement is necessary, the new material shall match the original as closely as possible in like material and design;

(6) Additions to existing structures and new construction may be of contemporary design if such design is compatible with its landmark status (if any) or the historic zone or urban conservation overlay zone in which it is to be located; and

(7) Demolition shall only be permitted if it is determined that the property is incapable of producing a reasonable economic return as presently controlled and that no means of preserving the structure has been found. In making a determination regarding reasonable economic return the Commission may consider the estimated market value of the building, land and any proposed replacement structures, financial details of the property including, but not limited to, income and expense statements, current mortgage balances and appraisals, the length of time that the property has been on the market for sale or lease, potential return based on projected future market conditions, the building's structural condition, and other items determined to be relevant to the application.

(C) *Procedures for Approval of Certificate.*

(1) Application:

(a) Prospective applicants should discuss their situation with city staff designated by the Mayor before preparing plans and making an application so as to familiarize themselves with city plans and policies.

(b) An application for a Certificate of Appropriateness shall be in writing on forms prescribed by the city. For a major project, submission of preliminary drawings is recommended, with later submission of final drawings for approval at a separate meeting. Drawings shall include a site plan, all relevant elevations, and other relevant information required by the Commission. Submission of inaccurate information with an application is grounds for denial.

(2) Staff Decision. If the application is for work which may be approved by the city staff designated by the Mayor according to the specific development guidelines, the staff shall act on the application within ten working days of its filing. Provided, however, that the staff may refer the application to the Commission if the staff believes that the intent of this article would be better served by so doing.

(3) Commission Decision.

(a) Applications for Certificates of Appropriateness shall be heard by the Commission at the next regularly scheduled meeting for which public notification requirements can be met, but no later than 60 days from the date of filing the application. Notice of the public hearing shall be as prescribed in § 14-12-10.

(b) The Commission shall approve, approve with specified modifications and conditions, or deny any application it considers at a public meeting or public hearing within 90 days of its filing, unless the Commission determines that there is due cause for deferral beyond that time. Applications shall only be approved if they comply with the criteria established by this article and with any applicable general preservation guidelines or specific development guidelines. The Commission shall set forth the findings of fact which constitute the basis of its decision.

(4) Issuance of Certificate of Appropriateness. Fifteen days after approval of an application, a Certificate of Appropriateness shall be issued to the applicants. Provided, however, that if the approval is appealed, no Certificate of Appropriateness shall be issued until a final decision is made on the appeal.

(5) The applicant shall comply with any conditions listed in the Certificate of Appropriateness.

(6) A Certificate of Appropriateness shall be void one year after the date of approval if a building permit has not been issued for the project.

(7) Demolition.

(a) If the Commission denies an application for a Certificate of Appropriateness for demolition, there shall be a moratorium on demolition for one year, during which time the Commission and the City of Albuquerque shall make every effort to find a means of preserving the structure.

(b) At the end of the prescribed moratorium, the City Council shall approve demolition if it determines that the property is incapable of producing a reasonable economic return as presently controlled and no means of preserving the structure has been found. In making a determination regarding reasonable economic return the Council may consider items noted in division (B)(7) of this section.

('74 Code, § 7-5-8) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-9 PROCEDURE FOR DEMOLITION WITHIN A SECTOR DEVELOPMENT PLAN AREA THAT PROVIDES FOR DEMOLITION REVIEW FOR STRUCTURES NOT COVERED BY § 14-12-8.

(A) *Applicability.* This section shall only apply in areas governed by a sector development plan that adopts demolition review procedures in substantial compliance with this section.

(B) *Procedure.*

(1) No demolition permit for a structure, which is in whole or in part, 50 years or more old and located within a sector development plan area requiring demolition review shall be issued without following the provisions of this section. If a structure is of unknown age, it shall be presumed that the structure is over 50 years old for the purposes of this article.

(2) An applicant for a demolition permit proposing to demolish a structure shall file with the city an application containing the following information:

- (a) The address of the structure to be demolished;
- (b) The owner's name, address and telephone number;
- (c) A description of the structure;

(d) The reasons for requesting demolition. A brief description of the proposed reuse, reconstruction or replacement;

(e) A photograph or photographs of the structure;

(f) A statement as to the age of the structure and the basis for that statement.

(3) The Chief Building Official shall forward a copy of the application to the Commission staff. The Commission staff shall, within 15 days after receipt of the application, make a written determination of whether the structure is subject to demolition review. Any structure that the Commission staff finds is or is presumptively more than 50 years old and as to which the Commission staff finds that there is a likelihood that it meets the criteria of division (H)(1) as set out below is subject to demolition review.

(4) Upon determination by the Commission staff that the structure is not subject to demolition review, the Commission staff shall so notify the Chief Building Official and applicant in writing. The city may then issue the demolition permit.

(5) Upon determination by the Commission staff that the structure is subject to demolition review, the Commission staff shall so notify the Chief Building Official and the applicant in writing. No demolition permit may be issued following a staff determination that the structure is subject to demolition review prior to a Commission hearing. If the Commission staff does not notify the Chief Building Official within 15 days of receipt of the application that the structure is subject to demolition review, the city may proceed to issue the demolition permit.

(6) If the Commission staff finds that the structure is subject to demolition review, the Commission shall hold a public hearing within 60 days of the written notification. The city shall publish notice of the place, time and subject matter of the public hearing and the city shall also post the property subject to the application to indicate that a demolition permit has been requested. The city will mail written notice to the applicant and the record owners of the property subject to the application. If the address of the property owner is not a matter of record, any failure to send notice by mail does not invalidate any proceedings on the permit application. The city will mail written notice to recognized neighborhood associations within 300 feet of the subject property.

(7) Parties at the hearing shall be limited to:

(a) Applicants;

(b) Owners and occupants of the subject property;

- (c) Owners and occupants of adjacent properties;
- (d) Neighborhood associations covering or within 300 feet of the subject property;
- (e) Other persons who so request and whom the Commission determines have due cause to be considered parties; and
- (f) The city.

(8) The purpose of the public hearing is for the Commission to decide whether a 120-day demolition review period shall be invoked. In order to foster discussion and possible resolution of issues between the city and the applicant the Commission may postpone the issuance of its decision if agreed to in writing by the applicant.

(a) To invoke the 120-day review period, the Commission must find that, in considering the public interest, it is preferable the structure be preserved or rehabilitated rather than demolished. Factors for consideration include:

(i) the structure's historic, architectural, engineering or cultural significance;

(ii) the structure's potential to contribute to the city's economic development or tourism industry;

(iii) the structure's potential to enhance the city's heritage and historical identity;

(iv) whether the structure is unique or one of the last remaining examples of its kind in the neighborhood, the city or the region; and

(v) the structure's condition.

(b) Upon a determination by the Commission that the 120-day review period is to be invoked, the Commission shall notify the Chief Building Official and applicant in writing. No permit for demolition, new construction or alterations on the premises shall be issued for a period of 120 days from the date of the determination. If the Commission does not notify the Chief Building Official in writing within 21 days of the public hearing that the review period is to be invoked, the Chief Building Official may issue the demolition permit.

(c) No permit for demolition of a structure determined to be subject to a review period shall be granted until all plans for future use and development of the site have been filed with the Chief Building Official and have been found to comply with all laws pertaining to the issuance of a building permit, or, if for a parking lot,

a certificate of occupancy for that site. All approvals necessary for the issuance of such building permit or certificate of occupancy including without limitation any necessary zoning variances or special permits must be granted and all appeals from the granting of such approvals must be concluded, prior to the issuance of a demolition permit under this section.

(d) A "Determination of No Feasible Alternative" may be issued during the public hearing if the Commission finds that, as to a structure that otherwise meets the requirements for the 120-day demolition review period, there is no feasible alternative to demolition.

(e) If the Commission determines that the 120-day review period is not to be invoked, the Commission shall so notify the Chief Building Official and applicant in writing. The Chief Building Official may then issue the demolition permit.

(9) The Chief Building Official may issue a demolition permit or a building permit upon expiration of the 120-day review period, and if a City Landmark designation has not been initiated or some other means of preserving the structure intact has not been agreed to in writing by the Commission and the applicant.

(10) During the demolition review period, the city and/or Commission staff may take any action that it deems necessary and consistent with this section to preserve the structure, including, without limitation, consulting with groups, public agencies, and interested citizens; recommending acquisition of the property by private or public bodies or agencies; exploring the possibility of moving structures that would otherwise be demolished; and salvaging significant or distinctive architectural materials or artifacts prior to demolition. During the review period the Landmarks and Urban Conservation Commission shall provide for the documentation of the structure.

(11) If after an inspection, the Chief Building Official finds that a structure subject to this article poses an immediate threat to public health or safety due to its deteriorated condition and that there is no reasonable alternative to the immediate demolition of the structure, then the Chief Building Official may issue an emergency demolition permit to the owner of the structure. The Chief Building Official shall then prepare a report explaining the condition of the structure and the basis for his decision, which shall be forwarded to the Commission.

(12) The Commission may adopt such rules and regulations as are necessary to administer the terms of this article. The Commission is authorized to adopt a schedule of reasonable fees to cover the costs associated with the administration of this article.

(Ord. 2012-005)

§ 14-12-10 NOTICE AND PROCEDURES FOR PUBLIC HEARINGS.

(A) The Commission shall announce the time and place of the public hearing in a public notice in a daily newspaper of general circulation in the city at least 15 days before the date of the hearing. The notice shall give the location of the property and the place where copies of the application may be examined.

(B) For any public hearing held by the Commission relating to landmark designation or a Certificate of Appropriateness the applicant must post and maintain one or more signs, as provided and where instructed by the city staff designated by the Mayor, at least 15 days before the date of the hearing. The applicant is responsible for removing such signs within five days after the hearing is completed. Failure to properly post signs is grounds for deferral or denial of the application. No one except the applicant or an agent of the applicant or the city shall remove or tamper with any such required sign during the period it is required to be maintained under this division (B).

(C) Prior to filing an application, the applicant shall notify neighborhood associations covering the subject site or adjacent premises of their proposal; notice by certified letter, return receipt requested, is normal. See § 14-8-2-7.

(D) For any public hearing, the city staff designated by the Mayor shall mail written notice not less than six days prior to the date of the hearing to the applicant, to the owner if he is not the applicant, and to all persons filing written requests for such notice. For this purpose, the last known name and address of the owner shown in the records of the County Assessor shall be considered to be the owner.

(E) General procedure for Commission hearing on landmark designation or certificate of appropriateness.

(1) The following persons shall be named parties by the Commission:

- (a) Applicants;
- (b) Owners and occupants of the subject property;
- (c) Owners and occupants of adjacent properties who timely request to be made parties;
- (d) Neighborhood associations covering the subject property if they timely request to be made parties; and
- (e) Other persons who so request and whom the Commission determines have due cause to be considered parties.

(2) A party shall be afforded an opportunity to present evidence and

argument and to question witnesses on all relevant issues. However, the Commission chairman may impose reasonable limitations on the number of witnesses heard and on the nature and length of their testimony and cross-examination.

(3) Any person who communicates outside a hearing with a member of a Commission concerning a filed application pending hearing or decision by the Commission shall do so only in printed materials and shall supply copies of said printed communications to the record, to any neighborhood association entitled to be a party, and to all parties; the copies shall be distributed at least five days before the next hearing, and there shall be no communication after the five day deadline until the public hearing.

(4) All testimony shall be under oath or affirmation.

(5) No member of the Commission shall inspect the site with any party or representative of a party.

(F) An advertised hearing may be continued to a time and place announced at the hearing without advertising or reposting of signs.

(G) The Commission may prescribe regulations pertaining to the submission of documentary evidence into the record of any application prior to the advertised hearing date for said application.

('74 Code, § 7-5-9) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-11 APPEALS.

(A) The applicant or any person aggrieved by decision of city staff may appeal the decision of the city staff designated by the Mayor relative to a Certificate of Appropriateness to the Commission. The applicant or any person aggrieved by decision of the Commission may appeal the decision to the City Council. Any city staff or Commission decision is final unless appeal is initiated by application to the city within 15 days of the decision. The date of determination is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday, or holiday as listed in § 3-1-12, the next working day is considered as the deadline for filing the appeal. A building permit dependent on a case shall not be issued and a proposed project not requiring a building permit shall not be initiated until an appeal is decided or the time for filing the appeal has expired without an appeal being filed.

(B) *Acceptance.*

(1) The City Council, after consideration of the appeal record, may decline to hear an appeal if it finds that all adopted city plans, policies, and ordinances have been properly followed. If it decides that there is a substantial question that all such city plans, policies, and ordinances have not been properly followed or are inadequate, it shall hear the appeal.

(2) By the affirmative vote of the majority of all its members, the City Council may remand an appeal to the Commission for rehearing and decision if it finds that rehearing would be likely to serve public policy and resolve the appeal.

(3) The Commission shall hold a public hearing and make a decision relative to all appeals sent to it initially or remanded to it by the City Council.

(4) No public advertising or announcement of appeals is required beyond that specified in division (C)(2) of this section.

(5) By the affirmative vote of the majority of all its members, the City Council may approve the withdrawal of an appeal if it has received a written request to this effect from the appellant.

(C) Hearing and Decision.

(1) An appeal shall be heard within 60 days of its filing. Decision shall be following a public hearing.

This hearing shall review carefully the decisions on the matter.

(2) City staff designated by the Mayor shall give written notice of an appeal, together with a notice of the date, time and place of hearing to the applicant, the owner, a representative of the opponents, if any are known, and the appellant.

(3) A concurring vote of a simple majority of the City Council is required to reverse a determination of the Commission.

(4) General procedure for appeal hearing is as follows:

(a) The appellate body may hold a public hearing on the entire record sent to it and reverse, affirm, or modify the decision appealed.

(b) If it appears to the appellate body that some additional evidence is necessary for the proper disposition of the matter, it may allow evidence to be taken.

(c) The appellate body may remand the matter for reconsideration; if the appellate body remands the appeal, it shall state specifically the matters to be reconsidered and the reasons for remand on which that action is based.

(d) The presiding officer may impose reasonable limitations on the number of witnesses heard and on the nature and length of their testimony and cross-examination.

(e) In addition to appearing before the body, any party to an appeal may provide written argument to the appellate body by submitting it through the staff of that body. The written argument shall not include new evidence and shall be submitted at least five days before the next hearing on the appeal with copies provided to any neighborhood association entitled to notice in the case and to all parties. Any appellate body may, by rule or regulation, increase the five day period. There should be no other communication, outside a hearing, with a member of an appellate body concerning a pending appeal. Any other communication that does occur shall be disclosed by the member of the appellate body who receives the communication.

(5) All testimony at the appeal shall be under oath or affirmation.

(6) No member of the appellate body shall inspect the site with any party to the appeal or his representative

(7) In hearing an appeal, the City Council shall state the key findings of fact.

(D) *Judicial Review.* The exclusive remedy for parties dissatisfied with the action of the City Council shall be a filing of a petition for Writ of *Certiorari*. The petition shall be presented to the District Court within 30 days after the Council decision is entered into the records of the Council meeting. The petition for review shall be limited to the record made on the public hearings held pursuant to this article.

('74 Code, § 7-5-10) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 33-2008; Am. Ord. 2012-005)

§ 14-12-12 TIME LIMITS.

Since it is important that decisions be made as rapidly as possible, time limits shall be considered as maximum and every effort shall be made to expedite the process. However, time limits for Council or Commission approval or denial may be extended or shortened if the applicant and the Council or Commission agree in writing. In the event the last day of the time limit falls on a weekend or a legal holiday as defined by § 3-1-12, the time limits shall be extended to include the next working day as well.

('74 Code, § 7-5-11) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-13 FEES.

A nonrefundable application fee shall accompany each application, as follows:

(A) Application for designation or rescission of landmark status \$55

(B) *Application for Certificate of Appropriateness.*

(1) Change to a building exterior which requires building permit or demolition permit \$35

(2) Change only to the interior of a building designated a landmark when the change alters an item specified in the general preservation guidelines for the structure or is listed as a distinctive feature of the landmark \$25.

(3) All other no fee.

('74 Code, § 7-5-12) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 83-1989; Am. Ord. 51-1991; Am. Ord. 23-2001; Am. Ord. 30-2002; Am. Ord. 2012-005)

§ 14-12-14 CERTIFICATION.

Upon enactment, the Mayor shall submit a copy of this article to the Secretary of the Interior for certification as an appropriate local government statute for the purpose of U.S. Code Section 191 of the U.S. Tax Reform Act of 1976.

('74 Code, § 7-5-13) (Ord. 22-1978; Am. Ord. 4-1985; Am. Ord. 51-1991; Am. Ord. 2012-005)

§ 14-12-99 PENALTY.

Any person who violates any of the provisions of this article shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be subject to the penalty provisions set forth in § 1-1-99 of this code of ordinances. Each day this article is violated shall be considered a separate offense.

('74 Code, § 7-5-14) (Ord. 22-1978; Am. Ord. 51-1991)

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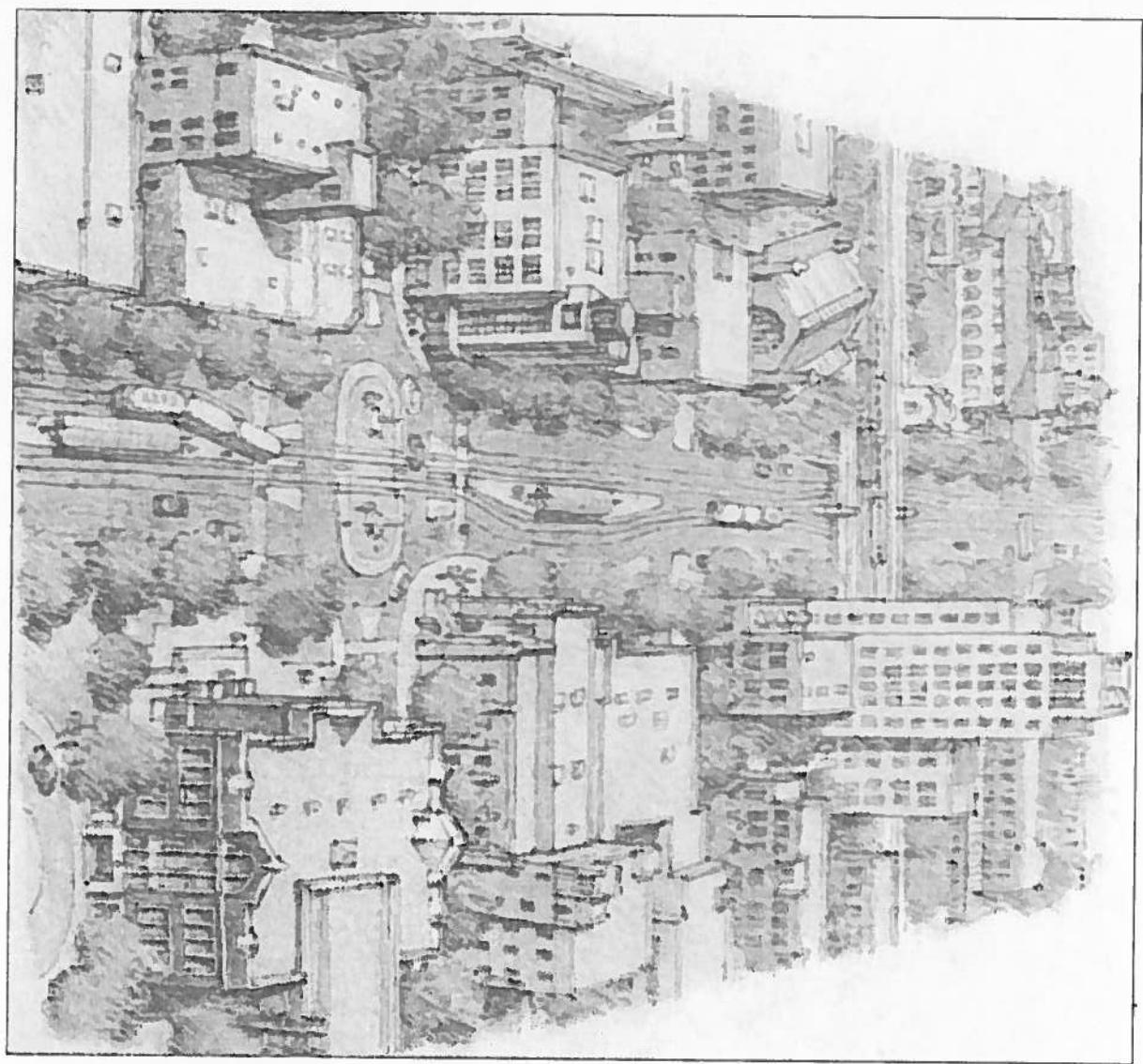
2005
REGULATORY PLAN
HUNING HIGHLAND ED₆
URBAN CONSERVATION OVERLAY ZONE (UCOZ)
EAST ALBUQUERQUE, NEW MEXICO
DOWNTOWN

Adopted March 2005

This version of this Regulatory Plan document was prepared by the Planning Department, City of Albuquerque. It is an amended version of the plan that was produced for the Broadway and Central Corridors Partnership by Moule & Polyzoides, Architects/Urbanists and Danish & Kline, Urban Consultants.

This document compiles additions and changes to the Regulatory Plan as reviewed by the Landmarks and Urban Conservation Commission and the Environmental Planning Commission, and as adopted by the City Council in 2005. The Council was assisted in their plan review and amendments by Ferrell Madden Associates. The relevant City Council resolutions are appended.

Moule & Polyzoides, Architects/Urbanists
Danish + Kline Associates, Urban Consultants
for Broadway + Central Corridors Partnership, Inc.



**CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL**

COUNCIL BILL NO. C/S R-08-180

ENACTMENT NO. R. 2009.039

SPONSORED BY: Isaac Benton, by request

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RESOLUTION

AMENDING ENACTMENT NO. R-2005-032 WHICH ESTABLISHED THE HUNING HIGHLAND-EAST DOWNTOWN URBAN CONSERVATION OVERLAY ZONE AND ADOPTED A REGULATORY PLAN, INCLUDING ARCHITECTURAL STANDARDS, FOR THE OVERLAY ZONE; INCORPORATING TEXT AMENDMENTS TO THE HUNING HIGHLAND-EAST DOWNTOWN REGULATORY PLAN; CORRECTING TECHNICAL ERRORS AND CLARIFYING APPLICATION OF THE REGULATIONS IN THE REGULATORY PLAN.

WHEREAS, in March, 2005, by Enactment No. R-2005-032, the City of Albuquerque amended the Huning Highland Sector Development Plan and the Huning Highland Historic Overlay Zone, established the Huning Highland-East Downtown Urban Conservation Overlay Zone, and adopted a Regulatory Plan for the Urban Conservation Overlay Zone; and

WHEREAS, the City Council has the authority to adopt and amend sector development plans, overlay zones and regulatory plans; and

WHEREAS, on October 16, 2008, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended to the City Council approval of text amendments to the Regulatory Plan for the Huning Highland-East Downtown Urban Conservation Overlay Zone; and

WHEREAS, text amendments that add clarity to the development review process will help public and private sectors implement the regulations and will support Albuquerque/Bernalillo County Comprehensive Plan policies in Section II.B.6 concerning the Established Urban Area; and

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1 WHEREAS, text amendments that provide consistency between the
2 Sector Plans, the Landmarks and Urban Conservation Ordinance and the
3 Regulatory Plan will remove obstacles to sound growth management and
4 economic development and support Comprehensive Plan policies in
5 Sections *II.D.6* related to economic development; and

6 WHEREAS, text amendments to clarify the development review
7 process encourage efficiencies in the public development review process
8 and support Comprehensive Plan policies in Section *II.D.5* related to
9 housing; and

10 WHEREAS, the Environmental Planning Commission found the
11 proposed text amendments to the Regulatory Plan were not in conflict with
12 any applicable plans including the Albuquerque/Bernalillo County
13 Comprehensive Plan; and

14 WHEREAS, there is general support for the proposed amendments.
15 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY
16 OF ALBUQUERQUE:

17 Section 1. The Regulatory Plan for the Huning Highland-East
18 Downtown Urban Conservation Overlay Zone is hereby amended as
19 recommended by the Environmental Planning Commission and as set forth
20 herein. Enactment No. R-2005-32 is hereby amended only as to the
21 amendments to the Regulatory Plan.

22 Section 2. FINDINGS ADOPTED. The following findings of the
23 Environmental Planning Commission for the Sector Development Plan
24 amendments are adopted by the City Council:

25 A. This application is a request by City Planning for a recommendation
26 to the City Council to amend the text of the Regulatory Plan for the Huning
27 Highland-East Downtown Urban Conservation Overlay Zone.

28 B. The property affected by this request is the Huning Highland-East
29 Downtown Urban Conservation Overlay Zone located on Central Ave.
30 between I-25 and Broadway and on Broadway Ave. between Central Ave. and
31 Coal, zoned SU2/CRZ, SU2/SU-3 and C-2, Map K-14.

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- 1 **C. The Regulatory Plan for the Huning Highland-East Downtown Urban**
- 2 **Conservation Overlay Zone was adopted by the City Council with Resolution**
- 3 **2005-032 on March 7, 2005.**
- 4 **D. The Landmarks and Urban Conservation Commission adopted the**
- 5 **Regulatory Plan for the Huning Highland-East Downtown Urban**
- 6 **Conservation Overlay Zone as the specific development guidelines for the**
- 7 **Urban Conservation Overlay Zone on July 13, 2005.**
- 8 **E. The Landmarks and Urban Conservation Commission reviewed the**
- 9 **proposed amendments to the Regulatory Plan on May 14, 2008 and voted to**
- 10 **approve a recommendation to City Council to amend the Regulatory Plan as**
- 11 **proposed. The LUCC has not reviewed any changes made thereafter.**
- 12 **F. Some of the proposed amendments are primarily technical in**
- 13 **nature and others are more substantive in nature. All serve to clarify the**
- 14 **application of the development standards contained in the Plan.**
- 15 **G. The Established Urban Area Goal as identified in the**
- 16 **Comprehensive Plan and policy d is furthered because there are no changes**
- 17 **to the location, intensity or design of new development; thereby existing**
- 18 **neighborhood values, conditions and resources are respected. Policy o is**
- 19 **furthered because the changes support redevelopment by private sector**
- 20 **investors.**
- 21 **H. The Economic Development Goal as identified in the**
- 22 **Comprehensive Plan and policy f is furthered because the proposed**
- 23 **amendments to the Regulatory Plan will remove obstacles to sound growth**
- 24 **management and economic development.**
- 25 **I. The Housing Goal as identified in the Comprehensive Plan and**
- 26 **policy e is furthered because the proposed amendments to the Regulatory**
- 27 **Plan encourage efficiencies in the public development review process.**
- 28 **J. The Goal and Objectives of the Huning Highland Sector**
- 29 **Development Plan are furthered because the proposed amendments to the**
- 30 **Regulatory Plan serve to clarify zoning language for easier use, support**
- 31 **appropriate development and represent the interests of the users of the plan.**
- 32 **K. There is no known opposition to this request.**

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1 Section 3. TEXT AMENDMENTS ADOPTED. The Regulatory Plan for
2 the Huning Highland-East Downtown Urban Conservation Overlay Zone
3 (UCOZ), adopted March 2005, is amended as follows:

4 A. On page 3, in the second column, in the last section entitled "Non-
5 contributing properties (not shown on this plan)", at the end of the
6 paragraph insert the following sentence:

7 "Alterations to and demolition of non-contributing properties are exempt
8 from LUCC procedures prescribed by Section 14-12-8 ROA 1994, but are
9 subject to review, pursuant to this Plan, by an Architectural Review
10 Committee."

11 B. On page 4, in the Implementation Process Matrix, in the two places
12 where it occurs, delete "see page 4" and insert in lieu thereof "see page 9".

13 C. On page 4, in the footnote to the Implementation Process Matrix,
14 insert the following new paragraphs after "Appeals of Staff decisions shall
15 be sent to L.U.C.C.":

16 "Implementation – The Development Codes on pages 5, 6, 7, and 8
17 (*Corridor Preservation: Broadway, Corridor Preservation: Central, Corridor*
18 *General, and Street General*), the Design Guidelines for Significant or
19 Contributing Properties or City Landmarks on page 9, the Standards Related
20 to UCOZ on page 11, and the Architectural Standards on pages 13 through
21 19 in this Plan are mandatory, except as provided below. Provisions related
22 to Variances and the Variance procedure in Section 14-16-4-2 of the Zoning
23 Code are not applicable to these mandatory development regulations.

24 The LUCC may approve deviations from the above standards if:

25 1. the deviation is consistent with the intent of the Regulatory Plan
26 for the Huning Highland-East Downtown Urban Conservation Overlay Zone;
27 and

28 2. the deviation will not significantly interfere with the enjoyment of
29 other land in the vicinity; and

30 3. the owner will experience unnecessary hardship if the deviation is
31 not approved; and

32 4. financial consideration shall not be a primary reason for approving
33 a deviation."

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- 1 D. On pages 5 through 8, after the introductory paragraph and above
- 2 "1. GENERAL RULES: USES & MISC." on each page, insert the following new
- 3 heading and sentence:
- 4 "STANDARDS FOR NEW BUILDINGS
- 5 These standards apply to new buildings only and not to remodeling or
- 6 rehabilitation of existing buildings."
- 7 E. On pages 5 through 8, at the bottom of the second column under
- 8 "2. HEIGHT" on each page, delete the language in that column after
- 9 "Maximum:" and insert in lieu thereof "See page 11."
- 10 F. On pages 5 through 8, in the fourth column under "1. PARKING
- 11 REQUIREMENTS" on each page:
- 12 1. The first sentence of the second paragraph is amended to
- 13 read:
- 14 "Parking requirements for the CRZ Zone are listed below and are
- 15 subject to reductions due to mixed-uses and location on transit corridor:".
- 16 2. After the last line in the second paragraph, "1 parking space:
- 17 per hotel room", insert the following new sentence:
- 18 "For all zones other than the CRZ zone, parking space requirements are
- 19 subject to the underlying zoning. All other parking standards of the Huning
- 20 Highland-East Downtown Urban Conservation Overlay Zone apply."
- 21 3. Move the order of the third paragraph (beginning with
- 22 "Vehicular access") to become the second paragraph.
- 23 G. On page 9, in the first column under "A. General Guidelines",
- 24 insert a new subsection under Section 6 to read:
- 25 "c. Unpainted brick and tile masonry should not be painted."
- 26 H. On page 9, in the third column, after "F. Signage:", delete "Per
- 27 SU-2/CRZ Zone" and insert in lieu thereof "Per Architectural Standards,
- 28 Section F".
- 29 I. On page 12, in the first column, after the first paragraph, insert the
- 30 following sentence:
- 31 "These standards apply to new buildings, alterations and additions to
- 32 existing buildings as defined in Section 14-12-4 ROA 1994."

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1 J. On page 13, in the fourth column, delete the entire last bullet
2 beginning with "Colors Permitted:".

3 K. On pages 13, 14, 15, 16, 18 and 19, in the first column on each
4 page, delete the heading beginning with "INTENT AND GUIDING
5 ILLUSTRATIONS FOR...".

6 L. On pages 13, 14, 15, 16, 18 and 19, in the first column on each
7 page, amend the first sentence of the last paragraph to read:
8 "The illustrations on this page are advisory only."

9 Section 4. EFFECTIVE DATE. This resolution shall take effect five
10 days after publication by title and general summary.

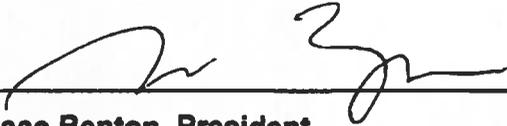
11 Section 5. SEVERABILITY CLAUSE. If any section, paragraph,
12 sentence, clause, word or phrase of this resolution is for any reason held to
13 be invalid or unenforceable by any court of competent jurisdiction, such
14 decision shall not affect the validity of the remaining provisions of this
15 resolution. The Council hereby declares that it would have passed this
16 resolution and each section, paragraph, sentence, clause, word or phrase
17 thereof irrespective of any provisions being declared unconstitutional or
18 otherwise invalid.

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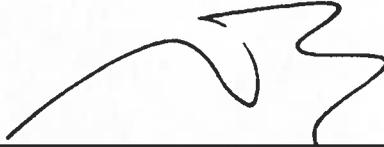
1 PASSED AND ADOPTED THIS 2nd DAY OF March, 2009
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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4 **Excused: Cadigan, O'Malley**

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7 _____
8 **Isaac Benton, President**
9 **City Council**

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11 APPROVED THIS 24th DAY OF March, 2009

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14 **Bill No. C/S R-08-180**

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17 _____
18 **Martin J. Chávez, Mayor**
19 **City of Albuquerque**

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22 **ATTEST:** 

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24 _____
25 **City Clerk**

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**CITY OF ALBUQUERQUE
SIXTEENTH COUNCIL**

COUNCIL BILL NO. R-05-383

ENACTMENT NO.

R-2005-185

SPONSORED BY: Eric Griego

1 **RESOLUTION**

2 **AMENDING BILL NO. F/S R-04-146 (ENACTMENT NO. R-2005-032), WHICH**
3 **DESIGNATED THE HUNING HIGHLAND HISTORIC OVERLAY ZONE; AMENDING**
4 **BILL NO. F/S R-04-155 (ENACTMENT NO. R-2005-033), WHICH AMENDED THE**
5 **HUNING HIGHLAND SECTOR DEVELOPMENT PLAN TO ESTABLISH THE SU-**
6 **2/CRZ COMMUNITY REVITALIZATION ZONE; CORRECTING TECHNICAL ERRORS**
7 **IN ORDER TO MAKE THE PLAN AREA DESCRIPTIONS CONSISTENT WITH THE**
8 **ADOPTED MAPS AND ATTACHING A MAP OF THE SU-2/CRZ ZONE.**

9 **WHEREAS, Bill Nos. F/S R-04-146 (Enactment No. R-2005-032) and F/S R-**
10 **04-155 (Enactment No. R-2005-033), related to the Huning Highland-EDO area,**
11 **were adopted by the City Council on March 23, 2005 and require technical**
12 **amendments to make the text of the boundaries in both pieces of legislation**
13 **conform to the adopted maps.**

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

16 **Section 1. Section 4 of Bill No. F/S R-04-146 (Enactment No. R-2005-032) is**
17 **deleted in its entirety and replaced with the following in lieu thereof:**

18 **"SECTION 4. URBAN CONSERVATION OVERLAY ZONE**
19 **ESTABLISHED. The City Council hereby establishes the Huning Highland-East**
20 **Downtown Urban Conservation Overlay Zone and its associated regulations for**
21 **the lots adjacent to Central Avenue between John Street and Locust Street and**
22 **lots adjacent to Broadway Boulevard between Coal Avenue and Central Avenue,**
23 **and more particularly described as follows:**

24 **Block 1, Lots 1-2, 7-12, Brownell and Lail's Highland Addition**

25 **Block 44, Lots 4-6 and Lots 7-12, Huning Highlands Addition**

26 **Block 25, Lots 4-6 and Lots 9-12, Huning Highlands Addition**

- 1 **Block 22, Lots 5-6, and Lots 10-12, Huning Highlands Addition**
2 **Block 43, Lots 1-3 and Lots 7-9, Huning Highlands Addition**
3 **Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning Highlands Addition**
4 **Block 21, Lots 1-2, the western 40' of Lot 3, and Lots 7-9, Huning Highlands**
5 **Addition**
6 **Block 14, Lots 1-2 and Lots 7-8, Huning Highlands Addition**
7 **Block 9, Lots 1-3 and Lots 7-12, Huning Highlands Addition**
8 **Block 8, Lots 7-12, Huning Highlands Addition**
9 **Block 7, Lots 7-12, Huning Highlands Addition**
10 **Block 6, Lots 7-12, Huning Highlands Addition**
11 **Block 5, Lots 1-6, Huning Highlands Addition**
12 **The Eastern 160', Lot 1, USFS (the portion of this lot that is currently zoned C-2)**
13 **Block 3, Lots A, B, and 3, Huning Highlands Addition**
14 **Block 2, Lots 1-6, Huning Highlands Addition**
15 **Lots 1, 2A, 4A, and 5, Union Square Addition."**
16 **Section 2. Section 3 of Bill No. F/S R-04-155 (Enactment No. R-2005-033) is**
17 **deleted in its entirety and replaced with the following in lieu thereof:**
18 **"SECTION 3. ZONE MAP AMENDED. The zone map adopted by**
19 **Section 14-16-1-1 et. Seq. R.O.A. 1994 is hereby amended, establishing the SU-**
20 **2/CRZ zoning for these properties:**
21 **Block 1, Lots 1-2, 7-12 Brownell and Lall's Highland Addition**
22 **Block 44, Lots 4-6 and Lots 7-12, Huning Highlands Addition**
23 **Block 25, Lots 4-6 and Lots 9-12, Huning Highlands Addition**
24 **Block 22, Lots 5-6, and Lots 10-12, Huning Highlands Addition**
25 **Block 43, Lots 1-3 and Lots 7-9, Huning Highlands Addition**
26 **Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning Highlands Addition**
27 **Block 21, Lots 1-2 and Lots 7-9, Huning Highlands Addition**
28 **Block 14, Lots 1-2 and Lots 7-8, Huning Highlands Addition**
29 **Block 9, Lots 1-3 and Lots 7-12, Huning Highlands Addition**
30 **Block 8, Lots 7-12, Huning Highlands Addition**
31 **Block 7, Lots 7-12, Huning Highlands Addition**
32 **Block 6, Lots 7-12, Huning Highlands Addition."**

Section 3. Bill No. F/S R-04-155 (Enactment No. R-2005-033) is amended by adding the map attached to this legislation of the location of the SU-2/CRZ Community Revitalization Zone.

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1 WHEREAS, the LUCC conducted a public hearing on the application after
2 providing proper notice, and recommended approval of the application which
3 was submitted to the Environmental Planning Commission; and

4 WHEREAS, the LUCC recommended the rescission of the designation of a
5 portion of the Huning Highland Historic Overlay Zone, and recommended
6 approval of the Huning Highland-East Downtown Urban Conservation Overlay
7 Zone for the same area; and

8 WHEREAS, the LUCC approved and recommended adoption of a
9 Regulatory Plan for the Huning Highland-East Downtown Urban Conservation
10 Overlay Zone, to establish design regulations for building alteration,
11 demolition, and new construction within the East Downtown Urban
12 Conservation Overlay Zone; and

13 WHEREAS, the Environmental Planning Commission ("EPC") evaluated
14 and recommended adoption of the Huning Highland-East Downtown Urban
15 Conservation Overlay Zone, requiring the rescission of a portion of the Huning
16 Highland Historic Overlay Zone and adoption of the same area as the
17 boundary for the Huning Highland-East Downtown Urban Conservation
18 Overlay; and

19 WHEREAS, a segment of Central Avenue from Broadway Boulevard to
20 Locust Street and a segment of Broadway Boulevard from Central Avenue to
21 Coal Avenue is the area recommended by the LUCC and the EPC to be
22 removed from the Huning Highland Historic Overlay Zone and to be placed in
23 the Huning Highland-East Downtown Urban Conservation Overlay Zone; and

24 WHEREAS, the proposed Huning Highland-East Downtown Urban
25 Conservation Overlay Zone has distinctive characteristics worthy of
26 conservation; and

27 WHEREAS, the proposed overlay zone has recognized neighborhood
28 identity and character and a relationship to the downtown urban center and
29 the Huning Highland Historic District, which makes the area's conservation
30 critical; and

31 WHEREAS, the benefits of increased economic reinvestment and stabilized
32 property values that have occurred in the residential portions of the Huning
33 Highland neighborhood since the adoption of the Huning Highland Historic

1 Overlay Zone have not occurred along the Central Avenue and Broadway
2 Boulevard Corridors; and

3 WHEREAS, existing development within the residential portions of the
4 Huning Highland neighborhood primarily reflects a cohesive turn-of-the-
5 century period, development along the Central and Broadway corridors
6 reflects a much greater diversity in terms of time period and construction type.
7 In contrast to the adjacent residential neighborhood, the historic character of
8 the commercial corridors, especially along Central, has been degraded by a
9 number of demolitions such that the commercial corridors do not reflect a
10 coherent period of historic significance; and

11 WHEREAS, reinvestment in some of the residential portions of the Huning
12 Highland Historic Overlay Zone appears to have been hindered by prevailing
13 conditions of blight and under- utilized land within the adjacent Central
14 Avenue and Broadway Boulevard corridors; and

15 WHEREAS, application of the Huning Highland Historic Overlay Zone to
16 properties along and adjacent to the Central Avenue and Broadway Boulevard
17 corridors has been ineffective in promoting economic stability and
18 reinvestment; and

19 WHEREAS, the East Downtown Urban Conservation Overlay Zone, as
20 currently amended by the City Council, provides design guidelines,
21 protections, and LUCG review for significant, contributing, and landmark
22 buildings within the UCOZ area based on the Huning Highland Sector
23 Development Plan historic preservation standards; contains building height
24 step-back requirements for the new construction adjacent to the adjoining
25 residential properties; includes design and materials standards that help to
26 insure a quality built urban environment; provides special regulations for
27 maintaining compatibility of uses for the locations where commercial
28 redevelopment faces residential property; and also contains other
29 requirements that protect the adjoining residential area; and

30 WHEREAS, the rescission of the Huning Highland Historic Overlay Zone for
31 properties along and adjacent to the Central Avenue and Broadway Boulevard
32 corridors provides the opportunity to remove inappropriate land use
33 restrictions that appear to have constricted economic reinvestment and to

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1 replace those land use controls with provisions designed to facilitate
2 appropriate redevelopment and reinvestment; and

3 WHEREAS, the Huning Highland-East Downtown Urban Conservation
4 Overlay Zone and the design regulations recommended by the Lucc and
5 amended by the Council are intended to encourage revitalization of lots
6 adjacent to Central Avenue between Broadway Boulevard and Locust Street,
7 and on lots adjacent to Broadway Boulevard between Coal Avenue and
8 Central Avenue; and

9 WHEREAS, only the portions of the East Downtown Master Development
10 Plan that are incorporated into the Regulatory Plan attached hereto are
11 intended to be the approved policies of the City.

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

14 SECTION 1. HUNING HIGHLAND HISTORIC OVERLAY ZONE BOUNDARIES
15 AMENDED. The Council accepts the recommendation and approval of the
16 EPC and the Lucc to amend the Huning Highland Historic Overlay Zone
17 boundaries, to exclude the lots described in Section 4 herein.

18 SECTION 2. DISTINCTIVE CHARACTERISTICS. The Council finds that the
19 following distinctive characteristics of the Huning Highland-East Downtown
20 area (designated on Exhibit A attached hereto) shall be preserved:

- 21 A. A "street wall" that is pedestrian-scaled by the buildings that are
22 built to the street or have a setback that responds and relates to a front
23 sidewalk.
- 24 B. Buildings that are oriented to the street and respond to pedestrians
25 with street level entrances and windows.
- 26 C. Commercial corridors with a mix of offices and retail or service uses.
- 27 D. Traditional construction materials.
- 28 E. The characteristics set forth in the Architectural Standards attached
29 as Exhibit B hereto.

30 SECTION 3. PRESERVATION OF DISTINCTIVE CHARACTERISTICS. The
31 distinctive characteristics shall be preserved in accordance with the
32 Regulatory Plan and Architectural Standards attached as Exhibit B hereto.

1 **SECTION 4. URBAN CONSERVATION OVERLAY ZONE ESTABLISHED.**
2 The City Council hereby establishes the Huning Highland-East Downtown
3 Urban Conservation Overlay Zone and its associated regulations for the lots
4 adjacent to Central Avenue between John Street and Locust Street and lots
5 adjacent to Broadway Boulevard between Coal Avenue and Central Avenue,
6 and more particularly described as follows:

- 7 Block 1, Lots 1-2, 7-12, Brownwell and Lail's Highland Addition
- 8 Block 44, Lots 4-6 and Lots 10-12, Huning's Highlands Addition
- 9 Block 25, Lots 4-6 and Lots 9-12, Huning's Highlands Addition
- 10 Block 22, Lots 5-6, and Lots 10-12, Huning's Highlands Addition
- 11 Block 43, Lots 1-3 and Lots 7-9, Huning's Highlands Addition
- 12 Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning's Highlands Addition
- 13 Block 21, Lots 1-2 and Lots 7-9, Huning's Highlands Addition
- 14 Block 14, Lots 1-2 and Lots 7-8, Huning's Highlands Addition
- 15 Block 9, Lots 1-3 and Lots 7-12, Huning's Highlands Addition
- 16 Block 8, Lots 7-12, Huning's Highlands Addition
- 17 Block 7, Lots 7-12, Huning's Highlands Addition
- 18 Block 6, Lots 7-12, Huning's Highlands Addition
- 19 Block 5, Lots 1-6, Huning's Highlands Addition
- 20 The Eastern 160', Lot 1, USFS (the portion of this lot that is currently zoned C-
- 21 2)
- 22 Block 3, Lots A, B, and 3, Huning's Highlands Addition
- 23 Block 2, Lots 1-6, Huning's Highlands Addition
- 24 Lots 1, 2A, 4A, and 5, Union Square Addition.

25 **SECTION 5. REGULATORY PLAN ADOPTED.** The Regulatory Plan,
26 including the Architectural Standards, attached as Exhibit B hereto, is
27 incorporated herein and shall have the same force and effect as this
28 resolution.

29 **SECTION 6. FINDINGS ACCEPTED.** The City Council accepts the findings
30 of the LUCG for establishing the Huning Highland-East Downtown Urban
31 Conservation Overlay Zone with the following exceptions:

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1 A. In Finding 4, delete “, and the Planned Growth Strategy
2 enabling legislation for infill development, conservation zones and design
3 standards”.

4 B. In Finding 5, delete “Planned Growth Strategy and the”.

5 C. In Finding 7, prior to “Contributing”, insert “Significant and”.

6 **SECTION 7. MODIFICATIONS ACCEPTED AS AMENDED.** The Council
7 accepts the modifications approved by the Lucc establishing the Huning
8 Highland-East Downtown Urban Conservation Overlay Zone as further
9 amended by the Council as follows:

10 A. The Huning Highland-EDo UCOZ Regulatory Plan [Exhibit B
11 attached hereto] shall remove references to the Architectural Review
12 Committee with regard to procedures for all significant and contributing
13 properties.

14 B. All exterior changes of contributing and significant buildings, and
15 City Landmarks in the Huning Highland-EDo UCOZ shall comply with current
16 Lucc procedures and requirements for building alterations, demolition, and
17 new construction, and the Regulatory Plan [Exhibit B attached hereto.]

18 C. Add to the Huning Highland-EDo UCOZ, page 4, a new definition
19 of the Architectural Review Committee: The Architectural Review Committee
20 shall be a standing advisory committee of the Lucc to review proposals for
21 non-contributing properties. The Architectural Review Committee shall
22 consist of 1 Lucc member and 1 member from each city recognized
23 neighborhood association within the boundaries of the HHZOZ and the Huning
24 Highland-EDo UCOZ. One Lucc staff person shall act as facilitator of the
25 committee. The Lucc staff person shall have the sole authority to render
26 administrative rulings and issue a Certificate of Compliance for approved
27 proposals. The selection of committee representatives and term of service
28 shall be determined by the Lucc.

29 D. Appeals of staff decision shall go to the Lucc. Appeals of staff
30 decisions can be on substantive grounds.

31 E. Applications for non-contributing properties, including Buildings
32 of Note, shall be reviewed by the Architectural Review Committee. Alterations
33 to Buildings of Note should preserve their character-defining features.

1 Demolitions plans for Buildings as Note shall not be approved until a
2 redevelopment plan has been approved which considers incorporating these
3 character-defining features into the proposed new construction if appropriate.

4 F. The definition for Non-contributing buildings shall read:

5 "All properties that are not designated as a significant or contributing
6 property within the Huning Highland Historic District, or have not been
7 designated as a City Landmark or buildings of note."

8 SECTION 8. LUCG CONDITIONS ACCEPTED. The Council accepts the
9 LUCG's conditions of approval establishing the Huning Highland-East
10 Downtown Urban Conservation Overlay Zone and states that the design
11 guidelines and procedures for the overlay zone shall be approved within 60
12 days of the adoption of this resolution and shall be consistent with this
13 resolution and the Regulatory Plan, including the Architectural Standards,
14 attached hereto as Exhibit B.

15 SECTION 9. FINDINGS ACCEPTED. The City Council accepts the EPC's
16 findings and conditions for approval establishing the Huning Highland-East
17 Downtown Urban Conservation Overlay Zone, and states further that the
18 material submitted by the LUCG with the evaluation and recommendations
19 from the EPC has been amended and approved by the Council as set forth in
20 the Regulatory Plan and Architectural Standards attached as Exhibit B hereto.

21 SECTION 10. ENACTMENT AMENDED. Enactment No. R-132-1980 is
22 amended by this resolution and any language in R-132-1980 that is
23 inconsistent with this resolution is superceded.

24 SECTION 11. EFFECTIVE DATE AND PUBLICATION. This legislation shall
25 take effect sixty days after publication by title and general summary.

26 SECTION 12. SEVERABILITY CLAUSE. If any section, paragraph,
27 sentence, clause, word or phrase of this resolution is for any reason held to be
28 invalid or unenforceable by any court of competent jurisdiction, such decision
29 shall not affect the validity of the remaining provisions of this resolution. The
30 Council hereby declares that it would have passed this resolution and each
31 section, paragraph, sentence, clause, word or phrase thereof irrespective of
32 any provisions being declared unconstitutional or otherwise invalid.

33 X:\SHARE\Legislation\Sixteen\R-146sfin.doc

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1 PASSED AND ADOPTED THIS 7th DAY OF MARCH, 2005
2 BY A VOTE OF: 8 FOR 1 ABSTAIN.

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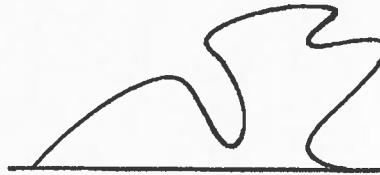
Yes: 8
Abstain: Winter



Brad Winter, President
City Council

APPROVED THIS 23rd DAY OF March, 2005

Bill No. F/S R-04-146



Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:



City Clerk

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This document represents the REGULATORY PLAN for the HUNING HIGHLAND EAST DOWN-TOWN URBAN CONSERVATION OVERLAY ZONE or UCOZ. The INTENT of the UCOZ is to assist in the revitalization of the commercial core of the Huning Highland Sector Plan area, specifically concentrating on the Central Avenue and Broadway Boulevard Corridors. To do so it proposes a mix of uses, including housing and neighborhood services of a variety that can persuade people to return to the life and excitement of the center of the city. It draws on traditional urban and architectural principles to rebuild Huning Highland East Downtown in the spirit and image of its past.

**INTRODUCTION | PRINCIPLES FOR GREAT STREETS & URBAN VILLAGES
 CHARACTER-DEFINING FEATURES FOR HUNING HIGHLAND EDO UCOZ**

The master plan was guided by the following principles which lead to the character defining elements appropriate for corridors such as Central Avenue and Broadway Blvd. The Urban Regulations given in this document translate the principles into design standards for street & sidewalk widths and design, building setbacks from public rights of way, building forms (heights, proportions, setbacks, openings, & articulation), and building materials. Existing standards regarding existing historic structures remain in place as is. Thus, new buildings and additions/alterations to existing buildings will help to revitalize the corridor with a fabric of similar character-defining elements.

Pedestrian First

- Wide sidewalks
- Buildings framing streets — An "Outdoor Room" feeling
- Clean, safe and friendly inviting storefronts
- Street trees and shade
- Appropriate street furniture
- On-street parking
- Outdoor dining
- Street lighting properly scaled and directed

Traffic Speeds Compatible with Urban Villages

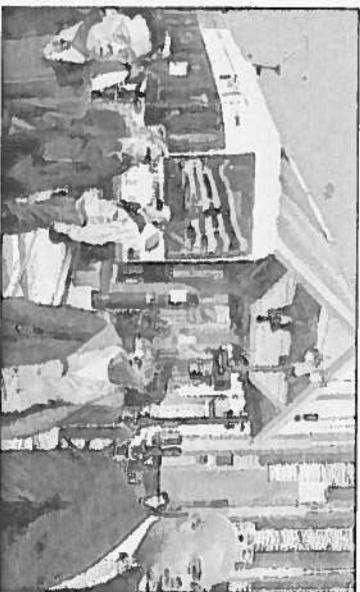
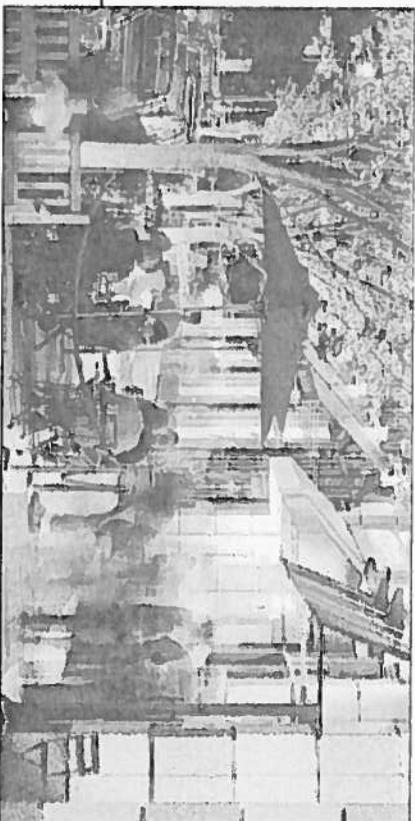
- Slower car speeds, but higher vehicle capacity, higher trip quality & more equitable access thru the area
- Cars moving at proper speeds—retail power and residential comfort makes streets great
- More pedestrians
- Increased retail sales
- More housing
- Higher tax base
- Fewer accidents and injuries
- Citizen and tourist destinations

Park Once and Walk

- Parking structures
- well-located
- wrapped with retail space along side walk
- On-street parking
- parallel
- diagonal
- metered
- Parking behind buildings
- Three block walking radius from structure for retail district
- Quality signage, wayfinding

Daily Needs within Walking Distance

- Appropriate retail tenant mix and sizes
- Balance of local, regional and national tenants
- Market, lease, and manage retail spaces as a district
- Civic buildings at honored locations



Traditional Building Types for a Mix of Uses

- Residential over retail and commercial
- Frame the street
- Build on the architectural heritage of the area

Variety of Housing Choices

- Lofts
- Live/Work Buildings
- Apartments and Condominiums
- Courtyard Housing
- Duplexes, Triplexes, Quadplexes
- Single Family Detached
- Garage apartments

Live Above Stores and Businesses

- Provides built-in customer base
- Extends day into night
- Eyes on the street

Beautiful Public Spaces, Constantly Occupied

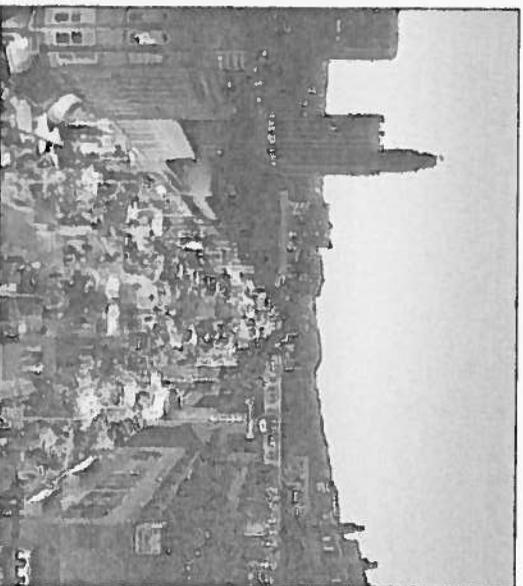
- Great Streets
- Plazas
- Squares
- Pocket Parks
- Roundabouts
- Monuments
- Gateways

Quality Transit

- Attractive, clean vehicles
- Attractive, dignified, well-located stops
- Timely, efficient, safe, enjoyable
- Proper speeds for pedestrian comfort
- On-street parking between transit vehicle and the pedestrian

Character Defining Features

1. Architectural styles represented by significant and contributing buildings located within the Huning Highland Historic District.
2. Neighborhood meeting places, community markers and signs, and special structures such as the Coal Avenue Viaduct.
3. Street Context: street widths, planting strips, sidewalks, setbacks from the curb, and street trees.
4. Lot size, grain of commercial lot sizes in context with adjacent residential lots, lot setbacks and topography, notably the 10 foot rise in every block along Central Avenue.
5. Business variety: Main Street scale commercial, institutional, and office.
6. Building styles and elements: Brick Commercial, Queen Anne, Streamline Moderne; unique architectural elements in Huning Highland EDO such as roof forms from the Route-66 Era buildings, storefronts with recessed entries and large glass windows facing the street, (with some transoms).
7. Building materials: cast stone, brick, stucco/terrace, block, adobe, wood.
8. Building forms, both demolished and existing: size, height, proportions, window/door openings, rhythms, patterns, etc.
9. Setbacks and insets, such as those found at 519-523 Central and 202 Central Avenue SE.



IMPLEMENTATION | REGULATING PLAN

This booklet is derived from the *Master Plan for Hunting Highland East Downtown Albuquerque, New Mexico*, April 2004. That document reviews the context, history, and other existing conditions of the project area and proposes a new development plan based on the existing character-defining elements found in the area.

This booklet provides the development regulations for the new Hunting Highland EDO Urban Conservation Overlay

HOW TO USE THIS DOCUMENT:

- 1. Development Category - find the property & its development category [map page 4].**
- 2. Development Category description - read the development or building category descriptions [see below].**
- 3. Implementation Process Matrix - read the development category's review process [page 4] and follow the designated review process.**
- 4. Urban Regulations - find the development category's code & regulation page as indicated in the Implementation Process Matrix [page 4]. Follow the Regulation standards for setbacks, heights, encroachments, frontages, parking, landscape, etc.**
- 5. Architectural Standards - provides the parameters for the external building materials and architectural configurations.**

Corridor Preservation

Corridor Preservation category protects existing properties that are considered significant or contributing within the Hunting Highland Historic District and establishes building standards for new buildings to ensure the building pattern is maintained and to complement the architectural character-defining features of the UCOZ as identified herein.

Corridor General

Corridor General category protects existing properties that are considered significant or contributing within the Hunting Highland Historic District and includes those areas that are appropriate for new development. The setback, heights, massing, encroachments, and parking arrangements are appropriate for new, vibrant mixed-use buildings, and are only subject to review for their conformity with the corresponding development code.

Street General

Street General category allows for new development of an intensity that is compatible in form, use, and historic fabric with adjacent buildings.

Parks & Open Space

Parks & Open Space category allows for new landscaping in plazas, parks, and open space areas accessible to the public. Hunting Highland EDO's landscape should be distinct from the existing and proposed prototypical standards currently being developed by the City Municipal Development Department. The landscape design reflects the more urban character of this area in its programming, detailing, and planting intensity.

Significant, Contributing & City Landmark Properties

Significant and Contributing status properties (established by the Hunting Highland Historic District) will be preserved within the project area. Alterations, demolition, and/or new construction to said buildings shall comply with existing LUCC procedures.

Buildings of Note

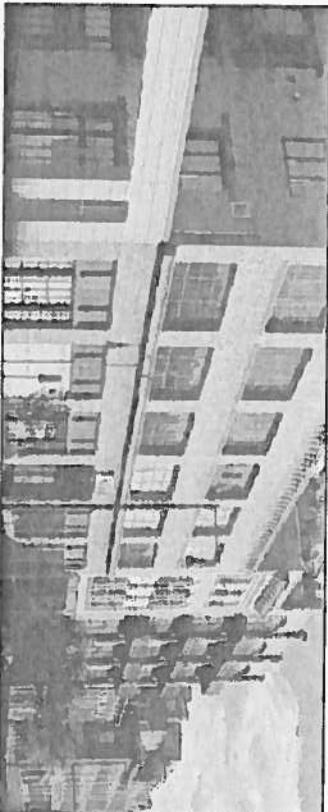
Buildings of note are recognized as buildings that retain distinctive character defining features of the UCOZ but which are not considered significant or contributing to the Hunting Highland Historic District. Attempts should be made to preserve those character-defining features when considering alterations to these buildings. Demolition plans shall not be approved for these buildings until a redevelopment plan has been approved which considers incorporating these features into the proposed new construction.

Non-contributing properties (not shown on this plan)

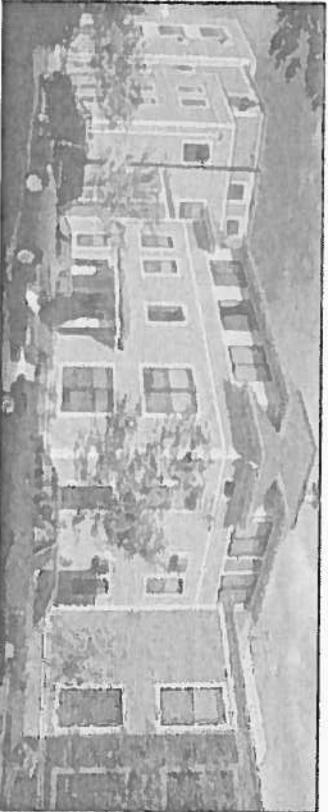
Any property that is NOT designated as a Significant or Contributing property within the Hunting Highland Historic District or have not been designated as a City Landmark or a Building of Note, based on the most current survey of the Historic District.



Corridor Preservation



Corridor General



Corridor General

IMPLEMENTATION PROCESS MATRIX

Development Category	ARC + LUCC Staff Reviews*	LUCC Reviews	DRC + SHPO Reviews
Corridor Preservation [see pg. 5 & 6, Appendix]	●		
Corridor General [see pg. 7, Appendix]	●		
Street General [see pg. 8]	●		
Significant, Contributing & City Landmarks [see pg. 4]		●	
Buildings of Note [see approp. devel. category page]	●		
Parks & Open Space (reserved)	●		
Public Right of Way [see pg. 4]		●	●

* Appeals - Appeals of Staff decisions shall be sent to LUCC

ARC - Architectural Review Committee - a standing advisory committee of the LUCC to review proposals for non-contributing properties. It shall consist of one LUCC Member & one member from each city-recognized neighborhood association within the boundaries of the HHHQZ and the Hurling Highland Edo UCOZ. One staff person shall act as facilitator of the committee and shall have the sole authority to render administrative rulings and issue Certificates of Compliance for approved proposals. Selection of the Committee's representatives and terms of service shall be determined by the LUCC.

LUCC - Landmarks & Urban Conservation Commission, distinct from LUCC staff.

HHHQZ - Hurling Highland Historic Overlay Zone

UCOZ - Urban Conservation Overlay Zone

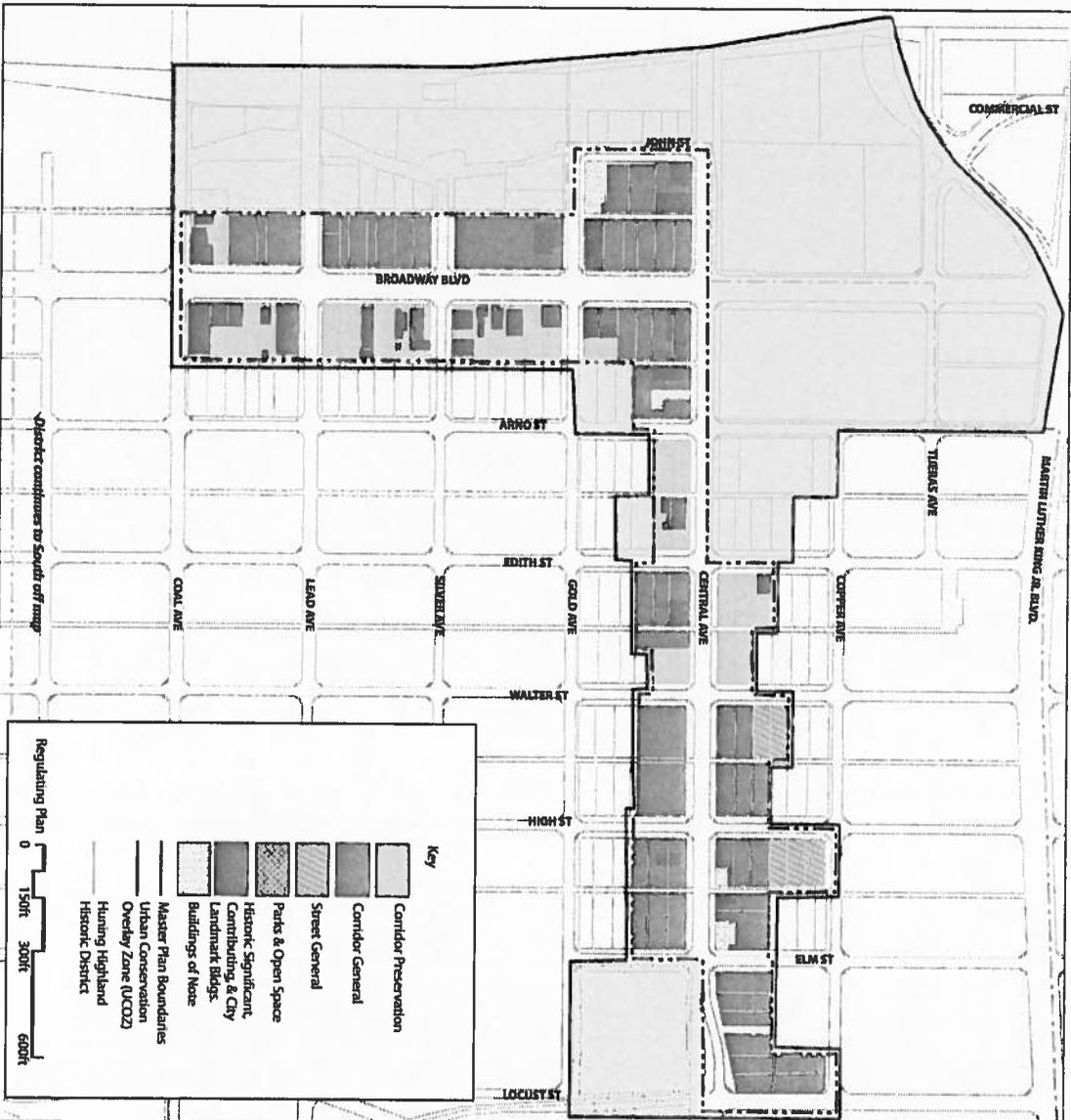
SHPO - State Historic Preservation Office

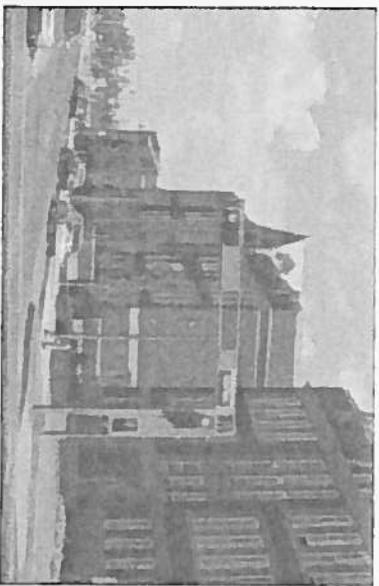
DRC - Design Review Committee with City Municipal Development Department

NON-CONTRIBUTING PROPERTIES: Any property that is not designated as a Significant or Contributing property within the Hurling Highland Historic District or is not designated as a City Landmark or a Building of Note based on the most current survey of the Historic District.

NOTE: Landscape Regulation - should be distinct from the existing and proposed topographical standards currently being developed by the City Municipal Development Department. The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity.

**2005 REGULATORY PLAN
HURLING HIGHLAND EDO URBAN CONSERVATION
OVERLAY ZONE ALBUQUERQUE, NM**





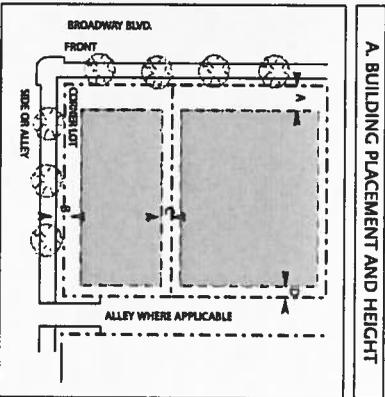
The CORRIDOR PRESERVATION category protects existing properties that are considered significant or contributing within the Hunting Highland Historic District and establishes building standards for new buildings to ensure the building pattern is maintained and to complement the architectural character-defining features of the UCOZ as identified herein.

1. GENERAL RULES: USES & MISC.

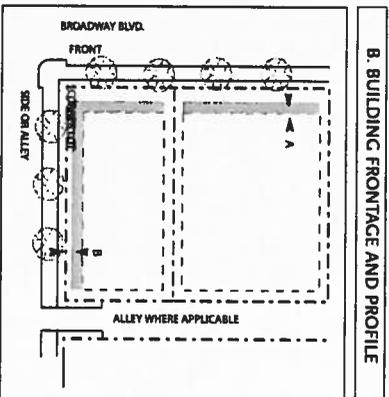
Potential building typologies and frontages are available in the Appendix.

2. ARCHITECTURE: FORM & ELEMENTS

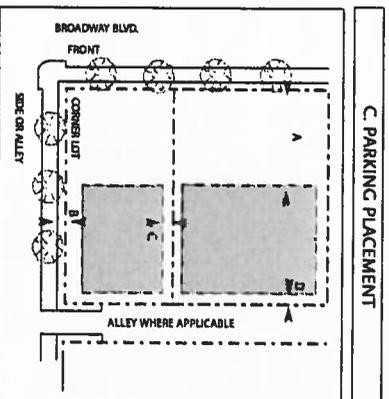
- A. See the Architectural Standards for specific requirements and parameters for architectural materials and configurations.
- B. Ground floor building frontage shall be designed with 30-80% of the building frontage glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- C. Placement—openings shall occur along Broadway & side-street facades at thirty feet (30') on center minimum; openings to be three (3') wide minimum.
- D. Entrance—each ground floor use shall have 1 entrance minimum for each thirty feet (30') or less of building frontage length.
- E. Articulation—building facade at front and side street shall change each fifty feet (50') minimum in height, or setback, or material.
- F. Property walls & fences—as allowed in current City regulations at fronts, sides & rears of buildings. See Architectural Standards for specific requirements and parameters.
- G. Drive-thru type buildings not allowed in this category.



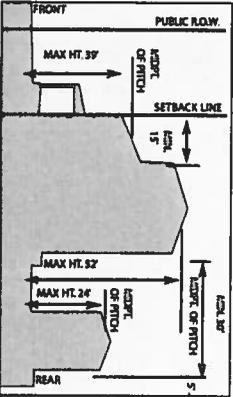
Plan Diagram



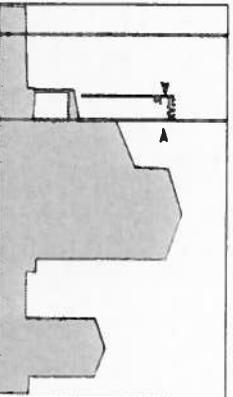
Plan Diagram



Plan Diagram



Section Diagram



Section Diagram

1. SETBACKS

Buildings shall be placed within the shaded area as shown in the above diagram.

- A. Front Setback: per historic setbacks per lot
- B. Side Street Setback: same as above
- C. Side-yard Setback: five foot (5') minimum.
- D. Rear Setback: five foot (5') minimum.

2. HEIGHT

Building height shall be measured in feet from grade as defined in the zoning code [on site] to top of parapet or midpoint of pitch.

Maximum: 4 stories/32'-0" high.

1. ENCROACHMENTS ALLOWED

Porches may encroach into the setback as shown in the shaded area. Encroachments into Public Right of Way [ROW] shall follow existing City regulations.

- A. Front encroachment: eight foot (8') maximum
- B. Side street encroachment: eight foot (8') maximum

Maximum encroachment height is 1 story.

1. PARKING REQUIREMENTS

On-site parking allowed only in shaded areas as shown.

- A. Front setback: 50% of lot depth minimum
- B. Side street setback: twenty feet (20') minimum
- C. Side setback: ten feet (10') minimum
- D. Rear setback: five feet (5') minimum

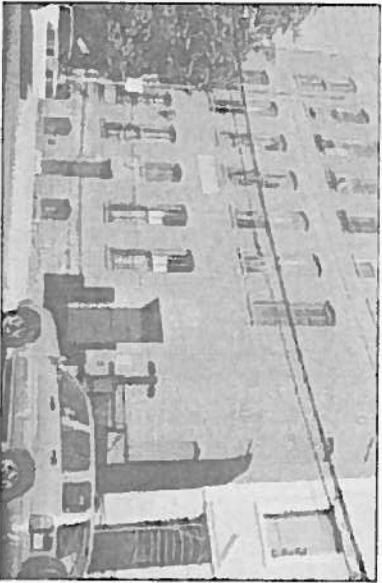
Parking requirements below are subject to reductions due to mixed-uses and location on transit corridor:
 1.5 parking spaces: residential or live/work [1 bathroom]
 2 parking spaces: residential or live/work [2-3 bathrooms]
 3 parking spaces: commercial or retail per 1000 s.f.
 1 parking space: restaurants, per each 4 seats
 1 parking space: per hotel room

Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines, provided, however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening. (Solid landscaping or substantial screening required on rear and side lot lines of off street parking areas, parking lots and structures abutting a SF residential district lot.)

2. LANDSCAPE REQUIREMENTS

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity.

The landscape should be distinct from the existing and proposed prototypical standards currently being developed by the City.



The CORRIDOR PRESERVATION category protects existing properties that are considered significant or contributing within the Huning Highland Historic District and establishes building standards for new buildings to ensure the building pattern is maintained and to complement the architectural character defining features of the UCOZ as identified herein.

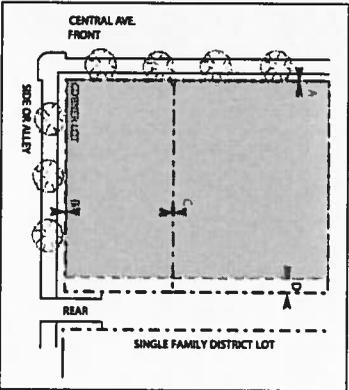
1. GENERAL RULES: USES & MISC.

Potential building typologies and frontages are available in the Appendix.

2. ARCHITECTURE: FORM & ELEMENTS

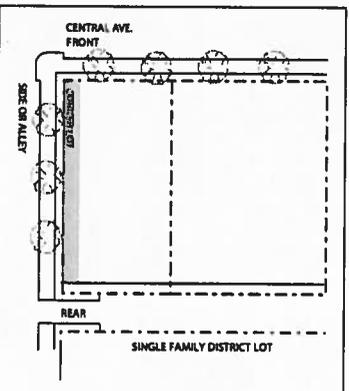
- A. See Architectural Standards for specific requirements and parameters for architectural materials and configurations.
- B. Ground floor building frontage shall be designed with 40-90% of the building frontage length glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- C. Placement—openings shall occur along Central and side street facades at thirty feet (30') on center minimum; openings to be three feet (3') wide minimum
- D. Entrance—each ground floor use shall have 1 entrance minimum for each thirty feet (30') or less of building frontage.
- E. Articulation—building facade at front and side street shall change each fifty feet (50') minimum in height, or setback, or material.
- F. Property walls & fences—as allowed in current City regulations at fronts, sides & rears of buildings. See Architectural Standards for specific requirements and parameters.
- G. Drive-thru building type not allowed in this category.

A. BUILDING PLACEMENT AND HEIGHT



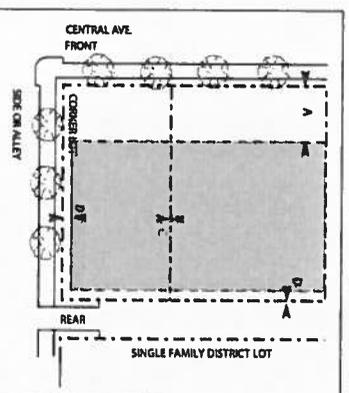
Plan Diagram

B. BUILDING FRONTAGE AND PROFILE



Plan Diagram

C. PARKING PLACEMENT



Plan Diagram

1. PARKING REQUIREMENTS

On-site parking is allowed only in shaded area as shown.

- A. Front Setback: 30% of lot depth minimum
- B. Side Street Setback: ten feet (10') minimum
- C. Side yard Setback: 0' minimum
- D. Rear Setback: five feet (5') minimum

Parking requirements below are subject to reductions due to mixed-uses and location on transit corridor:

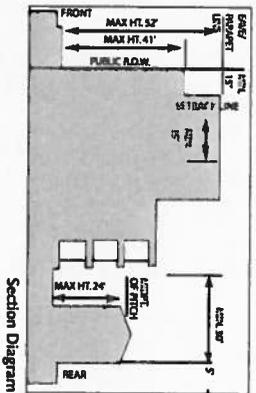
- 1.5 parking space: residential or live/work [2-3 bathroom]
2. parking spaces: residential or live/work [2-3 bathrooms]
3. parking spaces: commercial or retail per 1000 s.f.
 1. parking space: restaurants, per each 4 seats
 1. parking space: per hotel room

Vehicle access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls (all levels) or solid landscape at side and rear property lines; provided, however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without openings. (Solid landscaping or substantial screening required on rear and side lot lines of parking lots and structures abutting a SF residential district lot.)

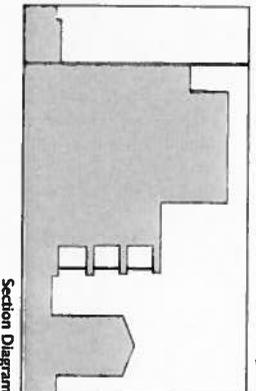
2. LANDSCAPE REQUIREMENTS

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity.

The landscape should be distinct from the existing and proposed prototypical standards currently being developed by the City.



Section Diagram



Section Diagram

1. SETBACKS

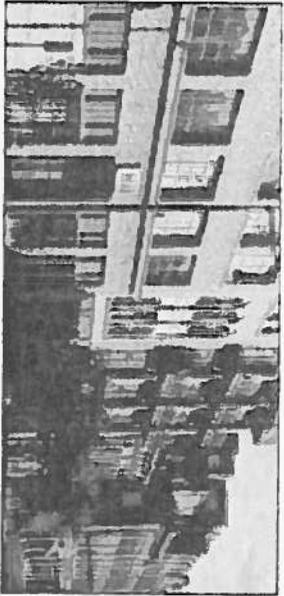
Buildings shall be placed within the shaded area as shown in the above diagram.

- A. Front Setback: 0'
- B. Side Street Setback: 0'
- C. Side yard Setback: 0'
- D. Rear Setback: five feet (5')

2. HEIGHT

Building height shall be measured in feet from grade as defined in the zoning code [on site] to top of parapet or midpoint of pitch.

Maximum: 4 stories/52'-0" height. Except that between Armo and High Streets on Central Avenue the maximum height is 4 stories/54'-0" height and the maximum height of the first three floors is 41'-0".



The CORRIDOR GENERAL category protects existing properties that are considered significant or contributing within the Huning Highland Historic District and includes those areas that are appropriate for new development. The setback, heights, massing, encroachments, and parking arrangements are appropriate for new, vibrant mixed-use buildings, and are only subject to review for their conformity with the corresponding development code.

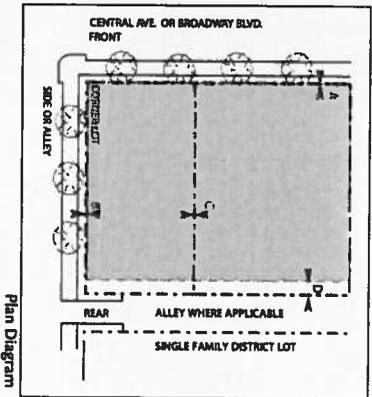
1. GENERAL RULES: USES & MISC

Potential building typologies and frontages are available in the Appendix.

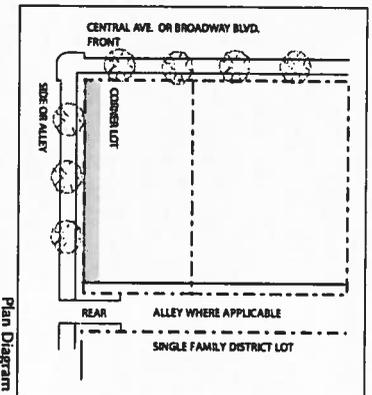
2. ARCHITECTURE: FORM & ELEMENTS

- A. See Architectural Standards for specific requirements and parameters for architectural materials and configurations.
- B. The ground stories along Central between Arno and High Streets shall be built as shop-front/flex space. The ground story shall:
 - Have a clear height of between fifteen feet (15') and twenty-five feet (25') for a minimum depth of twenty feet (20') from the facade.
 - Have facade fenestration of not less than 60%
- C. All other ground floor building frontage shall be designed with 40-90% of the building frontage length glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- D. Placement openings shall occur along street facades at thirty feet (30') on center minimum, openings to be three foot (3') wide minimum.
- E. Entrance - each ground floor use shall have 1 entrance minimum for each thirty feet (30') or less of building frontage length.
- F. Articulation - building facade at front and side street shall change each fifty feet (50') minimum in height, or setback, or material.
- G. Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings. See Architectural Standards for specific requirements and parameters.
- H. Drive-thru type buildings allowed only in rears of properties or on sides of properties provided that the service window and any associated order board located at least fifty feet (50') from any residential zone and screened by a structure or wall at least six feet (6') in height.

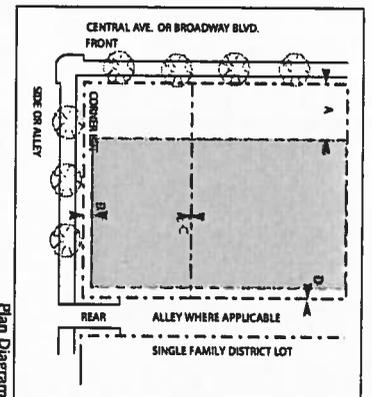
A. BUILDING PLACEMENT AND HEIGHT



B. BUILDING FRONTAGE AND PROFILE



C. PARKING PLACEMENT



1. PARKING REQUIREMENTS

On-site parking is allowed only in the shaded areas as shown.

- A. Front Setback: 30% of lot depth minimum.
- B. Side Street Setback: ten foot (10') minimum.
- C. Side Setback: 0" minimum
- D. Rear Setback: five foot (5') minimum

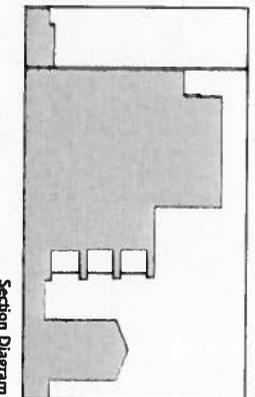
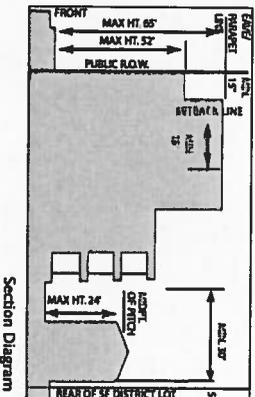
- Parking requirements below are subject to reductions due to mixed-uses and location on transit corridor:
- 1.5 parking space: residential or live/work [2-3 bathroom]
 - 2 parking spaces: residential or live/work [2-3 bathroom]
 - 3 parking spaces: commercial or retail per 1000 s.f.
 - 1 parking space: restaurants, per each 4 seats
 - 1 parking space: per hotel room

Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum, high walls (all levels) or solid landscape at side and rear property lines; provided, however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening. (Solid landscaping or substantial screening required on rear and side lot lines of off street parking areas, parking lots and structures abutting a SF residential district lot.)

2. LANDSCAPE REQUIREMENTS

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity.

The landscape should be distinct from the existing and proposed prototypical standards currently being developed by the City.



1. SETBACKS

Buildings shall be placed within the shaded area as shown in the above diagram.

- A. Front Setback: 0" to twelve inches (12")
- B. Side Street Setback: 0"
- C. Side yard Setback: 0"
- D. Rear Setback: five feet (5')

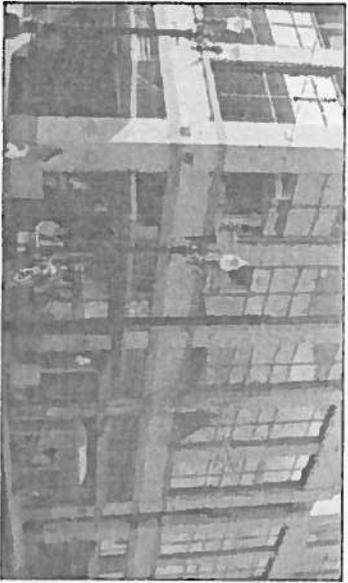
2. HEIGHT

Building height shall be measured in feet from grade as defined in the zoning code (on steel to top of parapet or midpoint of pitch).

Maximum: 4 stories/32'-0" or 5 stories/65' 0", as designated on the Height Overlay Plan. Except that between Arno and High Streets on Central Avenue the maximum height is 4 stories/34'-0" high.

1. ENCROACHMENTS ALLOWED

Arccades may encroach over the Public Right of Way (ROW) at side streets. Encroachments into Public ROW shall follow existing City regulations.



The STREET GENERAL category allows for new development of an intensity that is compatible in form, use, and historic fabric with adjacent buildings.

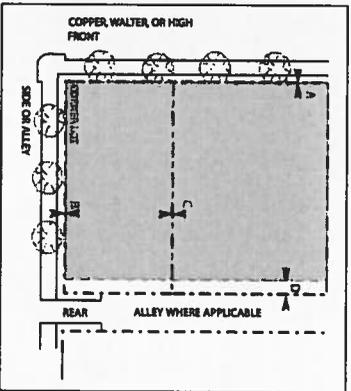
1. GENERAL RULES: USES & MISC

- A. Potential building typologies and frontages are available in the Appendix.
- B. Commercial uses, except parking, are not allowed. Parking shall be configured according to the parking requirements for this development category. (see right hand column)

2. ARCHITECTURE: FORM & ELEMENTS

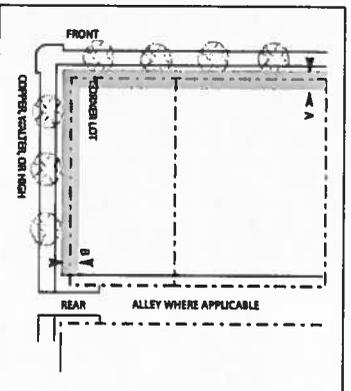
- A. See Architectural Standards for specific requirements and parameters for architectural materials and configurations.
- B. Placement openings shall occur along street facades at thirty feet (30') on center minimum; openings to be three feet (3') wide minimum.
- C. Ground floor building frontage shall be designed with 30-70% of the building frontage length glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- D. Entrance - There shall be at least 1 functioning entry door for every sixty feet (60') of building frontage length.
- E. Articulation - building facade at front and side street shall change each fifty feet (50') minimum in height, or setback, or material.
- F. Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings. See Architectural Standards for specific requirements and parameters.
- G. Drive-thru type building type not allowed in this category.

A. BUILDING PLACEMENT AND HEIGHT



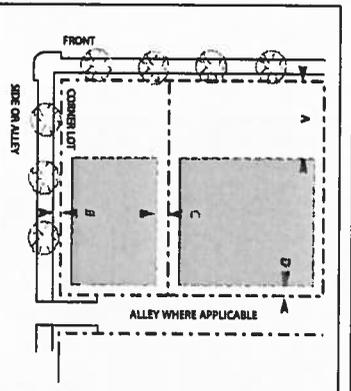
Plan Diagram

B. BUILDING FRONTAGE AND PROFILE



Plan Diagram

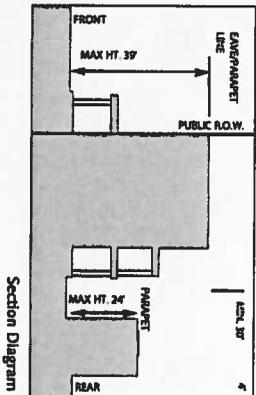
C. PARKING PLACEMENT



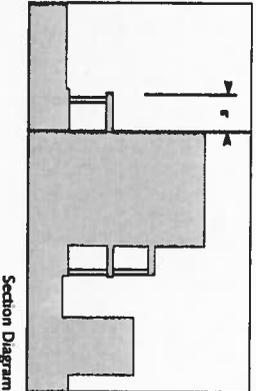
Plan Diagram

1. PARKING REQUIREMENTS

- On-site parking is allowed only in the shaded areas as shown above and defined in the text below.
- A. Front Setback: twenty feet (20'), unless below grade
 - B. Side Street Setback: twenty feet (20') unless below grade
 - C. Side yard Setback: five feet (5') minimum
 - D. Rear Setback: five feet (5') minimum
- Parking requirements below are subject to reductions due to mixed-uses and location on transit corridor.
- 1.5 parking space: residential or live/work [1 bathroom]
 - 2 parking spaces: commercial or live/work [2-3 bathrooms]
 - 3 parking spaces: commercial or retail per 1000 s.f.
 - 1 parking space: restaurants, per each 4 seats
 - 1 parking space: per hotel room



Section Diagram



Section Diagram

1. SETBACKS

Buildings shall be placed within the shaded area as shown in the above diagram.

- A. Front Setback: five feet (5') or historic setbacks per lot
- B. Side Street Setback: five feet (5')
- C. Side yard Setback: 0'
- D. Rear Setback: four feet (4')

1. ENCROACHMENTS ALLOWED

Porches, stoops, and balconies may encroach into the setback as shown in shaded area. Encroachments into Public Right of Way (P.R.O.W.) shall follow existing City regulations.

- A. Front encroachment: eight feet (8') maximum
 - B. Side street encroachment: eight feet (8') maximum
 - 8. Side street encroachment: eight feet (8') maximum
- Maximum encroachment height is 1 story.

2. HEIGHT

Building height shall be measured in feet from grade as defined in the zoning code [on site] to top of parapet or midpoint of pitch.
Maximum: 3 stories/thirty-nine feet (39') high maximum.

2. LANDSCAPE REQUIREMENTS

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity.

The landscape should be distinct from the existing and proposed prototypical standards being developed by the City.

IMPLEMENTATION | HISTORIC PRESERVATION

DESIGN GUIDELINES FOR SIGNIFICANT OR CONTRIBUTING PROPERTIES WITHIN THE HUNING HIGHLAND HISTORIC DISTRICT OR CITY LANDMARKS, LOCATED WITHIN THE HUNING HIGHLAND EDO UCOZ BOUNDARIES.

These design guidelines for LUCC review pertain only to significant or contributing buildings and City Landmarks located within the Huning Highland EDO UCOZ.

The Huning Highland EDO UCOZ is contained in the Huning Highland Sector Development Plan as a plan element. These design guidelines are based upon an appendix in the Huning Highland Sector Development Plan. (As amended.)

The following Guidelines shall be applied to Significant, Contributing Buildings & City Landmarks in the Huning Highland EDO UCOZ:

A. General Guidelines

1. Height, mass, and scale - shall be maintained as is, or as in relationship to other buildings on the block in the case of additions/alterations.
2. Setbacks - shall be maintained as is to preserve the pattern of building fronts and setbacks from the street.
3. Profiles - shall maintain the geometry created by similar shapes and sizes, for example, by pitched roofs.
4. Streetscape - buildings shall form, emphasize, protect and enhance the public realm of the street.
5. Significant, Contributing buildings & City Landmarks per Implementation Matrix page.
6. Materials [exposed] - shall comply with material codes on pages 5-8, 12-19
 - a. If an addition or alteration to historic building, all materials shall be compatible with materials on that building.
 - b. Original exposed materials should not be covered by other materials.
7. Special attention should be given to set-back, mass and scale in relation to adjacent buildings.

B. Existing Residential Building- Rehabilitation/ Renovation/ Alteration

1. Significant, Contributing Buildings or City Landmarks listed in the Huning Highland National District on the National Register of Historic Places shall:
 - a. Preserve unusual and irreplaceable architectural details;
 - b. Keep original building materials [i.e. wood, brick] whenever possible;
 - c. Avoid the use of inappropriate materials [i.e. plastic, metal];
 - d. Not necessarily attempt literal duplication of historic architectural styles in additions to existing structures;
 - e. Keep original door, window, and roof shapes and arrangements; use of wooden window elements is encouraged; if metal frames must be used, a shiny metallic appearance must be avoided.
2. Additions to these buildings shall be:
 - a. Oriented to the alley, or setback from the front facade, if placed on the side.
 - b. Related to the rest of the building in scale, mass, and shape;
 - c. Appropriate in material and color;
 - d. Compatible with the original structure in window design;
 - e. Compatible with the original structure in terms of roof slope and shape.
3. Outbuildings:

If the outbuildings are listed as significant or contributing, they shall be treated as main buildings. If they are neither significant nor contributing, they shall be treated as non-contributing buildings.

C. Existing Commercial Building - Rehabilitation/Renovation/Alteration

1. Setbacks - existing setback shall be maintained;
2. Frontages - Storefronts shall be oriented towards the main pedestrian way. Blank facades are not allowed; window openings should encourage and enhance pedestrian traffic.
3. Parking - On-site parking shall be located in the rear of the property or to the side of the building when adjacent to a side street.
4. Materials - shall comply with material codes in the Architectural Standards.
5. Altered facades shall closely resemble the architectural style of the original facade - the alteration of facades to resemble architectural styles not common to the era when the structure was built is not allowed.

D. New Construction: not applicable; see Huning Highland EDO UCOZ Development Codes

E. Public Right of Way

1. Street - LUCC shall review all plans for sidewalk & street changes. Street design shall contribute to the safety, convenience and walkability of the pedestrian first and foremost.
2. Building Orientation - main entrances of buildings shall be oriented to the pedestrian approaching from the sidewalk on the most-utilized street adjacent to the facade of the building. Parking for cars shall be at the rear of the building, on existing streets, or in shared parking structures.
3. Street furniture - LUCC shall review all plans for street furniture which shall comply with the historic character of the area. Such items include benches, waste containers, bollards, lighting for pedestrians [shall be pedestrian-scaled], lighting for roadways, banner standards, & bike racks.
4. Landscape - installation of new trees and retention of existing healthy trees is encouraged. New trees should be disease-resistant and similar in shape, type, and size at maturity to those existing in the area.
5. Misc. - patterns of existing walls, steps, and raised entrances shall be maintained on existing historic properties. New fences on these properties shall be wood, stone, brick, adobe, or wrought iron. Chain link is not allowed.

F. Signage: Per SU-2/CRZ Zone

G. Energy Efficient Design

Additions to existing structures of these building types to allow the use of solar energy to increase energy efficiency are allowed. The design of such elements must be integrated into the overall building pattern with particular emphasis on preserving facades and roof slope/shape. The Secretary's Standards for Rehabilitation shall be used.

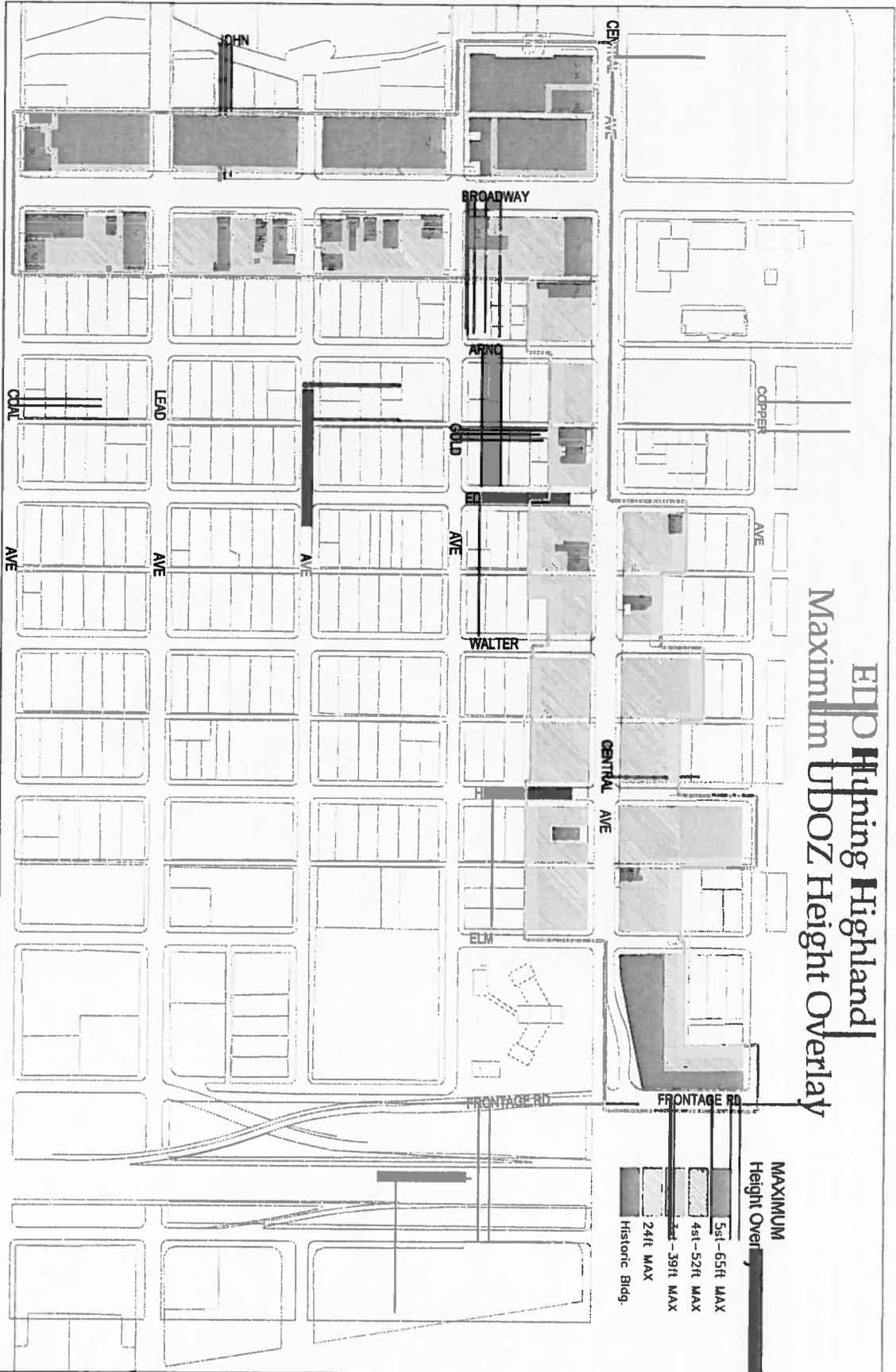
ADDITIONAL INFORMATION

A. Interiors

No interior elements are governed by these standards. However, if the structure is a City Landmark, interior guidelines may be applicable to that structure only, according to the guidelines for that Landmark.

B. Landmarks

If a building within the boundaries of this UCOZ area is also a City Landmark, the Landmark Guidelines shall take precedence over these guidelines.



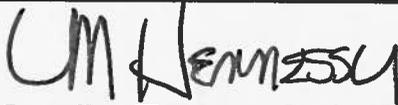
EDO Huning Highland
Maximum UDOZ Height Overlay

MAXIMUM Height Overlay

[Shaded Area]	5 th -65ft MAX
[Shaded Area]	4 th -52ft MAX
[Shaded Area]	3 rd -39ft MAX
[Shaded Area]	24ft MAX Historic Bldg.

Conditions of Approval Recommended

1. Minor changes to the streetscape plan may be approved by staff with the advice and consent of the Chairperson of the LUCC.


**Maryellen Hennessy, Senior Planner
Urban Design and Development Division**

Attachments:

- 1) Article 12 Landmarks and Urban Conservation Ordinance
- 2) Regulatory Plan for the HH-Edo UCOZ with designation ordinance and amendments.

STANDARDS RELATED TO UCOZ

OVERARCHING HEIGHT AND STEP BACK STANDARDS

Corridor General structures shall be not more than four (4) stories and fifty-two feet (52') in height, except as otherwise designated in this code (e.g. northeastern block in UCOZ adjacent to Central Avenue, and Locust Street). Except that between Arno and High Streets on Central Avenue the maximum height is 4 stories/54'-0" Ht.

West of Broadway, Corridor General structures shall be not more than five (5) stories and sixty-five feet (65') in height, and within fifteen feet (15') of the side of the lot adjoining Broadway or Central Avenue the height limit is four (4) stories and fifty-two feet (52'), except as otherwise designated in this code.

Corridor Preservation Central structures shall be not more than four (4) stories and fifty-two feet (52') in height, and within fifteen feet (15') of the side of the lot adjoining the corridor Central Avenue the height limit is three (3) stories and thirty-nine feet (39'), except as otherwise designated in this code. Except that between Arno and High Streets on Central Avenue the maximum height is 4 stories/54'-0" Ht and the maximum height of the first three floors is 41'-0".

Corridor Preservation Broadway structures shall be not more than four (4) stories and fifty-two feet (52') in height, and within fifteen feet (15') of the front setback of the side of the lot adjoining Broadway the height limit is three (3) stories and thirty-nine feet (39'), except as otherwise designated in this code. The setback for these lots is established by the adjacent designated Historic Building or is fifteen feet (15') from the Broadway ROW, whichever is greater.

Street General structures shall be not more than three (3) stories and thirty-nine (39) feet in height, except as otherwise designated in this code. The setback for these sites is established by the adjacent designated historic building.

Single Family District Protection Step-Back: Any portion of a UCOZ structure that is within thirty-five (35) feet of any lot that is part of a Single Family District (*incent: properties with single family houses in the adjacent Huning Highland Historic District*) shall have a maximum height limit of twenty four (24) feet. On the east side of Broadway, the distance is measured to the adjoining lot across the alley.

Historic Building Step-Back: the height limit for the portion of any UCOZ structure within fifteen feet (15') of a designated Historic Building is three (3) stories more than the Historic Building - or - the code designated height limit for that site, whichever is less.

Historic Building Side Step-Back: the side setback for any UCOZ structure is zero feet (0') when alongside the party-wall of a designated Historic Building and is five feet (5') minimum when alongside a designated Historic Building with a side lot line wall intended to be kept exposed (having windows).

Historic is defined as significant or contributing structures within the Huning Highland Historic District or city landmarks within the Huning Highland EDO UCOZ boundaries.

All new structures that front on Central Avenue and Broadway Boulevard within the UCOZ shall be no less than 2 stories in height.

OVERARCHING DESIGN AND USE STANDARDS

Focused shop-front/Flex Space Section of Central: the ground stories of buildings along Central Avenue between Arno and High Streets shall be built as shop-fronts. The ground story shall have a clear height of fifteen feet (15') to twenty-five feet (25') for a minimum depth of twenty feet (20') from the facade and the fenestration for these facades shall be not less than 60%.

Alleys along Central Avenue: the alleys along Central Avenue allowing vehicular and pedestrian access shall not be vacated.

Forecourts on Central Avenue between High and Elm Streets: One forecourt between High and Elm Streets is allowed on each side of Central, setback to the following specifications: between ten (10') and twenty (20') feet deep (from ROW), between twenty-five (25') and seventy-five (75') feet wide (parallel to ROW), and sited not less than fifty feet (50') from any block corner.

Mixed Use within UCOZ Boundary: For the purposes of this requirement, the UCOZ area is divided into three parts: (1) on Central Avenue between John Street and Edith Street; (2) on Central Avenue between Edith Street and Locust St.; and (3) on Broadway (beginning one parcel south of Central). A minimum of 25% of the square footage of all new development combined within each of these parts shall be residential. Hotel use shall not be considered residential for the purpose of this requirement. Mixed use development including residential uses is encouraged, but not required, within each new development throughout the UCOZ. Administrative review requirements shall be developed by the Planning Department to implement this requirement.

Private Open Space: The private open space requirement within the UCOZ shall be thirty (30 sq) square feet per dwelling unit, which may be satisfied in balconies, shared private roof top gardens, and so on.

Commercial Use Parameters: Commercial uses, including commercial parking entrances, are allowed only within one hundred and fifty feet (150') of the ROW of Central and/or Broadway. Parking spaces are allowed within the remainder of the block but shall not front (face across a street) any lot that is part of a Single Family District unless the parking is behind residential units. Parking areas sharing rear or side lot lines with a Single Family District lot shall substantially screen them with solid landscaping and other means.

STREET TREE STANDARDS ON CENTRAL AVENUE AND BROADWAY BLVD WITHIN THE UCOZ

Street Trees: A deciduous canopy shade tree is required and shall be of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. Street Trees shall be planted at an average spacing not to exceed twenty-eight feet (28') on center (measured per block face), parallel with the street right of way and, unless otherwise specified in this Regulatory Plan, three feet (3') from the back of the curb. (Existing trees are not required to be relocated by this requirement). Spacing allowances may be made to accommodate alley curb cuts, street intersections, fire hydrants and other infrastructure elements but the average tree spacing shall not exceed twenty eight feet (28') on center. At no time may spacing exceed forty five feet (45') on center.

ARCHITECTURAL STANDARDS

The architectural standards for the Huning Highland East Downtown Regulatory Plan serve to establish a coherent character for the district and encourage a high caliber, lasting quality development. Buildings must be reviewed by the City Planning Staff, Architectural Review Committee, or Landmarks and Urban Conservation Commission as guided by the Regulatory Plan, to verify that they meet the architectural standards (as well as the balance of the Code). The City Planning Staff will also work with the developer and/or designer to show them how to work within the Regulatory Plan.

A. GENERAL PRINCIPLES AND INTENT

TRADITION

- These standards favor an aesthetic that is traditional in a broad sense. They specify an architectural aesthetic of load-bearing walls and regionally appropriate materials. The standards also specify certain details, such as window proportions, roof or cornice configurations, shop-fronts, and overhangs.
- The intent behind these standards is to foster a coherent Huning Highland EDO Corridor.
- All building materials to be used shall express their specific properties. For example, stronger and heavier materials (masonry) support lighter materials (wood).

EQUIVALENT OR BETTER

- While only materials, techniques, and product types prescribed here are allowed, equivalent or better practices and products are encouraged. They shall be submitted to the City Planning Staff, Architectural Review Committee, or Landmarks and Urban Conservation Commission, as guided by the Regulatory Plan, for review.

WHERE CLEARLY VISIBLE FROM THE PUBLIC RIGHT OF WAY

- Many of these standards apply only in conditions where clearly visible from the Public Right of Way. Note that the definition of Public Right of Way includes, but is not limited to streets, parks, civic squares, and civic greens. These controls therefore, concentrate on the public space/views from the public space and minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a street or courtyard wall is not clearly visible from the Public Right of Way.

ARCHITECTURAL STANDARDS
 B. BUILDING WALLS (EXTERIOR)



INTENT AND GUIDING ILLUSTRATIONS
 FOR BUILDING WALLS

Building walls should reflect and complement the traditional materials and techniques of the Albuquerque region. They should express the construction techniques and structural constraints of traditional, long-lasting, building materials and the specific climate of Albuquerque. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details. All building materials to be used shall express their specific properties. For example, heavier more permanent materials (masonry) support lighter materials (wood).

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards next for the specific prescriptions of this section.

STANDARDS FOR BUILDING WALLS

Where clearly visible from the Public Right of Way

Materials

The following materials are permitted.

Primary Materials:

- Stucco (cementation finish)
- Brick and tile masonry
- Native stone (or synthetic equivalent)
- Wood lap siding – including Hardie-Plank™ equivalent or better cementation siding

Secondary Materials:

- Terra cotta tiles
- Pre-cast masonry (for trim and cornice elements only)
- Gypsum reinforced fiber concrete (GFRG—for trim elements only)
- Metal (for beams, lintels, trim elements and ornamentation only)
- Split-faced block (only for piers, foundation walls and chimneys)
- Wood lap siding
- Wood trim

Configurations and Techniques

The following configurations and techniques are permitted.

Walls

- Wall openings: the horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in this Code.
- Wall openings shall not span vertically more than one story.
- Wall openings shall correspond to interior space and shall not span across building structure such as the floor structural and mechanical thickness.
- Wall materials shall be consistent horizontally (i.e. joints between different materials must be horizontal and continue around corners) except for panel inserts (15% maximum of façade) and/or chimneys and piers.
- Material changes shall be made within a construction logic—as where an addition (of a different material) is built onto the original building.

- Wood Siding and Wood Simulation Materials
- Lap siding (horizontal) configuration
- Smooth or rough-sawn finish (no faux wood grain)
- Brick, Block and Stone must be detailed and in an appropriate load-bearing configurations.
- Stucco smooth or sand finish only, no roughly textured (including Brocade) finish (approximations of traditional hand-applied stucco are encouraged).
- Colors Permitted: warm colors, tone of 30% minimum (grayscale measurement).



INTENT AND GUIDING ILLUSTRATIONS FOR ROOFS AND PARAPETS

Roofs and parapets should demonstrate a common-sense recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the Huning Highland EDo Corridor.

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards next for the specific prescriptions of this section.

STANDARDS FOR ROOFS AND PARAPETS

(Where clearly visible from the Public Right of Way)

Materials

The following materials are permitted.

- Clay or concrete (faux clay)
- Tile (barrel or flat roman)
- Slate (equivalent synthetic or better)
- Metal (standing seam 5-v crimp, equivalent or better)
- Dimensional asphalt shingles
- Cornices and soffits may be a combination of wood, vinyl, and/or metal

Configurations and Techniques

The following configurations and techniques are permitted.

Pitched Roofs

- Overhang
 - Eaves must overhang 18 to 30 inches on the primary structure.
 - Rafters (gable end) must overhang 12 to 24 inches on the primary structure.
 - Eaves and rakes on accessory buildings, dormers, and other smaller structures must overhang at least six (6") inches.
 - Open eaves and simple traditional soffits and fascia are allowed.
 - Soffits shall be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes).
 - Timber eaves, vigas, and balcony brackets shall be a minimum of 7.5 inches (nominal "eight-by") in dimension.

Parapet Roofs (Cornice & Coping Standards)

- Allowed only in a configuration where the roof material is not visible from any adjacent Public Right of Way.
- Cornices and Other Features
 - Buildings without visible roof surfaces and overhanging eaves may satisfy the overhang requirement with a cornice projecting horizontally between 6 and 12 inches beyond the building walls of the primary structure.
 - Skylights and roof vents are permitted only on the roof plane opposite the primary street or Right of Way or when shielded from Public Right of Way view by the building's parapet wall.

ARCHITECTURAL STANDARDS

D. STREET WALLS



INTENT AND GUIDING ILLUSTRATIONS FOR STREET WALLS

Street walls establish a clear edge to the Public Right of Way where the buildings do not. The Huning Highland EDo Code requirements include masonry walls that define outdoor spaces and separate the Public Right of Way from the private realm (parking lots, trash cans, gardens, and equipment). All street wall façades shall be as carefully designed as the building façade, with the finished side out, i.e. the "better" side facing the street.

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards next for the specific prescriptions of this section.

STANDARDS FOR STREET WALLS

(Where clearly visible from the Public Right of Way)

A street wall is a masonry wall set back not more than 8 inches from the ROW or adjacent building façade-alignment. A vehicle entry gate (opaque, maximum eighteen (18) feet wide) and a pedestrian entry gate (maximum six (6) feet wide) are both allowed as limited substitutions within any street wall length.

Materials

The following materials are permitted.

- Native/regional stone and equivalent imitation stone
- Metal (wrought iron, welded steel and/or aluminum [electro-statically plated black])
- Brick
- Stucco
- A combination of materials (e.g. stone piers with brick infill panels)

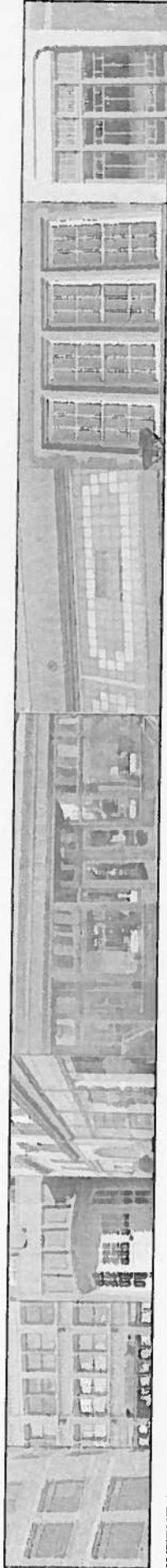
Configurations and Techniques

The following configurations and techniques are permitted.

- Metal work may additionally be treated to imitate a wrought-iron or copper patina.
- Copings shall project between one (1") inch and four (4") inches from the face of the wall.
- Other configurations and techniques as per Building Walls Standards.

ARCHITECTURAL STANDARDS

E. WINDOWS AND DOORS



INTENT AND GUIDING ILLUSTRATIONS
 FOR WINDOWS AND DOORS

The placement, size, and type of windows and doors help to establish the scale of the Public Right of Way and create visual interest for the pedestrian. In commercial buildings, they allow interplay between the shops and sidewalk activity. For residences, they provide the "eyes on the street" which increases the sense of security and safety for the area. Windows shall be divided by multiple panes of glass. This helps the window "hold" the surface of the facade, rather than appearing like a "hole" in the wall (an effect produced by a large single sheet of glass).

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards next for the specific prescriptions of this section.

STANDARDS FOR WINDOWS
 AND DOORS

(Where clearly visible from the Public Right of Way)

Materials

The following materials are permitted.

- Windows shall be of anodized aluminum, wood, clad wood, vinyl, or steel.
- Window glass shall be clear, with light transmission between exterior and interior.
- at least 90 percent for the ground story (within nine feet (9) of the sidewalk elevation)
- at least 75 percent for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
- Window screens shall be black or gray.
- Screen frames shall match window frame material or be dark anodized.
- Doors shall be of wood, clad wood, or steel and may include glass panes.

Configurations and Techniques

The following configurations and techniques are permitted.

- The following requirements apply to all windows:
 - The horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in this Code.
 - Windows may be ganged horizontally (maximum 5 per group) if each grouping is separated by a mullion, column, pier or wall section that is at least seven inches (7") wide.
 - Windows shall be no closer than thirty inches (30") to building corners (excluding bay windows) unless otherwise prescribed.
 - Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.

The following requirements apply to all upper-story windows:

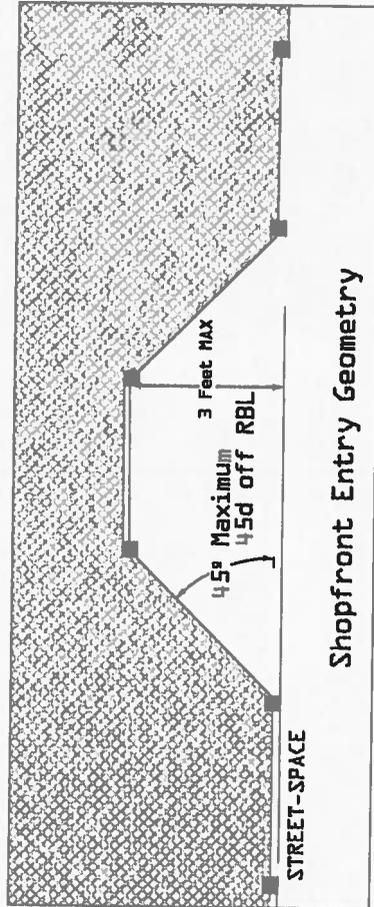
- Windows shall be double-hung, single-hung, awning, or casement windows.
- Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.
- Residential buildings/floors: panes of glass no larger than forty-eight inches (48") vertical by thirty inches (30") horizontal.
- The maximum pane size for office uses is forty-eight inches (48") vertical by forty inches (40") horizontal.
- Egress windows may be installed according to the appropriate building code.

ARCHITECTURAL STANDARDS

SHOP-FRONT (GROUND FLOOR COMMERCIAL) WINDOWS AND DOORS:

WINDOWS AND DOORS

- Single panes of glass not larger than eight feet (8') in height by five feet (5') wide.
- Ground floor windows shall not be made opaque by window treatments and shall allow a minimum sixty percent (60%) of window surface view into the building for a depth of at least twenty feet (20').
- Sills shall be not more than thirty inches (30") above the fronting side-walk elevation.
- Window screens (including security screens, bars & other such devices) shall be located behind the window surface (interior).
- shop-fronts may extend up to twelve inches (12") beyond the façade.



DOORS

- Double-height entryways (those that span more than one story) are not allowed.
- Doors shall not be recessed more than three feet (3') behind the shop-front windows and, in any case, shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.

ARCHITECTURAL STANDARDS

F. SIGNAGE



INTENT AND GUIDING ILLUSTRATIONS FOR SIGNAGE

Signs along the Huning Highland EDO commercial frontages should be clear, informative to the public and should weather well. Signage is desirable for advertising Huning Highland EDO shops and offices, and as decoration. Signs should be scaled to the desired nature of the district: mixed-use, pedestrian-oriented, with slow-moving automobile traffic. Signage that is glaring or too large creates distraction, intrudes into and lessens the Huning Highland EDO experience, and creates visual clutter.

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards on the next page for the specific prescriptions of this section.



Standards for Signage
 (Where clearly visible from the
 Public Right of Way)

General

- Wall signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed two feet (2') in height. In no case shall this band be higher than eighteen feet (18') or lower than twelve feet (12') above the adjacent sidewalk.
- Letters shall not exceed eighteen inches (18") in height or width and three inches (3") in relief. Signs shall not come closer than 2 feet to an adjacent private lot line.
- Additionally, company logos or names may be placed within this horizontal band or placed or painted within ground floor or second story office windows. Company logos or names shall not be larger than a rectangle of eight (8) square feet.
- A masonry or bronze plaque bearing an owner's or building's name may be placed in the building's cornice/parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of eighteen (18) square feet.
- Street addresses may be placed at between six feet (6') and twelve feet (12') above grade using six (6) to twelve (12) inch tall, non-cursive type lettering.

- Projecting signs (not more than twenty-four inches (24") by forty-eight inches (48") and minimum ten feet (10') clear height above the sidewalk) may be hung below the third story level, perpendicular to the ROW or from an overhang or awning. Signs shall not project more than thirty-six inches (36"), perpendicular to the ROW, beyond the façade.

If a sign is angled from the façade, as shown in the "Organic Market" sign, the maximum perpendicular distance of the sign from the façade to the ROW is thirty-six inches (36").

- Prohibited Signs: Billboards, free-standing, marquees, any kind of animation, roof and painted window signs, and signs painted on the exterior walls of buildings are prohibited. No flashing, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building are not allowed, pursuant to City regulations.
- Neon signs are permitted only on Central and Broadway and are permitted on the exterior of the first floor of the building provided that the illumination from the signs is shielded from the second and higher floors to the lumen standard established by the city.

Awnings/Overhangs

When an awning or overhang is incorporated into a building, the following requirements must be met:

- Minimum 10 feet clear height above sidewalk, minimum six feet (6') depth out from the building façade (maximum to curb or tree-planting strip, whichever is closer).
- Canvas cloth or equivalent (no shiny or reflective materials), metal or glass.
- No internal illumination through the awning/overhang.
- Lettering on awnings limited to nine inches (9") high on vertically hanging fabric at curb side of awning.
- No one-quarter cylinder configurations.

ARCHITECTURAL STANDARDS

G. LIGHTING AND MECHANICAL EQUIPMENT

INTENT AND GUIDING ILLUSTRATIONS FOR LIGHTING AND MECHANICAL EQUIPMENT

Materials and equipment chosen for lighting fixtures should be durable and weather well. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution.

The illustrations on this page and statements in this column are advisory only. Refer to the Code standards next for the specific prescriptions of this section.

Standards for Lighting and Mechanical Equipment

(Where clearly visible from the Public Right of Way)

Lighting

- Site lighting shall be of a design and height and shall be located so as to illuminate only the lot. Up-lighting is not permitted. An exterior lighting plan must be approved as consistent with these standards by the City.
- Street lights: The Style Pole and Style Luminaire standard shall be established by the City to be used throughout the Huning Highland EDO Plan area.
- Street lights shall be located between thirteen feet (13') and eighteen feet (18') above grade with a maximum average spacing (per block face) of sixty feet (60') on center along Central Avenue and Broadway Blvd. frontage sites (seventy-five feet (75') on side street frontage sites) placed two feet (2') from the back of curb on each side of the street and travel lanes (unless otherwise indicated on the regulating plan).
- At the front of the building, exterior lights shall be mounted between six feet (6') and fourteen feet (14') above adjacent grade.
- All lots with alleys shall have lighting fixtures within five feet (5') of the alley right of way. This fixture shall illuminate the alley, shall be between thirteen (13') and sixteen (16') feet in height, and shall not cause glare into adjacent single family district lots.
- Lighting elements shall be incandescent, metal halide, or halogen only. No HID or



fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) may be used on the exterior of buildings.

- Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate alleys, parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots, the street, or direct light out of the Huning Highland EDO Corridor.
- Floodlighting shall not be used to illuminate building walls (i.e. no up-lighting).
- No flashing, traveling, animated, or intermittent lighting shall be visible on the exterior of any building whether such lighting is of temporary or long-term duration.
- Neon signs are permitted only on Central and Broadway and are permitted on the exterior of the first floor of the building provided that the illumination from the signs is shielded from the second and higher floors to the lumen standard established by the city.
- Lighting for parking garages shall satisfy Crime Prevention Through Environmental Design (CPTED) standards.

Mechanical Equipment

- The following shall be placed behind and away from any ROW, not be stored or located within any street-space, and be screened from view from the Public Right of Way-space:
 Air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment shall not be stored or located within any area considered Public Right of Way except alleys under this Regulatory Plan.
- Roof mounted equipment shall be placed behind and away from any Public Right of Way and be screened from view from the Right of Way.

ADDITIONAL PHOTOS FOR ARCHITECTURAL STANDARDS

Windows, Walls and Doors

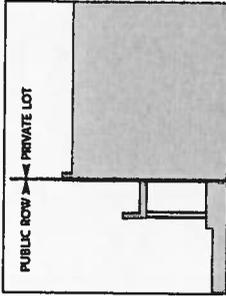


APPENDIX

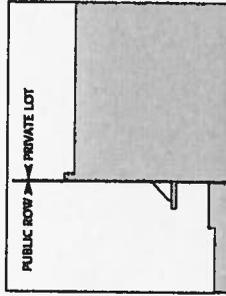
Potential Building Frontages and Typologies.

The material that follows on pages 21-27 is illustrative of types of frontages and building types that are consistent with the UCOZ standards. The illustrations and statements on the following pages are advisory only.

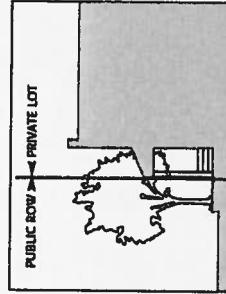
Frontage Types are applied to each zone (Corridor Preservation, Corridor General, Street General). These represent a range of additions to the basic façade of the building. In the following illustrations, "ROW" means the public street right-of-way.



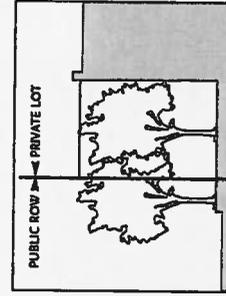
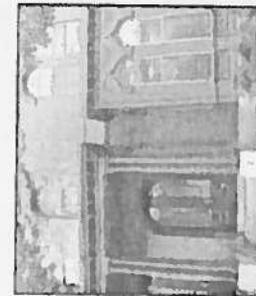
A. Arcade: the façade of a building with an attached colonnade. Balconies may overlap the sidewalk while the ground floor remains set at the lot line. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for private use of the right-of-way is usually required. To be useful, the arcade should be no less than eight feet (8') wide clear in all directions.



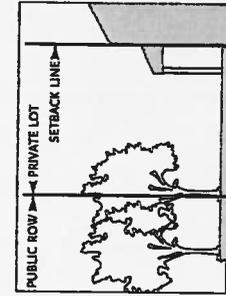
B. Shop front: the façade is placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with cantilevered shed roof or awning. The absence of a raised ground floor story precludes residential use on the ground floor facing the street, although this use is appropriate behind and above.



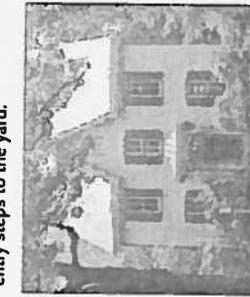
C. Stoop: the façade is placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for ground floor residential uses at short setbacks. This type may be interspersed with the shop front. A porch may also cover the stoop.



D. Forecourt: the façade is aligned close to the frontage line with a portion of it set back. The resulting forecourt is suitable for gardens, vehicular drop offs, and utility off-loading. This type should be used sparingly and in conjunction with the stoops and shop fronts. A fence or wall at the property line may be used to define the private space of the yard. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court.



E. Front yard: the façade is setback from the frontage line with a front yard. An encroaching porch may also be appended to the façade. A great variety of porch designs are possible, but to be useful, none should be less than eight feet (8') deep and twelve feet (12') wide. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.



DEVELOPMENT CODE I BUILDING TYPES

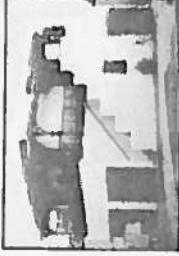
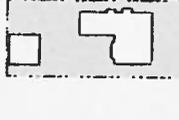
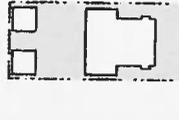
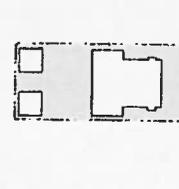
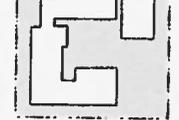
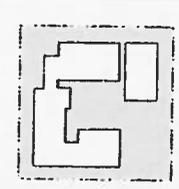
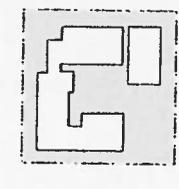
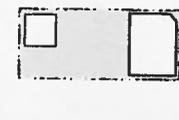
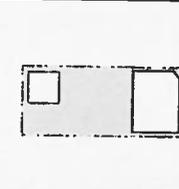
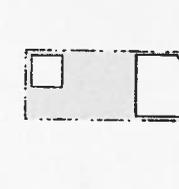
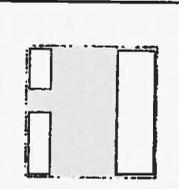
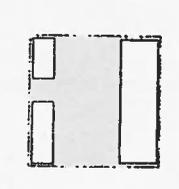
The residential strategy for the redevelopment of Huning Highland EDO depends on the introduction of a variety of housing types appropriate to each development area: Corridor Preservation, Corridor General, and Street General. Each building type will also be designed in a variety of dwelling configurations, as lofts, condos, apartments, or work/live units and in a variety of sizes to fit different family configurations and market preferences.

Corridor General is the portion of the plan where the most intense development is expected. Lofts, condos, and apartments, in stacked perimeter block and tower configurations, will be the most typical buildings here, while liner buildings around parking or retail boxes and the densest forms of courtyard housing, up to 45 dwelling units/acre will also be allowed.

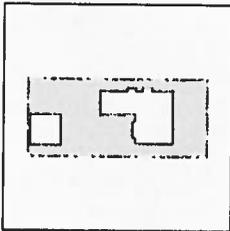
The building height along Corridor General frontage will not exceed five stories and will be appropriately modulated in its profile against existing houses in its rear to guarantee proper transition from new buildings to old.

Under the Corridor Preservation designation, buildings will not exceed three stories in height. Their form will be single family house derivative and compatible: Duplexes, Triplexes and Quadruplexes, less dense courtyard housing, up to 30 dwelling units/acre, and Work/Live dwellings in row house and detached house configurations.

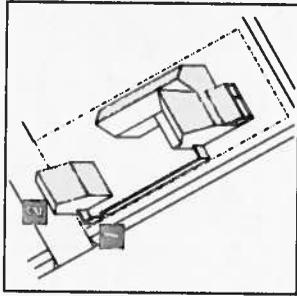
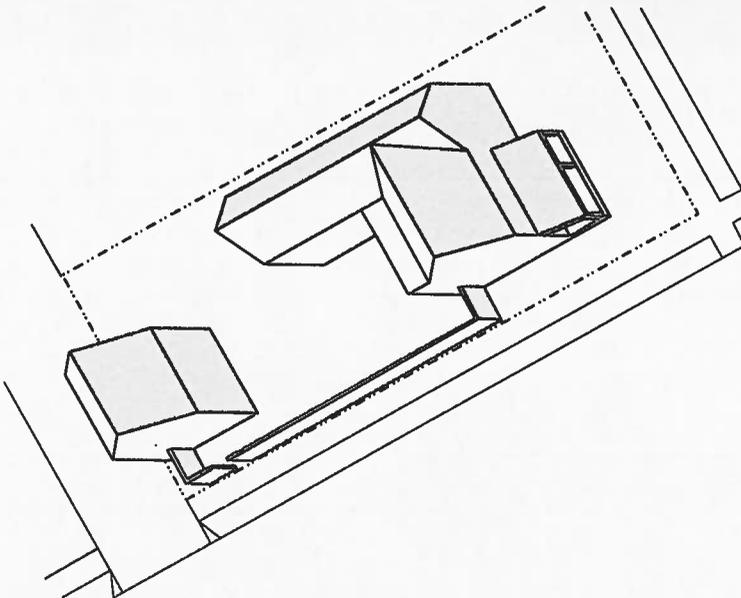
The buildings to be located within the Street General area both off Central and Broadway will aim to provide an appropriate transition from new projects to existing houses along the historic side streets of the Huning Highland neighborhood. Perpendicular to Central, the preferred types will be Duplexes, Triplexes and Quadruplexes, Work/Live dwellings in row house and detached house configurations, and courtyard housing up to 35 dwelling units/acre. Parallel with Broadway, the preferred types will be denser, with Lofts in stacked perimeter block configurations and courtyard housing up to 45 dwelling units/acre pre-dominating.

	CORRIDOR PRESERVATION	CORRIDOR GENERAL	STREET GENERAL
CARRIAGE HOUSE 			
DUPLEX/TRIPLEX/ QUADRUPLEX 			
COURTYARD HOUSING 			
WORK/LIVE 			
RESIDENTIAL LOFTS OVER FLEX 			

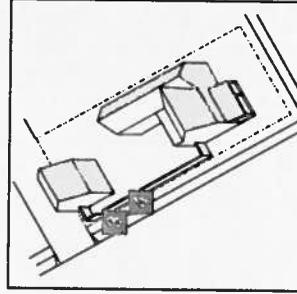
DEVELOPMENT CODE | ARCHITECTURAL TYPES
CARRIAGE HOUSE



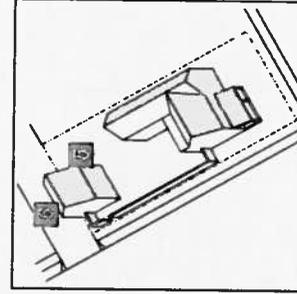
A carriage house is an architectural type consisting of a stacked dwelling unit over a garage. It is typically located on an alley at the back 20% of a lot that includes a main house.



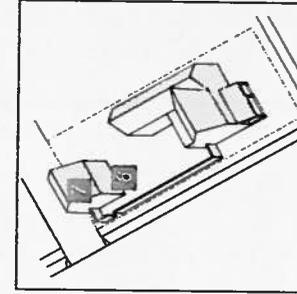
- 1. ACCESS:**
- a. The main entrance to the unit shall be accessed from the side yard of the main house.
 - b. Parking and service shall be accessed from an alley.
- 2. PARKING:**
- a. Parking shall be located at the alley.
 - b. 1.5 parking spaces per residence (1 bathroom); 2 parking spaces per residence (2-3 bathrooms).



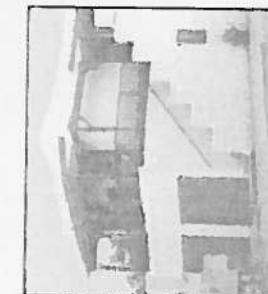
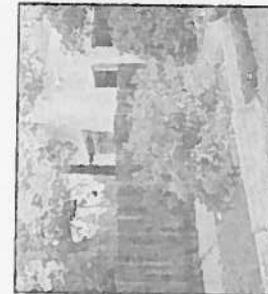
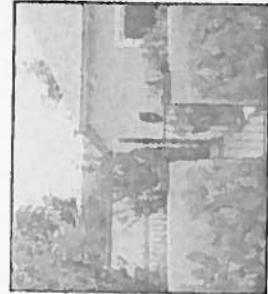
- 3. OPEN SPACE:**
- a. Side yards shall be a minimum of five feet on the ground level and twenty feet (20') on the upper level.
 - b. One of the side-yards shall be no less than twenty feet (20') and shall include the stairs to the unit and same as its private space.
- 4. LANDSCAPE:**
- a. The garden entrance to the guest house shall contain one canopy tree.



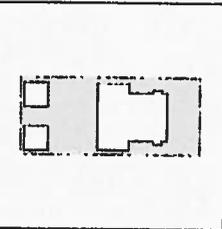
- 5. FRONTAGE:**
- a. As carriage house units are located on top of the garage, their stairs shall be located on the side-yard.
 - b. Balconies, loggias, bay windows are allowable frontage types at the alley.
- 6. BUILDING LENGTH:**
- a. Thirty feet (30') maximum along the alley.



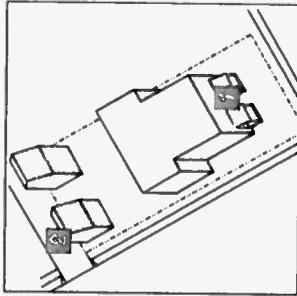
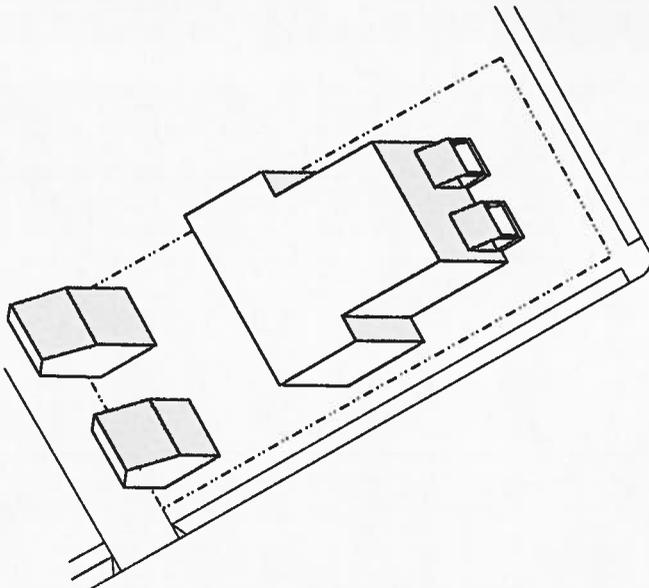
- 7. MASSING:**
- a. Carriage houses shall be designed as flats located above garages.
 - b. They can be no taller than 2 stories.
- 8. EXPOSURE TO LIGHT AND AIR:**
- a. Each unit shall have four sides exposed to the outdoors.



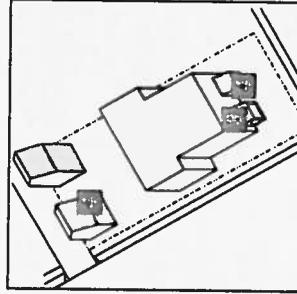
**DEVELOPMENT CODE | ARCHITECTURAL TYPES
DUPLEX, TRIPLEX & QUADRUPLEX**



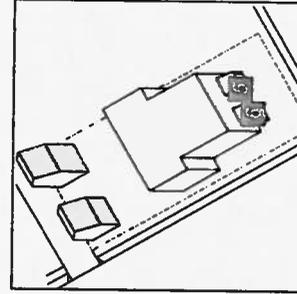
Duplexes, triplexes, and quadruplexes are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting



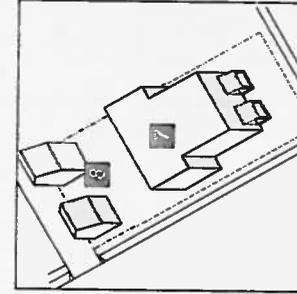
- 1. ACCESS:**
- a. The main entrance to each individual unit shall be accessed directly from a porch or from a common porch facing the street.
 - b. Parking and service shall be accessed from an alley.



- 4. LANDSCAPE:**
- a. Each building will be responsible for planting two street trees and one backyard tree chosen from the approved project list.
 - b. The setback shall be landscaped at a scale not to exceed that of the front porch.



- b. Stoops and porches shall be provided to form a transition from public to private/indoor to outdoor at the entrance of the unit.
- c. Private patios fronting the street are permitted if they are defined by a low wall (thirty-six inches (36") maximum) or hedge.



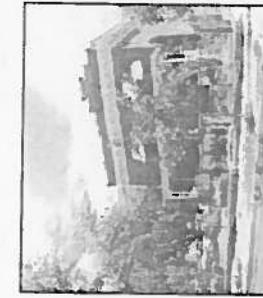
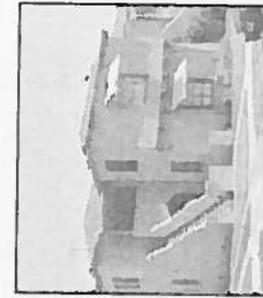
- 7. MASSING:**
- a. All duplexes shall be articulated as large single family homes
 - b. Duplexes, triplexes, and quadruplexes can be designed either as stacked flats or abutting town houses.
 - c. Roof volumes (i.e. attic spaces) may be occupied by habitable space.

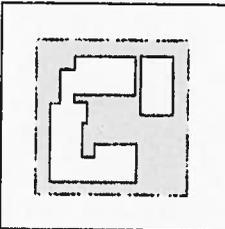
- 2. PARKING:**
- a. Parking shall be located behind each building and shall be accommodated in garages.
 - b. 1.5 parking spaces per 1 bathroom; 2 parking spaces per 2-3 bathrooms.

- 3. OPEN SPACE:**
- a. Front yards shall align with the historic buildings in place, but be no less than fifteen feet (15').

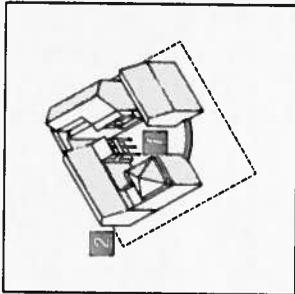
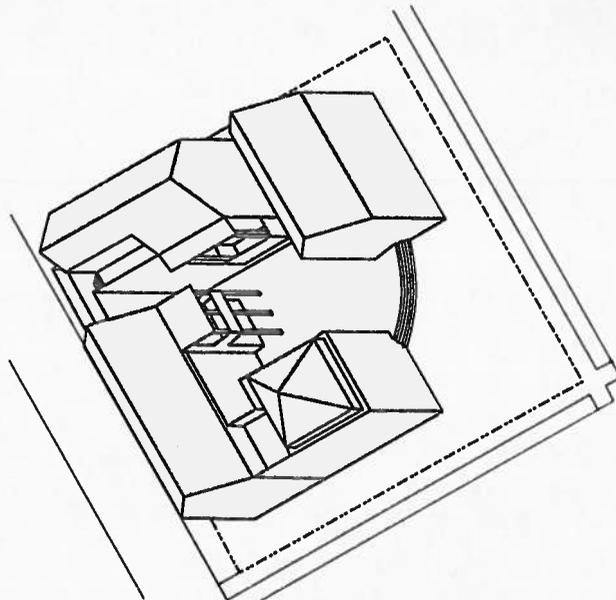
- 6. BUILDING LENGTH:**
- a. Buildings facing a public street may not be longer than fifty feet (50').

- 8. EXPOSURE TO LIGHT AND AIR:**
- a. Each unit shall have a minimum of three sides exposed to the outdoors.





Courts are an architectural type consisting of dwelling units that can be arranged in four possible configurations: town houses, town houses over flats, and flats over flats. These are arrayed next to each other to form a shared type that is partly or wholly open to the street.

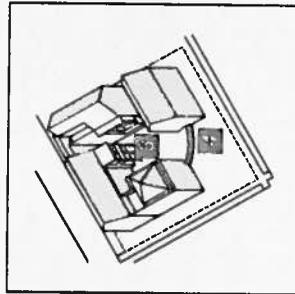


1. ACCESS:

- a. The main entrances to each individual unit shall be accessed directly from a porch or from a common porch facing the courtyard.
- b. Units facing the street shall be accessed directly from a porch or a common porch facing the street.
- c. Second story flats and town houses shall be accessed directly through exterior or interior stairs. No more than three (3) dwellings shall be accessed per stair.
- d. The entrance way to a courtyard from the street shall be at least fifteen feet (15') wide.

2. PARKING:

- a. Parking shall be located behind, under or on the side of the court.
- b. Parking courts shall be fully secure and not visible from the street.
- c. 1.5 parking spaces per residence (1 bathroom); 2 parking spaces per residence [2-3 bathrooms].
- d. Parking access shall be through the courtyard. Elevators/stairs to



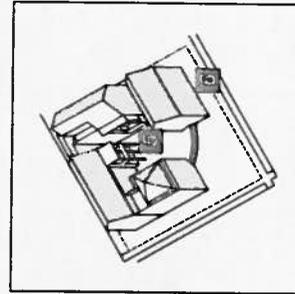
subterranean parking shall be absorbed into the body of the building.

3. OPEN SPACE:

- a. Courtyards shall be a minimum of 30 feet wide and a minimum of forty-five feet (45') long. Porches may protrude up to five feet (5') maximum into the courtyard space.
- b. Full courtyards shall be defined on all four sides by building. Partial courtyards shall be defined by building on three sides.

4. LANDSCAPE:

- a. Partial courtyards adjacent to parking lots shall be screened by a minimum five feet (5') wide landscape zone.
- b. Courtyards shall be visible from the street.
- c. Courtyards shall be landscaped with at least one tree (minimum forty-eight (48") box) that grows taller than the buildings.
- d. Fences and gates separating the courtyard from the street and/or



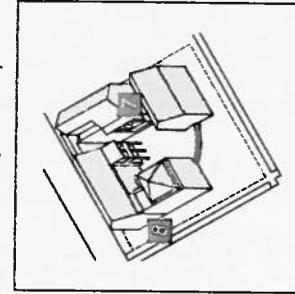
parking courts shall be transparent in character.

5. FRONTAGE:

- a. Public rooms, such as living room and dining rooms shall be oriented towards the courtyard.
- b. Units that face the street shall have public rooms oriented towards the street.
- c. Stoops, porches, and arcades are allowable frontage types to provide a transition from public to private/indoor to, outdoor at the entrance to units in the courtyard.
- d. Porches, stoops, forecourts, front yards are allowable frontage types to provide a transition from public to private/indoor to outdoor space at the entrance to units on public streets.
- e. Patios can be located in the courtyard if the courtyard exceeds sixty feet (60') in width. Patios can also be located on the service side of each unit.
- f. Private patios fronting the street are permitted if they are defined by a low wall (thirty-six inches (36") maximum) or hedge.

6. BUILDING LENGTH:

- a. Buildings facing a public street may not be longer than sixty feet (60'). Buildings facing the courtyard may not be longer than eighty feet (80').



subterranean parking shall be absorbed into the body of the building.

6. BUILDING LENGTH:

- a. Buildings facing a public street may not be longer than sixty feet (60'). Buildings facing the courtyard may not be longer than eighty feet (80').

7. MASSING:

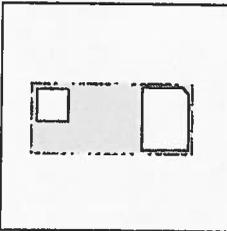
- a. All buildings shall be single family house derivative and compatible.
- b. Units or parts of units can be incorporated into one house form.
- c. Roof volumes may be occupied by habitable space.
- d. Two-story buildings shall be located to maximize the reach of sunlight into courtyards and patios.

8. EXPOSURE TO LIGHT AND AIR:

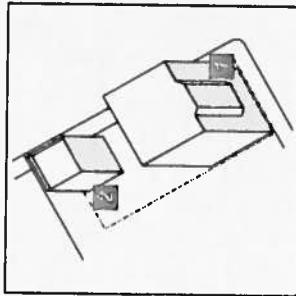
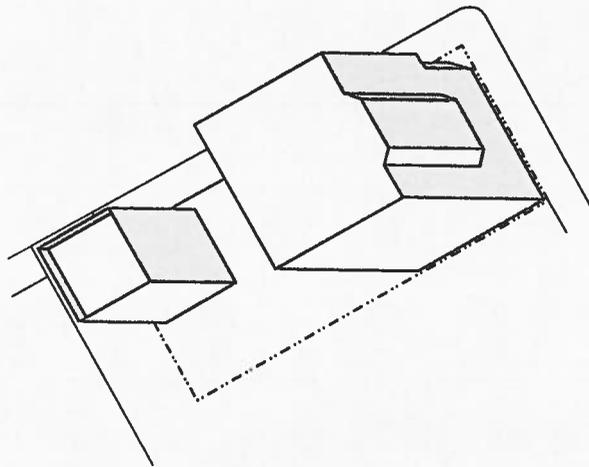
- a. Each unit will have two sides exposed to the outdoors.
- b. Courtyards shall be oriented to receive maximum southern exposure.
- c. Courts shall be massed to maximize the exposure of neighboring buildings to light and air.



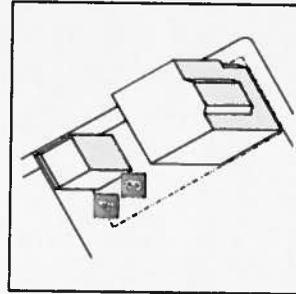
**DEVELOPMENT CODE: ARCHITECTURAL TYPES
LIVE-WORK**



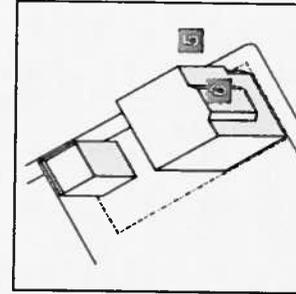
Loft buildings that can be designed as parts of projects that include reused historic buildings. These can be used flexibly for work/live, work/work, and live/live purposes.



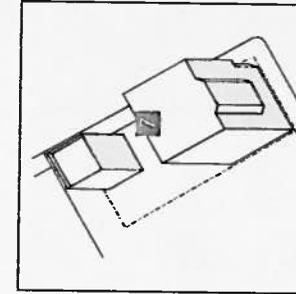
- 1. ACCESS:**
- a. The main entrance into all parts of the building shall be accessed directly from the street-side.
 - b. Parking and service shall be accessed from an alley.



- 3. OPEN SPACE:**
- a. Front-yards, courtyards, and backyards can be designed as part of both the work and live part of the building.



- 5. FRONTAGE:**
- a. Porches, shop-fronts, and front-yards shall be provided to form an acceptable transition between the building and the public space of the street.



- 7. MASSING:**
- a. The buildings shall be no taller than three (3) stories plus the roof volume.
 - b. The buildings can be both attached and detached to historic buildings on their lots.
 - c. The buildings shall endeavor to enlarge the presence and importance of their adaptively reused historic parts.

4. LANDSCAPE:

- a. Courtyards and backyards shall receive at least one tree each from the approved project list.

2. PARKING:

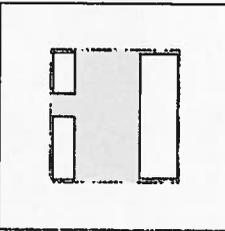
- a. Tuck under or underground parking shall be provided for each building adjacent to the alley.
- b. 1.5 parking spaces per residence (1 bathroom); 2 parking spaces per residence (2-3 bathrooms); 3 parking spaces per 1000 sf commercial or retail area; 1 parking space per each 4 seats at restaurants.

6. BUILDING LENGTH:

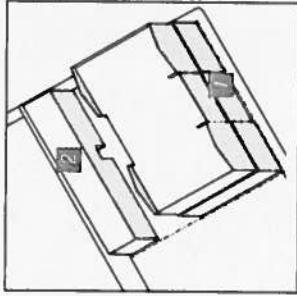
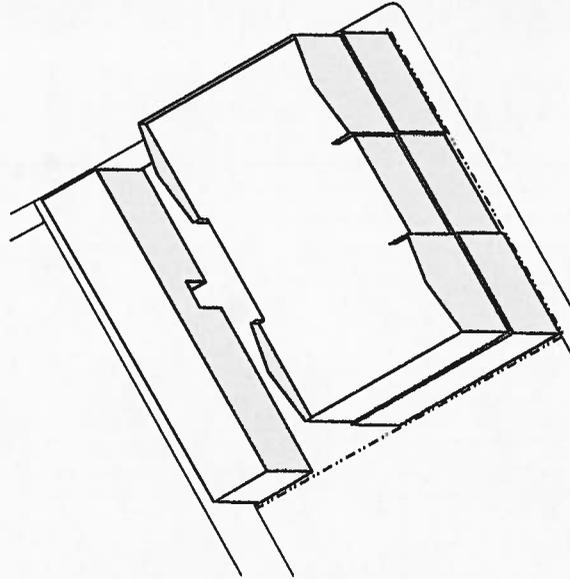
- a. Buildings facing a public street may not be longer than forty feet (40') to express the residential scale of the existing condition.



**DEVELOPMENT CODE: ARCHITECTURAL TYPES
 STACKED LOFTS OVER FLEX**



Stacked lofts are an architectural type in two parts: a ground floor story dedicated to flex uses over time, but principally dedicated to commercial purposes, and a stacked loft superstructure that can also be used flexibly for loft living or office uses.

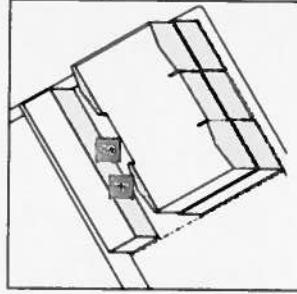


1. ACCESS:

- a. The entrance shall be through a common lobby at the front setback.
- b. The entrance to individual units shall be through an elevator and corridor.
- c. Service to the building shall be through an alley.
- d. Parking access shall be through secondary streets.

2. PARKING:

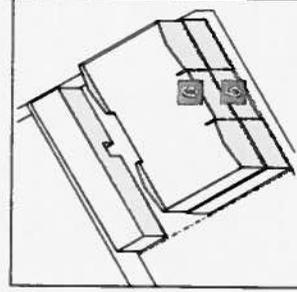
- a. Parking shall be located in garages underneath buildings and/or in joint use park-once garages.
- b. 1.5 parking spaces per residence (1 bathroom); 2 parking spaces per residence [2-3 bathrooms]; 3 parking spaces per 1000 sf com-



mercial or retail area; 1 parking space per each 4 seats at restaurants; 1 parking space per each hotel room.

3. OPEN SPACE:

- a. Internal courtyards shall be a minimum of fifty feet (50') in either direction.
- b. Internal light well space is prohibited.
- c. Common and recreational activities can be provided within courtyards if such facilities are located a minimum of twenty (20') feet from any dwelling.
- d. Private patios can be provided within courtyards at a minimum depth of twelve feet (12').

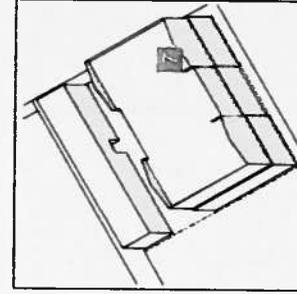


4. LANDSCAPE:

- a. Internal courtyards shall be landscaped at the scale of the buildings themselves, including in the case when courtyards are built over parking.

5. FRONTAGE:

- a. The ground floor shall be dedicated to flex space and detailed to retail-use standards.
- b. The ground floor shall be directly accessible every twenty-five feet (25') at a minimum.
- c. Arcades, porches, stoops, and shop-fronts are allowable frontage types that transition from public space to the potential ground floor uses of these buildings.



6. BUILDING LENGTH:

- a. Maximum one-hundred-fifty feet (150') along a public street.

7. MASSING:

- a. Buildings shall be no taller than five (5) stories and shall provide an articulate ground floor story scaled to the street and public use.
- b. Upper story lofts will be stacked and setback from side and back yards by a 30% reduction of the 5th floor.
- c. In the case of the gateway sites at Interstate 25 and the railroad crossings buildings can rise over the four story base.



APPLICATION MATERIAL



<p>SUBDIVISION</p> <p><input type="checkbox"/> Major subdivision action</p> <p><input type="checkbox"/> Minor subdivision action</p> <p><input type="checkbox"/> Vacation</p> <p><input type="checkbox"/> Variance (Non-Zoning)</p> <p>SITE DEVELOPMENT PLAN – EPC, DRB & Administrative Approval</p> <p><input type="checkbox"/> for Subdivision</p> <p><input type="checkbox"/> for Building Permit</p> <p><input type="checkbox"/> Minor Amendment (Administrative)</p> <p><input type="checkbox"/> Major Amendment (EPC, DRB)</p> <p><input type="checkbox"/> IP Master Development Plan</p> <p><input checked="" type="checkbox"/> Cert. of Appropriateness (LUCC)</p> <p>STORM DRAINAGE (Form D)</p> <p><input type="checkbox"/> Storm Drainage Cost Allocation Plan</p>	<p>Supp. Form</p> <p>S</p> <p>V</p> <p>P</p> <p>D</p> <p>L</p>	<p>ZONING & PLANNING</p> <p><input type="checkbox"/> Annexation</p> <p><input type="checkbox"/> Downtown 2010 SDP Conditional Use (\$100)</p> <p><input type="checkbox"/> Zone Map Amendment (Establish or Change Zoning; includes Zoning within Sector Development Plans)</p> <p><input type="checkbox"/> Adoption of Rank 2 or 3 Plan or similar</p> <p><input type="checkbox"/> Text Amendment to Adopted Plan(s), Zoning Code, or Subd. Regulations</p> <p><input type="checkbox"/> Street Name Change (Local & Collector)</p> <p>APPEAL / PROTEST</p> <p><input type="checkbox"/> Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other</p>	<p>Supp. form</p> <p>Z</p> <p>A</p>
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PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): _____ PHONE: _____

ADDRESS: _____ FAX: _____

CITY: _____ STATE _____ ZIP _____ E-MAIL: _____

APPLICANT: City of Albuquerque Transit Department PHONE: 724-3100

ADDRESS: 100 1st Street SW FAX: 724-3111

CITY: Albuquerque STATE NM ZIP 87102 E-MAIL: dayna@cabq.gov

Proprietary interest in site: public right of way List all owners: _____

DESCRIPTION OF REQUEST:

Albuquerque Rapid Transit street changes and furniture

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. NA Block: _____ Unit: _____

Subdiv/Addn/TBKA: NA

Existing Zoning: NA Proposed zoning: NA MRGCD Map No _____

Zone Atlas page(s): K 14 & K 15 UPC Code: NA

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z_, V_, S_, etc.): _____

CASE INFORMATION:

Within city limits? yes Within 1000FT of a landfill? no

No. of existing lots: NA No. of proposed lots: NA Total site area (acres): NA

LOCATION OF PROPERTY BY STREETS: On or Near: Central Ave.

Between: Broadway and Locust

Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE *Lawrence Kline* LAWRENCE KLINE DATE 03/09/16

FOR OFFICIAL USE ONLY

(Print Name) _____ Applicant: Agent Revised: 4/2012

<input type="checkbox"/> INTERNAL ROUTING	Application case numbers	Action	S.F.	Fees
<input type="checkbox"/> All checklists are complete	<u>16 LUCC - 50013</u>	<u>COA</u>	_____	\$ <u>0</u>
<input type="checkbox"/> All fees have been collected	_____	_____	_____	\$ _____
<input type="checkbox"/> All case #s are assigned	_____	_____	_____	\$ _____
<input type="checkbox"/> AGIS copy has been sent	_____	_____	_____	\$ _____
<input type="checkbox"/> Case history #s are listed	_____	_____	_____	\$ _____
<input type="checkbox"/> Site is within 1000ft of a landfill	_____	_____	_____	\$ _____
<input type="checkbox"/> F.H.D.P. density bonus	_____	_____	_____	\$ _____
<input type="checkbox"/> F.H.D.P. fee rebate	_____	_____	_____	\$ _____

Hearing date April 13, 2016

3-9-16
Staff signature & Date

Project # 1010796

FORM L: LANDMARKS AND URBAN CONSERVATION COMMISSION

- CERTIFICATE OF APPROPRIATENESS PUBLIC HEARING
- CERTIFICATE OF APPROPRIATENESS STAFF DECISION
- CERTIFICATE OF COMPLIANCE (HH-Edo UCOZ)

- | | |
|--|--|
| Historic Zone or Designation: | Type of Request: |
| <input type="checkbox"/> Historic Old Town | <input type="checkbox"/> Alteration |
| <input type="checkbox"/> Historic Old Town Buffer Zone | <input type="checkbox"/> New Construction |
| <input type="checkbox"/> Huning Highland | <input type="checkbox"/> Sign (Please read the note below)* |
| <input type="checkbox"/> Fourth Ward | <input type="checkbox"/> Relocation |
| <input type="checkbox"/> Eighth & Forrester | <input type="checkbox"/> Demolition |
| <input type="checkbox"/> City Landmark | <input type="checkbox"/> National Register Nomination Review |
| <input checked="" type="checkbox"/> HH-Edo UCOZ | <input type="checkbox"/> City Landmark Designation |
| | <input type="checkbox"/> City Overlay Designation |
| | <input checked="" type="checkbox"/> Other <u>Roadwork in Public Right-of-Way</u> |

Number and Classification of structures on property:

- # N/A Significant Structures
- # N/A Contributing Structures
- # N/A Noncontributing Structures
- # N/A Unclassified Structures

- Does this request involve a residential property?
 Yes No
 Are tax credits or preservation loan funds applied for in connection with this proposal?
 Yes No

Attention applicants:

A conference with the LUCC Planner is advised prior to application. Call the LUCC Administrative Assistant at 924-3883 for an appointment. At the conference, the planner will determine if your project may be approved administratively or if a public hearing before the Commission is required. The planner will also determine what materials are required to complete an application. These requirements will be indicated on the "Project Drawing Checklist" that the planner will complete during your pre-application conference. For public hearings, the applicant will prepare packets containing one each of the items with drawings folded to fit into an 8.5" by 14" packet.

LUCC public hearing applications:

- Project drawing checklist completed during a consultation with LUCC planner
- All materials indicated on the project drawing checklist. 15 packets for residential projects 18 for nonresidential or multi-use projects.
- Letter detailing the scope of the proposal including:
 1. Extent of work to be done
 2. Use(s) of existing and/or proposed site(s) and structure(s)
 3. Square footage of proposed structure(s)
 4. Proposed phasing of improvements and provisions for interim facilities
 5. Relevant historic facts
- Zone Atlas map with the entire property precisely and clearly outlined and crosshatched
- Office of Neighborhood Coordination inquiry response, notifying letter, certified mail receipts
- Sign Posting Agreement (provided upon application)

Administrative (Staff) Approval checklist:

- Project drawing checklist completed during consultation with LUCC planner
- All materials indicated on the project drawing checklist and required by the LUCC planner
- Letter detailing the scope of the proposal including:
 1. Extent of work to be done
 2. Use(s) of existing and/or proposed site(s) and structure(s)
 3. Square footage of proposed structure(s)
 4. Proposed phasing of improvements and provisions for interim facilities
 5. Relevant historic facts
- Zone Atlas map with the entire property precisely and clearly outlined and crosshatched
- Administrative Approval (LUCCS) Sign Posting Agreement
- LUCC building permit waiver signed by the applicant (provided upon approval)

*PLEASE NOTE: Approval of a signs in the overlay zones also require a sign permit from Zoning in addition to LUCC approval.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

Dayna Crawford, Deputy Director, ABQ RIDE

Applicant name (print)

Applicant signature/date

LAWRENCE KLINE
 FOR DAYNA CRAWFORD
 03/09/16

Checklists complete

Application case numbers

Form revised October 2007

Fees collected

16 - LUCC - 50013

3-9-16

Case #s assigned

- - -

Dev Review Division signature/date

Related #s listed

- - -

PROJECT# 1010796

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the City Zoning Code or Subdivision Ordinance are responsible for the posting and maintaining of one or more signs on the property which the application describes. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproof signs are provided at the time of application. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign.

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to public hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Development Services Front Counter at a charge of \$3.75 each.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be at least two feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs may be required on unpaved street frontages.
- B. If the land does not abut a public street, then, in addition to a sign placed on the property, a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or a full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from 3/30/16 To 3/13/16.

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Development Services Front Counter Staff. I understand (A) my obligation to keep the sign(s) posted for (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

[Signature] LOKUNE 03/09/16
(Applicant or Agent) (Date)

I issued 3 signs for this application, 3/9/16 [Signature]
(Date) (Staff Member)

PROJECT NUMBER: 1010796

The Office of Neighborhood Coordination (ONC) located in Room 440 (4th floor) of the Plaza Del Sol Building, 600 Second Street NW is where you obtain NA/HOA Information for your Planning Submittal.

You can submit your Developer Inquiry Sheet the following ways: 1) in person at the address listed above; 2) fax to - **505-924-3913**; or 3) you can e-mail the Zone Map and Developer Inquiry Sheet to **BOTH**: Stephani Winklepleck at swinklepleck@cabq.gov -AND- Dalaina Carmona at dcarmona@cabq.gov and one of us will do for you.

ONC will need the following information **BEFORE** any NA/HOA Information will be released to the Applicant/Agent on any Planning Submittal being presented to the Planning Department. If you have any questions, please feel free to contact our office at **505-924-3914**.

Zone Map and this Developer Inquiry Sheet MUST be provided with request.

Please mark/hatch Zone Map where Property is located.

Your Developer Inquiry is for the following:

Cell Tower Submittal: Free-Standing Tower -OR- Concealed Tower
 EPC Submittal DRB Submittal Lucc Submittal Liquor Submittal
 AA Submittal City Project Submittal ZHE Submittal (need address/zone map # only)

CONTACT NAME: Dayna Crawford, Deputy Director

COMPANY NAME: ABQ RIDE

ADDRESS/ZIP: 100 First Street SW, Albuquerque NM, 87102

Phone: 724-3184 Fax: 724-3111 E-mail: dayna@cabq.gov

LEGAL DESCRIPTION INFORMATION

LEGAL DESCRIPTION OF THE SUBJECT SITE FOR THIS PROJECT SUBMITTAL IS DESCRIBED BELOW (i.e., Lot A, Block A, of the For Your Information Subdivision):

Right-of-Way of Central Avenue within the Huning Highland / EDo Urban Conservation Overlay Zone

LEGAL DESCRIPTION

LOCATED ON Central Avenue
STREET NAME (ex. - 123 Main St. NW) OR OTHER IDENTIFYING LANDMARK

BETWEEN John Street AND
STREET NAME OR OTHER IDENTIFYING LANDMARK

Locust Street
STREET NAME OR OTHER IDENTIFYING LANDMARK

THE SITE IS LOCATED ON THE FOLLOWING ZONE ATLAS PAGE (K-14/K-15).

ONC/DevelopInquirySheet/siw (09/16/15)



City of Albuquerque

P.O. Box 1293, Albuquerque, NM 87103

PLEASE NOTE: The NA/HOA Information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter - you will need to get an updated letter from our office.

March 7, 2016

Dayna Crawford, Deputy Director
City of Albuquerque
ABQ RIDE
100 First Street SW/87102
Phone: 505-724-3184/Fax: 505-724-3111
E-mail: dayna@cabq.gov

Dear Dayna:

Thank you for your inquiry of **March 4, 2016** requesting the names of **ALL Neighborhood and/or Homeowner Associations** who would be affected under the provisions of *§14-8-2-7 of the Neighborhood Association Recognition Ordinance* by your proposed project at **(LUCC SUBMITTAL) - RIGHT-OF-WAY OF CENTRAL AVENUE WITHIN THE HUNING HIGHLAND/EDO URBNA CONSERVATION OVERLAY ZONE, LOCATED ON CENTRAL AVENUE BETWEEN JOHN STREET AND LOCUST STREE** Zone Map: **K-14-15.**

Our records indicate that the **Neighborhood and/or Homeowner Associations** affected by this submittal and the contact names are as follows:

SEE "ATTACHMENT A" FOR THE NAMES OF THE NA/HOA/COALITIONS THAT NEED TO BE CONTACTED IN REGARDS TO THIS PLANNING SUBMITTAL - please attach this letter and "Attachment A" to your Application Packet ALONG with copies of the letters and certified mail receipts to the NA/HOA's - siw.

Please note that according to *§14-8-2-7 of the Neighborhood Association Recognition Ordinance* you are required to notify each of these contact persons by **certified mail, return receipt requested, before the Planning Department will accept your application filing (PLEASE ATTACH: 1) Copy of this letter; 2) Copy of letters sent to NA/HOA's and 3) Copy of White Receipts showing proof that you sent certified mail w/stamp from U.S.P.S. showing date.)** If you have any questions about the information provided please contact me at (505) 924-3914 or via an e-mail message at swinklepleck@cabq.gov or by fax at (505) 924-3913.

Sincerely,

Stephani Winklepleck

Neighborhood Liaison
OFFICE OF NEIGHBORHOOD COORDINATION
Planning Department

LETTERS MUST BE SENT TO BOTH CONTACTS OF EACH NA/HOA.

!!!Notice to Applicants!!!

SUGGESTED INFORMATION FOR NEIGHBORHOOD NOTIFICATION LETTERS

Applicants for Zone Change, Site Plan, Sector Development Plan approval or an amendment to a Sector Development Plan by the EPC, DRB, etc. are required under Council Bill O-92 to notify all affected recognized neighborhood associations **PRIOR TO FILING THE APPLICATION TO THE PLANNING DEPARTMENT**. Because the purpose of the notification is to ensure communication as a means of identifying and resolving problems early, it is essential that the notification be fully informative.

WE RECOMMEND THAT THE NOTIFICATION LETTER INCLUDE THE FOLLOWING INFORMATION:

1. The street address of the subject property.
2. The legal description of the property, including lot or tract number (if any), block number (if any), and name of the subdivision.
3. A physical description of the location, referenced to streets and existing land uses.
4. A complete description of the actions requested of the EPC:
 - a) If a **ZONE CHANGE OR ANNEXATION**, the name of the existing zone category and primary uses and the name of the proposed category and primary uses (i.e., "from the R-T Townhouse zone, to the C-2 Community Commercial zone").
 - b) If a **SITE DEVELOPMENT OR MASTER DEVELOPMENT PLAN** approval or amendment describe the physical nature of the proposal (i.e., "an amendment to the approved plan to allow a drive-through restaurant to be located just east of the main shopping center entrance off Montgomery Blvd.").
 - c) If a **SECTOR DEVELOPMENT PLAN OR PLAN AMENDMENT** a general description of the plan area, plan concept, the mix of zoning and land use categories proposed and description of major features such as location of significant shopping centers, employment centers, parks and other public facilities.
 - d) The name, address and telephone number of the applicant and of the agent (if any). In particular the name of an individual contact person will be helpful so that neighborhood associations may contact someone with questions or comments.

Information from the Office of Neighborhood Coordination

The following information should always be in each application packet that you submit for an EPC or DRB application. Listed below is a "Checklist" of the items needed.

- ONC's "Official" Letter to the applicant (if there are associations). A copy must be submitted with application packet -OR-**
- The ONC "Official" Letter (if there are no associations). A copy must be submitted with application packet.
- Copies of Letters to Neighborhood Associations (if there are associations). A copy must be submitted with application packet.**
- Copies of the certified receipts to Neighborhood Associations (if there are associations). A copy must be submitted with application packet.**

Just a reminder - Our ONC "Official" Letter is only valid for a one (1) month period and if you haven't submitted your application by this date, you will need to get an updated letter from our office.

Any questions, please feel free to contact Stephani at 924-3902 or via an e-mail message at swinklepleck@cabq.gov.

Thank you for your cooperation on this matter.

(below this line for ONC use only)

Date of Inquiry: 03/04/16 Time Entered: 1:40 p.m. ONC Rep. Initials: SW

ATTACHMENT A

**(LUCC SUBMITTAL) – RIGHT-OF-WAY OF CENTRAL AVENUE WITHIN THE HUNING
HIGHLAND/EDO URBNA CONSERVATION OVERLAY ZONE, LOCATED ON CENTRAL AVENUE
BETWEEN JOHN STREET AND LOCUST STREE Zone Map: K-14-15 for Dayna Crawford, ABQ
RIDE.**

DOWNTOWN N.A. (DNA) "R"

***Reba Eagles**

c/o Original Medicine Acupuncture

1500 Lomas NW, Suite B/87104 (505) 604-3434 (cell)

Robert Bello

1424 Roma NW/ 87104 (505) 280-3774 (cell)

RAYNOLDS ADDITION N.A. "R"

***Bob Tilley**

806 Lead Ave SW/87102 (505) 263-9848 (home)

Deborah Foster

1307 Gold SW/87102 (505) 243-4865 (home)

BARELAS N.A.

Ophelia Cornet

903 5th St. SW/87102 (505) 804-3054 (home)

SILVER PLATINUM DOWNTOWN N.A "R"

***Ron Casias**

100 Silver Ave. SW, #212/87102 (505) 319-0958 (cell)

Rebecca Perry-Piper

215 Lead Ave. SW, Apt. 1301/87102

BROADWAY CENTRAL CORRIDORS PARTNERSHIP, INC. "R"

***Doug Majewski**

P.O. Box 302/87103

Rob Dickson

P.O. Box 302/87103 (505) 515-5066 (cell)

VILLA DE SAN MARTIN H.O.A., INC.

***Stephen Maynard**

521 Roma NE/8710 (505) 307-2065 (home)

Pamela Meyer

4121 Eubank Blvd. NE/87111 505-323-7600 ext. 28 (office)

CITIZEN'S INFORMATION COMMITTEE OF MARTINEZTOWN "R"

***Kristi L. Houde**

617 Edith Blvd. NE, Apt. #8/87102 (505) 250-6704 (home)

Frank H. Martinez

501 Edith Blvd. NE/87102-2511 (505) 243-5267 (home)

SOUTH BROADWAY N.A. "R"

***Frances Armijo**

915 William SE/87102 (505) 247-8798 (home)

***Gwen Colonel**

900 John St. SE/87102 (513)257-9414 (cell)

HUNING HIGHLAND HISTORIC DISTRICT ASSOC. "R"

Bonnie Anderson
522 Edith SE/87102 (505) 242-8848 (home)
Ann L. Carson
416 Walter SE/87102 (505) 242-1143 (home)

SILVER HILL N.A. "R"

***James Montalbano**
1404 Silver Ave. SE/87106 (505) 243-0827 (home)
Elizabeth Doak
1606 Silver SE/87106 (505) 242-8192 (home)

SPRUCE PARK N.A. INC. "R"

***Peter Feibelman**
1401 Sigma Chi NE/87106 (505) 242-1946 (home)
Valerie J. St. John
P.O. Box 14203/87191 (505) 275-3931 (cell)

SYCAMORE N.A. "R"

Peter Schillke
1217 Coal Ave. SE/87106 (505) 243-8368 (home)
Mardon Gardella
411 Maple St. NE/87106 (505) 843-6154 (home)

CAMPUS N.A. "R"

***Ed Blandford**
621 Vassar Dr. NE/87106 (505) 415-773-1083 (cell)
Sara Osborne
409 Vassar Dr. NE/87106 (505) 255-4351 (home)

UNIVERSITY HEIGHTS N.A. "R"

***Joe Gallegos**
301 Harvard SE, #59/87106 (505) 450-6096 (cell)
Julie Kidder
120 Vassar SE/87106 (505) 269-3967 (cell)

VICTORY HILLS N.A. ("R"

***Robert Stembridge**
P.O. Box 40298/87196 (505) 459-6893 (cell)
Patty Willson
505 Dartmouth SE/87106 (505) 266-8944 (home & work)

***President of NA/HOA**

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 Street & Apt. No., or PO Box No. Robert Dickson
P.O. Box 303
 City, State, ZIP+4 Albuq. NM 87103

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 Street & Apt. No., or PO Box No. Ron Majewski
P.O. Box 302
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1401 Sigma Chi NE
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Sent To: Rene Eagles
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Sent To: Stephen Maynard
 Street & Apt. No., or PO Box No.: 521 Roma NE
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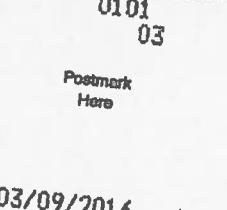
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Sent To: Peter Schilke,
 Street & Apt. No., or PO Box No.: 1217 Coal Ave SE
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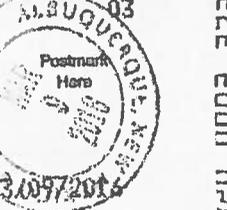
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 Street & Apt. No., or PO Box No.: 617 Edinb NE, Apt 5
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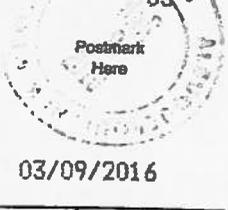
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 Street & Apt. No., or PO Box No.: 1404 Silver Ave. SE
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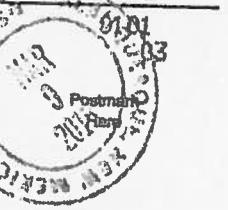
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Sent To: Mardon Gardella
 Street & Apt. No., or PO Box No.: 411 Maple St NE
 City, State, ZIP+4: Albuq. NM 87106

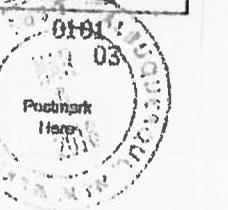
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Sent To: Robert Stenbridge
 Street & Apt. No., or PO Box No.: P.O. Box 40295
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Sent To: Paty Wilson
 Street & Apt. No., or PO Box No. 505 Dartmouth SE
 City, State, ZIP+4 Albuq. NM 87106

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Sent To: Gwen Colonel
 Street & Apt. No., or PO Box No. 900 John St.
 City, State, ZIP+4 Albuq. NM 87102

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Sent To: Frances Arriaga
 Street & Apt. No., or PO Box No. 915 William SE
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Sent To: Bonnie Anderson
 Street & Apt. No., or PO Box No. 522 Edith St.
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Sent To: Ann L. Carson
 Street & Apt. No., or PO Box No. 416 Walter St.
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Sent To: Ron Casias
 Street & Apt. No., or PO Box No. 100 Silver Ave. SW
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Sent To Robert Bellu
 Street & Apt. No. or PO Box No. 1424 Loma NW
 City, State, ZIP+4 Albuq. NM 87104

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Sent To Prinola Meyer
 Street & Apt. No. or PO Box No. 4121 EVIDENCE NE
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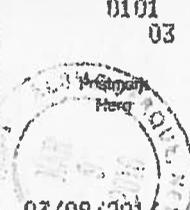
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Sent To Elizabeth Doak
 Street & Apt. No. or PO Box No. 1606 Silver Ave. SE
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Sent To Bob Tilley
 Street & Apt. No. or PO Box No. 800 Loma SW
 City, State, ZIP+4 Albuq. NM 87102

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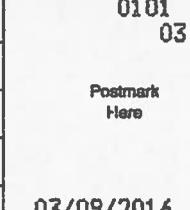
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Sent To Valerie St. John
 Street & Apt. No. or PO Box No. PO Box 14203
 City, State, ZIP+4 Albuq. NM 87191

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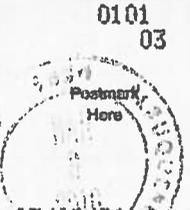
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Sent To Marie A. Martinez
 Street & Apt. No. or PO Box No. 501 Eddy NE
 City, State, ZIP+4 Albuq. NM 87102

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7015 0920 0002 3727 1835
7015 0920 0002 3727 1811



Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Reba Eagles
c/o Original Medicine Acupuncture, 1500 Lomas NW, Suite B
Albuquerque, N.M. 87104

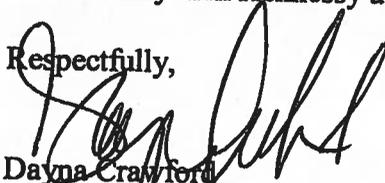
Dear Ms. Eagles,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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The Landmarks and Urban Conservation Commission will hold a hearing on these matters beginning at 3:00 PM on Wednesday, April 13 in the Hearing Room in the basement of Plaza Del Sol at 400 Roma NW. In the interim, should you require more information, please contact myself at 724-3134 or Ms. Maryellen Hennessy at 924-3981.

Respectfully,


Dayna Crawford
Deputy Director, ABQ RIDE

This letter has been sent simultaneously to two elected representatives from:

Downtown Neighborhood Association
Raynolds Addition Neighborhood Association
Barelas Neighborhood Association
Silver Platinum Downtown Association
Broadway-Central Corridors Partnership
Villa De San Martin Homeowners Association
Citizens Information Committee of Martineztown

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Spruce Park Neighborhood Association
Sycamore Neighborhood Association
Campus Neighborhood Association
Victory Hills Neighborhood Association

100 First Street SW, Albuquerque, NM 87102
t 505.724.3100 f 505.724.3111 v/tty 711 www.myabqride.com



Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Robert Bello
1424 Roma NW
Albuquerque, N.M. 87104

Dear Mr. Bello,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Bob Tilley
806 Lead SW
Albuquerque, N.M. 87102

Dear Mr. Tilley,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Deputy Director, ABQ RIDE

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Deborah Foster
1307 Gold SW
Albuquerque, N.M. 87102

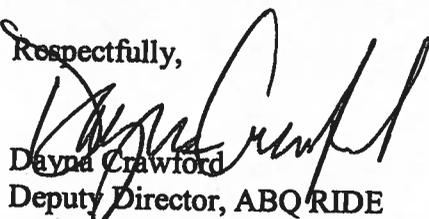
Dear Ms. Foster,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Ophelia Cornet
903 5th St. SW # 212
Albuquerque, N.M. 87102

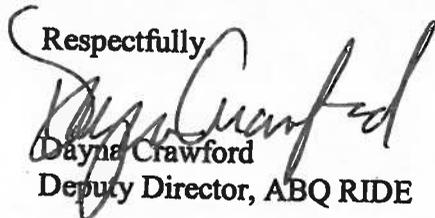
Dear Ms. Cornet,

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Deputy Director, ABQ RIDE

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Ron Casias
100 Silver Ave. SW
Albuquerque, N.M. 87102

Dear Mr. Casias,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Deputy Director, ABQ RIDE

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Rebecca Perry-Piper
215 Lead Ave. SW, Apt. 1301
Albuquerque, N.M. 87102

Dear Ms. Perry-Piper,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Ron Majewski
P.O. Box 302
Albuquerque, N.M. 87103

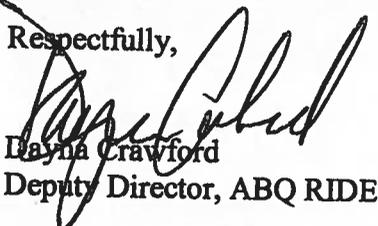
Dear Mr. Majewski,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Robert Dickson
P.O. Box 303
Albuquerque, N.M. 87103

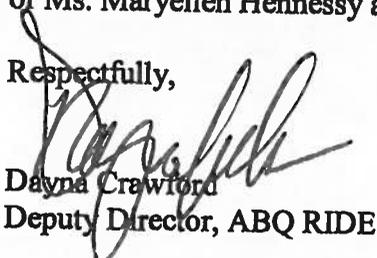
Dear Mr. Dickson,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Stephen Maynard
521 Roma NE
Albuquerque, N.M. 87102

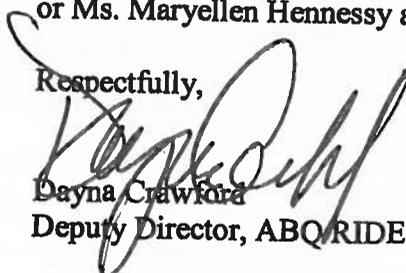
Dear Mr. Maynard,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Pamela Meyer
4121 Eubank Blvd. NE
Albuquerque, N.M. 87111

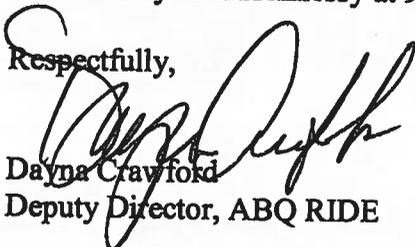
Dear Ms. Meyer,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Kristi L. Houde
617 Edith Blvd. NE Apt. #8
Albuquerque, N.M. 87102

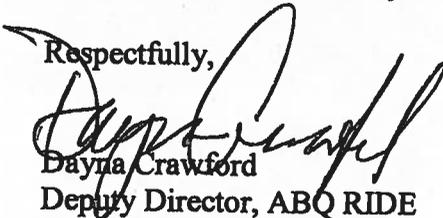
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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Frank H. Martinez
501 Edith Blvd. NE
Albuquerque, N.M. 87102

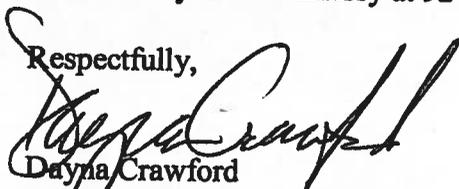
Dear Mr. Martinez,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Frances Armijo
915 William SE
Albuquerque, N.M. 87102

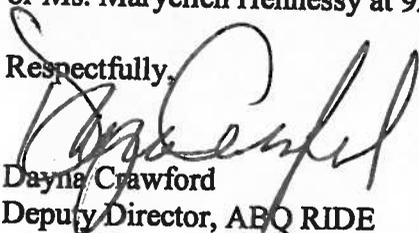
Dear Frances Armijo,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Gwen Colonel
900 John St.
Albuquerque, N.M. 87102

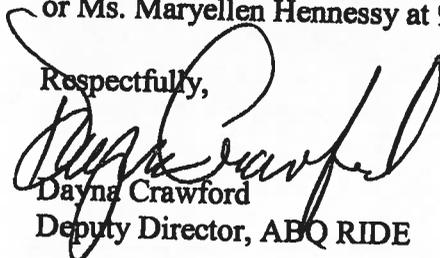
Dear Ms. Colonel,

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The Landmarks and Urban Conservation Commission will hold a hearing on these matters beginning at 3:00 PM on Wednesday, April 13 in the Hearing Room in the basement of Plaza Del Sol at 400 Roma NW. In the interim, should you require more information, please contact myself at 724-3134 or Ms. Maryellen Hennessy at 924-3981.

Respectfully,


Dayna Crawford
Deputy Director, ABQ RIDE

This letter has been sent simultaneously to two elected representatives from:

Downtown Neighborhood Association
Raynolds Addition Neighborhood Association
Barelas Neighborhood Association
Silver Platinum Downtown Association
Broadway-Central Corridors Partnership
Villa De San Martin Homeowners Association
Citizens Information Committee of Martineztown

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Huning Highland Historic District Association
Silver Hill Neighborhood Association
Spruce Park Neighborhood Association
Sycamore Neighborhood Association
Campus Neighborhood Association
Victory Hills Neighborhood Association

100 First Street SW, Albuquerque, NM 87102

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Bonnie Anderson
522 Edith St
Albuquerque, N.M. 87102

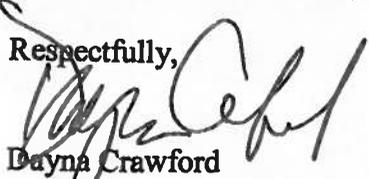
Dear Ms. Anderson,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Ann L. Carson
416 Walter St.
Albuquerque, N.M. 87102

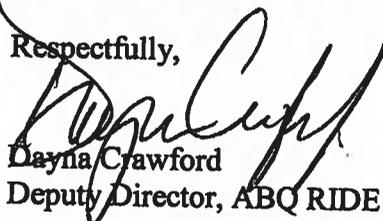
Dear Ms. Carson,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. James Montalbano
1404 Silver Ave. SE
Albuquerque, N.M. 87106

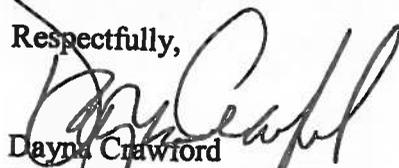
Dear Mr. Montalbano,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Deputy Director, ABQ RIDE

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Elizabeth Doak
1606 Silver Ave. SE
Albuquerque, N.M. 87106

Dear Ms. Doak ,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Peter Feibelman
1401 Sigma Chi NE
Albuquerque, N.M. 87106

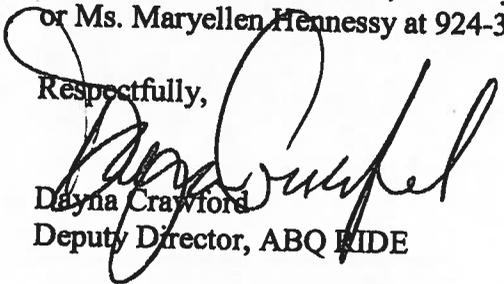
Dear Mr. Feibelman,

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Deputy Director, ABQ RIDE

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Valerie J. St. John
P.O. Box 14203
Albuquerque, N.M. 87191

Dear Ms. St. John,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Peter Schillke
1217 Coal Ave. SE
Albuquerque, N.M. 87106

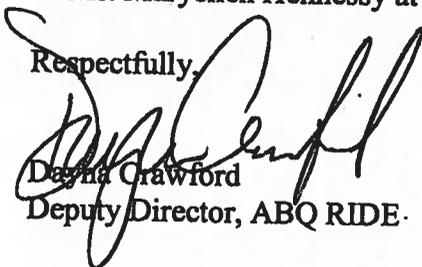
Dear Mr. Schillke,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mardon Gardella
411 Maple St. NE
Albuquerque, N.M. 87106

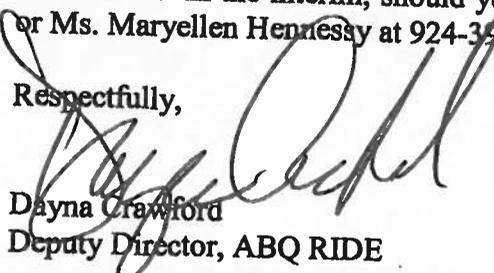
Dear Mardon Gardella,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Ed Blandford
621 Vassar Dr. NE
Albuquerque, N.M. 87106

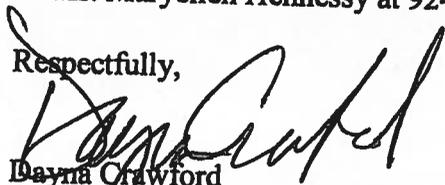
Dear Mr. Blandford,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Sara Osborne
409 Vassar Dr. NE
Albuquerque, N.M. 87106

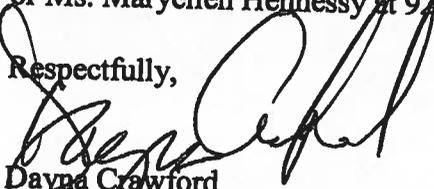
Dear Ms. Osborne,

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Joe Gallegos
301 Harvard SE #59
Albuquerque, N.M. 87106

Dear Mr. Gallegos,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizziari, Director



Mayor Richard J. Berry

March 9, 2016

Ms. Julie Kidder
120 Vassar SE
Albuquerque, N.M. 87106

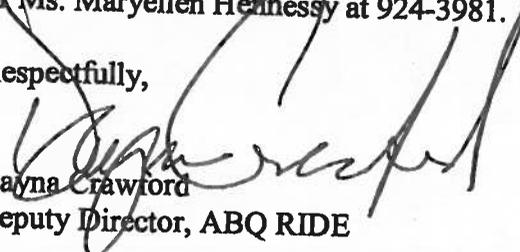
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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Mr. Robert Stembridge
P.O. Box 40298
Albuquerque, N.M. 87196

Dear Mr. Stembridge,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

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Bruce Rizzieri, Director



Mayor Richard J. Berry

March 9, 2016

Patty Wilson
505 Dartmouth SE
Albuquerque, N.M. 87106

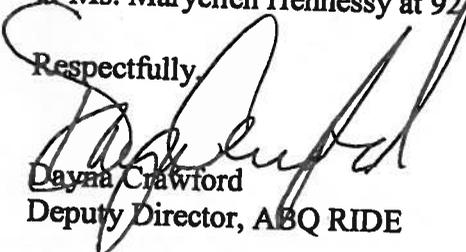
Dear Patty Wilson,

We write to inform you that, pursuant to the requirements of Huning Highlands / Edo Regulatory Plan, we have today made application to the Landmarks and Urban Conservation Commission for a Certificate of Appropriateness for [1] streets and sidewalks and [2] street furniture, associated with the Albuquerque Rapid Transit (ART) project.

Street and sidewalk improvements encompass: the configuration of driving lanes, sidewalk widths and materials, Americans with Disabilities Act compliance, street trees, street lighting, and other components of the proposed streetscape. Street furniture includes such items as: signage, benches, and waste containers associated with the platforms. We assert the ART proposal is consistent in all regards with the goals for Urban Villages and Transit contained in the Regulatory Plan. We further assert that the proposed configuration complies with the Comprehensive Plan goals for Major Transit Corridors.

The Landmarks and Urban Conservation Commission will hold a hearing on these matters beginning at 3:00 PM on Wednesday, April 13 in the Hearing Room in the basement of Plaza Del Sol at 400 Roma NW. In the interim, should you require more information, please contact myself at 724-3134 or Ms. Maryellen Hennessy at 924-3981.

Respectfully,


Dayna Crawford
Deputy Director, ABQ RIDE

This letter has been sent simultaneously to two elected representatives from:

Downtown Neighborhood Association
Raynolds Addition Neighborhood Association
Barelas Neighborhood Association
Silver Platinum Downtown Association
Broadway-Central Corridors Partnership
Villa De San Martin Homeowners Association
Citizens Information Committee of Martineztown

South Broadway Neighborhood Association
Huning Highland Historic District Association
Silver Hill Neighborhood Association
Spruce Park Neighborhood Association
Sycamore Neighborhood Association
Campus Neighborhood Association
Victory Hills Neighborhood Association

100 First Street SW, Albuquerque, NM 87102
t 505.724.3100 f 505.724.3111 v/tty 711 www.myabqride.com



Bruce Rizzieri, Director



Mayor Richard J. Berry

Revised April 6, 2016

Ms. Maryellen Hennessey, Senior Planner
Landmarks and Urban Conservation Commission
City of Albuquerque
P.O. Box 1293
Albuquerque, NM 87103

Hand-Delivered

Ms. Hennessey:

I write on behalf of ABQ RIDE, the City's Transit Department, to request review of portions of our proposal for the Albuquerque Rapid Transit (ART) project pursuant to the "2005 Regulatory Plan: Huning Highland EDo Urban Conservation Overlay Zone".

The specific requirement for LUCC review is described on page 9, Section "E: Public Right of Way" and specifically on pages E(1), E(3), and E(11) of the Overlay Zone:

E[1]: "Street: LUCC shall review all plans for sidewalk and street changes. Street design shall contribute to the safety convenience and walkability of the pedestrian first and foremost", and;

E[3]: "Street Furniture: LUCC shall review all plans for street furniture which shall comply with the historical character of the area. Such items include benches, waste containers, bollards, lighting for pedestrians (shall be pedestrian-scaled), lighting for roadways, banner standards, and bike racks."

E[11]: "Street Trees: A deciduous canopy shade tree is required and shall be of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. Street Trees shall be planted at an average spacing not to exceed twenty-eight feet (28') on center (measured per block face), parallel with the street right of way and, unless otherwise specified in this Regulatory Plan, three feet (3') from the back of the curb. (Existing trees are not required to be relocated by this requirement). Spacing allowances may be made to accommodate alley curb cuts, street intersections, fire hydrants and other infrastructure elements but the average tree spacing shall not exceed twenty eight feet (28') on center. At no time may spacing exceed forty five feet (45') on center."

The ART Project:

There are three transit routes running on Central Avenue today: the fixed-route Route 66 bus, and two Rapid Rides – the 766 and 777. Together, these three routes carry over 40% of all ridership on the ABQ RIDE system – over 5,000,000 boardings per year – and connect to 32 other routes within ABQ RIDE’s city-wide system that carry an additional 7.5 million riders.

The ART project is not an additional route. **The ART will replace the two Rapid Ride Routes:** the Rapid Ride Route 766 (instituted in 2004) and the Rapid Ride Route 777 (instituted in 2010). The Rapid Rides are the lowest level of what is known as “Bus Rapid Transit” (BRT) and utilize distinctive looking buses, distinctive stop locations, and a modicum of signal priority. ART is the next step in the evolution of the Rapid Rides into a true BRT system. BRT also uses articulated buses, but they have doors on both sides. BRT is further characterized by dedicated transit lanes, raised-platform level-boarding stations, off-board fare purchases and true signal priority.

Compliance with Policy:

Albuquerque/Bernalillo County Comprehensive Plan:

Since the City’s Planning Ordinance (§14-13-2-2 – Attachment 1) establishes a ranking system for City plans for urban development and conservation, with the Comprehensive Plan as the highest ranking (Rank One) plan, analysis of compliance with policy begins with the Comprehensive Plan. The Comprehensive Plan designates Central Avenue as a “Major Transit Corridor”, and Table 11 (Attachment 2) on pages II-82 - 83 of the Comprehensive Plan identifies the desired modal hierarchy for such a corridor, to wit [1] Transit [2] Pedestrians [3] Autos, and [Bikes].

Guided by Table 11’s modal priorities and policy objectives, and with significant neighborhood input on the trade-offs necessary in the constrained right-of-way of Central in EDo, the ART project seeks to make substantial improvements to transit while providing for pedestrians, autos and bikes as much as possible. To maintain and improve pedestrian facilities in EDo in addition to transit, the ART project has proposed reducing the typical two-ART-lane configuration to a single, signalized, bi-directional lane with sufficient opportunities for opposing buses to pass each other (at Broadway, Walter, and Locust) to provide high-quality transit service. The project also proposes to reduce auto travel lanes from two to one in each direction. We believe that, while automobile traffic will be slowed and perhaps diverted to a degree, this is only in keeping with a hierarchy that places transit and pedestrians first.

The single auto lane in each direction and bi-directional ART lane allows the project to meet other policy objectives of Table 11 for Major Transit Corridors. It allows meeting the acceptable sidewalk width (minimum 6’) while allowing widening in some areas to advance toward the desired condition of 12’ sidewalks. Where the trade-off in sidewalk width is acceptable, the project provides landscaping in sidewalk setbacks. It maintains and in some locations increases on-street parking, benefiting both pedestrian and auto modes. The project also advances the policy objective for pedestrian circulation by providing signalized pedestrian access to the station and across Central at Walter, in addition to a new auto and pedestrian signal at High that will also benefit the auto mode by

providing signalized left-turn access and dedicated left-turn lanes. The configuration provides a bike lane in the uphill direction, with a shared bike and auto lane in the downhill direction where bicycle speeds are closer to auto speeds; alternate routes are available nearby with bike lanes on Dr. Martin Luther King Jr. Avenue to the north and Lead and Coal Avenues to the south.

The Comprehensive Plan and the EDo UCOZ differ in one critical area: the prioritization of modes. As above, the Comprehensive Plan places transit as the highest-priority mode on Central Avenue, while the UCOZ prioritizes pedestrians first. These modes are highly compatible, with transit in essence providing a “moving sidewalk” to expand destinations within pedestrians’ reach. As described above, the ART project team has made every effort to balance improvements to all modes while prioritizing transit where unavoidable conflicts emerge. The Planning Ordinance fully supports this approach, specifying that, “lower ranking plans should be consistent with higher ranking plans, and when this is indisputably not the case, the conflicting provision of the lower ranking plan is null and void.” (§14-13-2-2)

EDo UCOZ:

While we will discuss them in greater detail later, in general the proposed “sidewalk and street changes” required to be reviewed under Section E[1] of the UCOZ are benign. No significant changes are being made to sidewalk locations or materials, and street lights remain the same. While, for reasons discussed later, the project will not be able to reach the Plan’s standard of 28’ on average between street trees, the project will substantially advance progress toward reaching that standard, and meeting the standard fully within the constraints of the current built environment would conflict with the higher ranking Comprehensive Plan’s priority on transit. Notably, all on-street parking is being retained, and a bicycle lane is being added in one direction (eastbound) where it is not required by the Facilities Plan. No additional right-of-way is required.

The significant change is the loss of one general purpose lane in each direction, to create room for a bi-directional Bus Rapid Transit Lane down the center of the street. This is supportable from two points of view:

From the UCOZ, page 1 and 2, “Principles for Great Streets”, and “Quality Transit”:

Introduction of the ART onto Central Avenue, as a replacement for the current Rapid Ride service, is compliant with the policy (Page 1): “Traffic Speeds Compatible with Urban Villages”, in that it will foster:

- Slower car speeds
- Higher Vehicle Capacity
- Higher Trip Quality
- Equitable Access
- Cars moving at proper speeds

Further, the proposal is compliant with the policies for “Quality Transit” on page 2 in that it will:

- Provide attractive clean vehicles
- Have an attractive stop
- Be timely, efficient, safe, and enjoyable
- Travel at speeds supportive of pedestrian comfort; and,
- Maintain on-street parking where it exists today

The proposal has three other added benefits:

Introduction of station platforms in the center requires a bus rider (or any pedestrian) to cross only one half of the street at a time, allowing the pedestrian to concentrate their attention on traffic moving in only one direction; and,

Closure of unsignalized left turns in favor of signalized controlled left- and U-turns should result in “fewer accidents and injuries” according to studies by the FHWA; and,

Moving the largest transit vehicles to the center of the street, away from the sidewalks, should result in less impact on the sidewalks, which should improve the pedestrian experience.

Therefore, with regard to street configuration, the applicant believes the proposed changes closely mirror the principles of the Huning Highland EDo Urban Conservation Zone, and are in compliance with the City’s Rank I Comprehensive Plan.

ART Configuration through the UCOZ:

We have attached “Exhibit A”, consisting of configuration schematics addressing the street in three parts: from John Street to Edith Boulevard; from Edith to High Street; and from High Street to the Freeway. The configuration of the ART lane(s) changes as it passes through the district. Also from west to east:

- John Street to Broadway Boulevard: One BRT lane in each direction
- Broadway Boulevard to the “Pup-and-Taco” site: A single bi-directional¹ BRT lane
- “Pup-and-Taco” to the porte-cochere at Day’s Inn: One lane in each direction on either side of a station platform at Walter Street
- Day’s Inn to the eastern entrance of Knight’s Inn: A single bi-directional lane
- Knight’s Inn to Locust Street: One BRT lane in each direction

The generalized configuration drawing shows how the work will vary from point to point through the district. We have addressed multiple factors in creating the design, and Exhibit A describes how they

¹ In a bi-directional lane, buses use the lane in both directions. There must then be a “lay-over point” where one bus waits while the other clears the lane. The layover points for this 4/10 mile stretch are [1] west of Broadway [2] at the Walter Street Station, and [3] west of Locust Street. Movement will be controlled by BRT-specific traffic signals.

play out with emphasis on sidewalks, retained and new street trees, and other landscaping. We would emphasize that the following precis is directed only to the ART segment in EDo.

Right-of-Way Requirements: No additional right-of-way is needed in EDo. (Note that a small grant of right-of-way is being considered on the northeast corner of Walter Street at the property owner's request.)

Sidewalk Retention and Widening: Sidewalks in EDo, save in one area at the northwest corner of Central and Walter, are not being narrowed, and where possible sidewalks are being widened. All sidewalks will comply with the minimum dimensional requirement of the Comprehensive Plan. Where a special material like brick is already used, such materials will be re-used and augmented. Where a sidewalk surface is intact and ADA-compliant, it will be retained. Where broken or otherwise not ADA-compliant it will be repaired or replaced.

Curb Cuts and Alleys: Existing functional curb cuts at alleys and businesses will all be retained. Many are not ADA compliant, which may require temporary easements to rebuild the curb cut sidewalk to ADA standards and then rebuild the driveway to match the new sidewalk.

Street Intersections: Where necessary for ADA compliance, corner ramps at intersections will be rebuilt. Some bulb-outs will be increased in depth and augmented with additional landscaped areas.

On-Street Parking: EDo currently has 38 on-street parking spaces on Central Avenue, plus three loading zones. The ART project will add a total of eleven more on-street parking spaces.

Driving Lanes: Driving lanes have been reduced from two in each direction to one, and have been narrowed to generally meet the specifications of the Institute for Transportation Engineer's guidelines for urban streets. Narrower lanes have the effect of slowing traffic, and no intersection falls below the City's minimum Level of Service.

The ART Lane: The lane (or lanes) will be 11 feet wide and is proposed to be paved with brick-colored concrete. (Note that the entirety of Central Avenue, curb to curb, will be resurfaced).

Bicycle Lanes: By agreement, a bicycle lane (not required by the Bikeways Facilities Plan) is being instituted east-bound – "up the hill". It was judged by the bicyclists involved in the process that a downhill lane would not be needed as bicyclists could match vehicle speeds readily.

Street Lights: Street lights in the district, which are already a specialized fixture, will be retained.

Street Trees: As noted previously, the UCOZ has specific standards for Street Trees, with an average spacing of 28' between trees, not to exceed 45'. While we will not be able to meet those standards and request a deviation, the project will make significant progress toward the standards.

Current configuration: Currently there are 45 Street Trees in the UCOZ along the 3,600' of block faces along Central from Broadway to Locust, for an average spacing of 80' between

trees. (Note that the Street Tree ordinance includes all trees growing within 20' of the street. §6-6-2-3)

Proposed configuration: The proposed configuration will include 60 Street Trees (33% more than current) along the 3,600' of block faces, for an average spacing of 60' between trees, accounting for those removed, retained and added.

The proposed tree spacing will be substantially closer to the UCOZ goal of 28' on average but will not reach that standard. Tree distribution takes into account right-of-way constraints, conflicts that prevent installing trees (existing utilities, street lights, and driveways), and sidewalk widths that can't accommodate both street trees and sufficient clear sidewalk (6' per the Comprehensive Plan).

Given those constraints, the applicant requests a deviation from the street tree requirements. The proposed project is consistent with the intent of the Comprehensive Plan and the UCOZ, and the need for the deviation is the result of meeting the other requirements of those plans. The deviation will not significantly interfere with the enjoyment of other land in the vicinity. Since meeting the standard would entail hardship for adjacent owners, whose current use of their property (e.g. buildings and parking lots) could conflict with acquiring additional right-of-way for trees, and since financial consideration is not the primary reason, we respectfully request approval of a Certificate of Appropriateness that notes the deviation from this requirement.

We would like to reiterate that we believe our proposal supports the principles of the UCOZ and, further, is compliant with the over-riding Comprehensive Plan for the City.

With regard to UCOZ Section E[3] and proposed street furniture:

We have attached a small booklet (Exhibit "B") that catalogs the street furniture planned in association with the ART station at Walter Street. The furniture includes ART signage, ticket vending and information kiosks, real-time information signs, and the basic furnishings of benches and trash receptacles. Note that the tension structure canopy is omitted, in compliance with the Federal Transit Administration's letter to the State Historic Protection Officer, attached here as Exhibit "C".

Signage: The ART sign reflects historic neon signs along the Route 66 corridor, and it serves as the unifying identification for the ART system. The signs consist of a 26' landmark sign to be located at one end of the median platform and two monument signs (about 3½' high) to be located at either end of the station, and containing the ART logo and the station name. These monument signs double as vehicular barriers to increase pedestrians' sense of safety at the crosswalk refuge areas.

Off-Board Fare Kiosks: The ticket vending and information kiosk contains a minimum of one ticket vending machine, a proposed service information system, and local information displays. The kiosk itself will be a metal-frame enclosed with perforated metal sheeting with perforations small enough to minimize visibility inside but sufficient to allow air circulation. The ticket vending machines are located on the ends of the kiosk and are a fundamental component of the ART project, allowing passengers to purchase their fares before boarding the vehicles. The station will also include security cameras, both integrated into the ticket vending machines and attached to light poles.

The kiosk will also provide space for the station name to be displayed and static or dynamic displays of local information, potentially including the history of the station area. Mounted above the kiosk will be LCD screens displaying information about routes, schedules, and real-time vehicle locations.

Furnishings: The furnishings have been chosen to provide basic amenities for the short duration of riders' wait time with a simple, contemporary look that does not draw attention. Since service to the station will be every 7 to 8 minutes until later evening hours on weekdays, the furnishings are not intended to provide a comfortable place for people to stay for long periods. Instead of full benches, seating is provided by 4'-long bench-height sitting rails. Two waste receptacles are provided.

All of these artifacts will be placed on the ART platforms in the center of the street and hence do not directly contribute to the rather eclectic street furniture that is spaced along the corridor. As Central Avenue is a sub-regional corridor stretching across the river and well beyond, wends its way through many neighborhoods and districts, and as ART is a contemporary approach to carrying out a task – public transit – that has been embraced by Central Avenue since the 1880's, we believe that a contemporary approach, consistently carried out at all the station platforms, is the best approach.

We respectfully request the Commission issue a Certificate of Appropriateness for compliance with Sections E[1] and E[3] and a deviation from the street tree requirements of E[11] of the Huning Highlands / EDo Regulatory Plan.

Respectfully yours,



Bruce Rizzieri
Director, ABQ RIDE

Table 11 Policy a. CORRIDOR POLICIES

Street Design				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Access Control	limited access	full access	some access control	some access control
Peak Hour/LOS/Auto	LOS D or better	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
Travel Speed	45-55 mph	30-35 mph	35-45 mph	35-45 mph
Signalized Intersections	decel lanes; right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; some right turn lanes	some decel lanes; some right turn lanes
Transit in Outside Lane	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
On-Street Parking	no	Permissible on case-by-case basis	Permissible on case-by-case basis	Permissible on case-by-case basis
Pedestrian Circulation	pedestrian connections required from development to transit stops and between adjacent developments	maximize pedestrian connections to transit stops, between adjacent developments, and across the street	maximize pedestrian connections to transit stops and between adjacent developments	pedestrian connections required from development to transit stops and between adjacent developments
Sidewalk	trail or sidewalk, minimum 6 feet wide	12 foot wide sidewalk; as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot wide sidewalk
Sidewalk Setback	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
Bicycle Circulation	trail preferred; bike lanes possible	alternate routing or bikes, if possible	based on bike plan	based on bike plan

Transit Service				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Bus Service Type	Express rush hour service	Local; some express	Some local; mostly express	Local; some express
Frequencies:Peak Hour	20-30 minutes	5-10 minutes	5-15 minutes local; 15-30 minutes express	15-30 minutes
Frequencies:Off Peak Hour	Express service	10 minutes maximum, except late evening hours	15-30 minutes local; 60 minutes express	20-45 minutes
Target Service Hours	Approximately 6 am to 9 pm	Approximately 5 am to midnight	Approximately 5 am to midnight	Approximately 6 am to 9 pm
Route & Service Commitment	Long term capital commitment	Long term capital commitment	Long term capital commitment	Flexible
Stations/Stops (Capital Commitment)	Enhanced bus stops at activity nodes; park-n-ride with enhanced stops; bus bays	Varies; amenity based on adjacent uses	Weather-protected bus stops	Weather-protected bus stops at select locations
High Capacity Service (community-wide high capacity study)	Not anticipated	Future service possible	Future service possible	Not anticipated

Development Form				
Policy Objective	Express	Major Transit	Enhanced Transit	Arterial
Building Access from Street	Flexible	Provide major entrance from street	Provide an entrance from street	Flexible
Building Setback	Based on zoning ordinance	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Minimum setback; setback to provide landscaping or pedestrian activity areas only	Based on zoning ordinance
Parking Location	Flexible	Separated from the street by the building	Separated from the street by the building or to the side of the building	Flexible
Parking Reductions	10% allowed if transit stop available; shared parking allowed	10% mandatory and up to 25% encouraged; shared parking encouraged	10-20% encouraged; shared parking encouraged	10% encouraged if transit stop available; shared parking allowed
Employment Density Targets for New Development	Flexible	Floor area ratio of 1.0 - 2.0	Floor area ratio of 0.5-1.5	Flexible
Housing Density Targets for New Development	5-12 du/acres (net)	10-35 du/acre (net)	7-30 du/acre (net)	5-20 du/acre (net)
Modal Hierarchy	Autos Transit Bikes Pedestrians	Transit Pedestrians Autos Bikes	Transit & Autos Pedestrians Bikes	Various accommodations of modal needs

NOTE: Not all the above objectives will be implemented throughout the system due to such constraints as right-of-way width, costs of acquisition etc.

§ 14-13-2-1 SHORT TITLE.

Sections 14-13-2-1 et seq. may be cited as the "Planning Ordinance."

('74 Code, § 7-4-1) (Ord. 45-1982; Am. Ord. 48-1987)

§ 14-13-2-2 RANK IMPORTANCE OF CITY PLANS.

Adopted city plans for urban development and conservation are of varying rank importance. Lower ranking plans should be consistent with higher ranking plans, and when this is indisputably not the case, the conflicting provision of the lower ranking plan is null and void. Plans should identify how they relate to relevant, higher ranking plans. The highest ranks of city plans are as follows in this section and in § 14-13-2-4:

(A) *Rank One Plan.* The Albuquerque/Bernalillo County Comprehensive Plan is the basic long range city policy for the development and conservation of the entire metropolitan area.

(B) *Rank Two Plans.*

(1) Facility Plans are specialized in subject matter; they normally cover only one type of natural resource utility or public facility, such as water or parks. Such plans cover the entire metropolitan area or city, or at least a major part thereof. These plans specify important development standards general site locations, and multi-year programs of facility capital improvements.

(2) Area Plans each cover diverse, major geographic parts of the metropolitan area, typically 15 or more square miles, and specify important development standards. Sites of key land use, utility, and public facility development are usually indicated.

(C) *Rank Three Plans.*

(1) Sector Development Plans cover an area with common characteristics, typically one square mile or more but occasionally considerably smaller; such an area may be called a neighborhood. These plans, which are defined by the Zoning Code, create special zoning regulations for the area covered, and may also specify other fairly detailed development parameters.

(2) Neighborhood Development Plans are similar in scope to sector development plans except these plans do not set special zoning regulations. They may, however, propose rezoning.

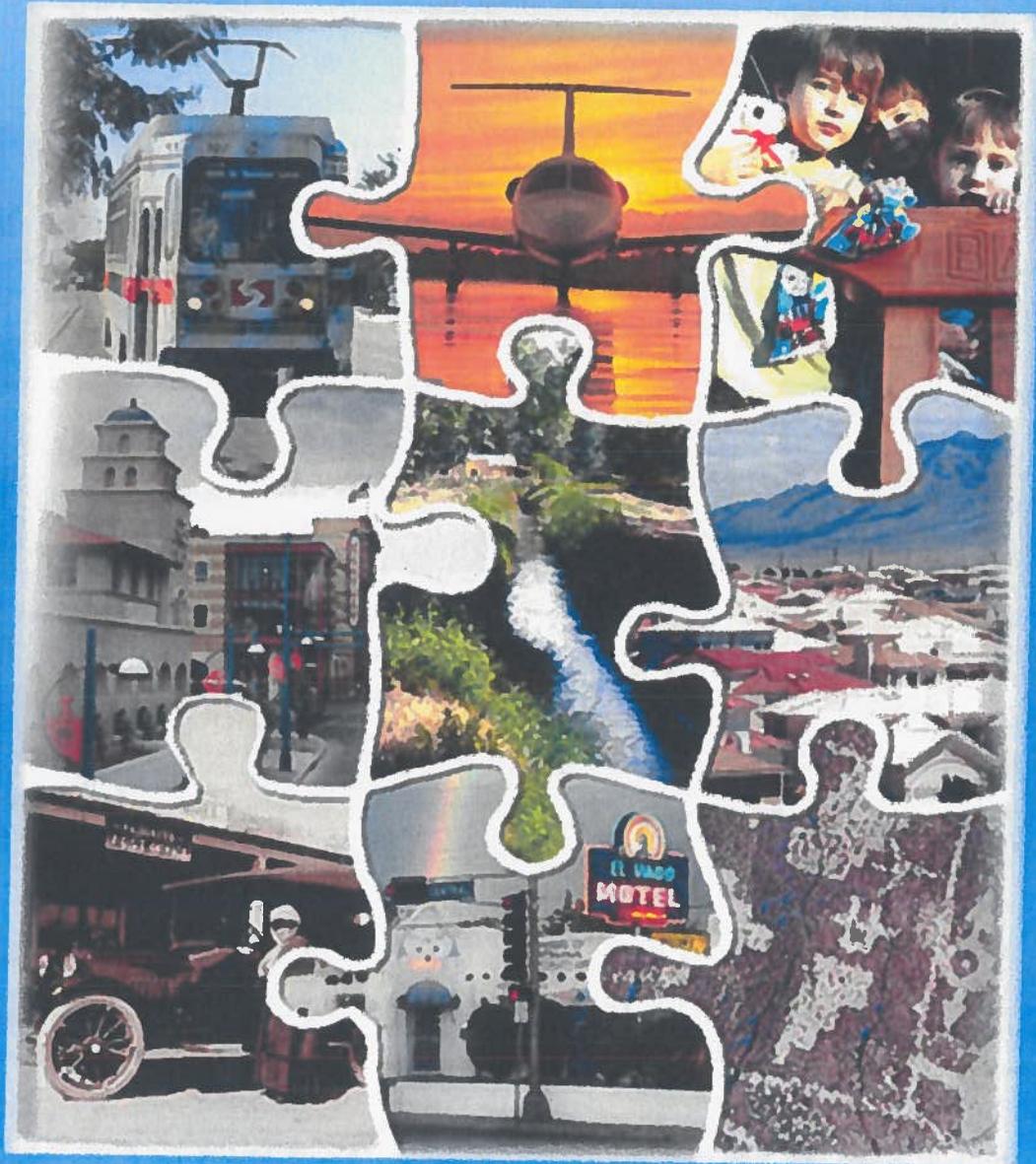
('74 Code, § 7-4-2) (Ord. 45-1982; Am. Ord. 48-1987)

Albuquerque/ Bernalillo County

As Amended
Through 2013



COMPREHENSIVE

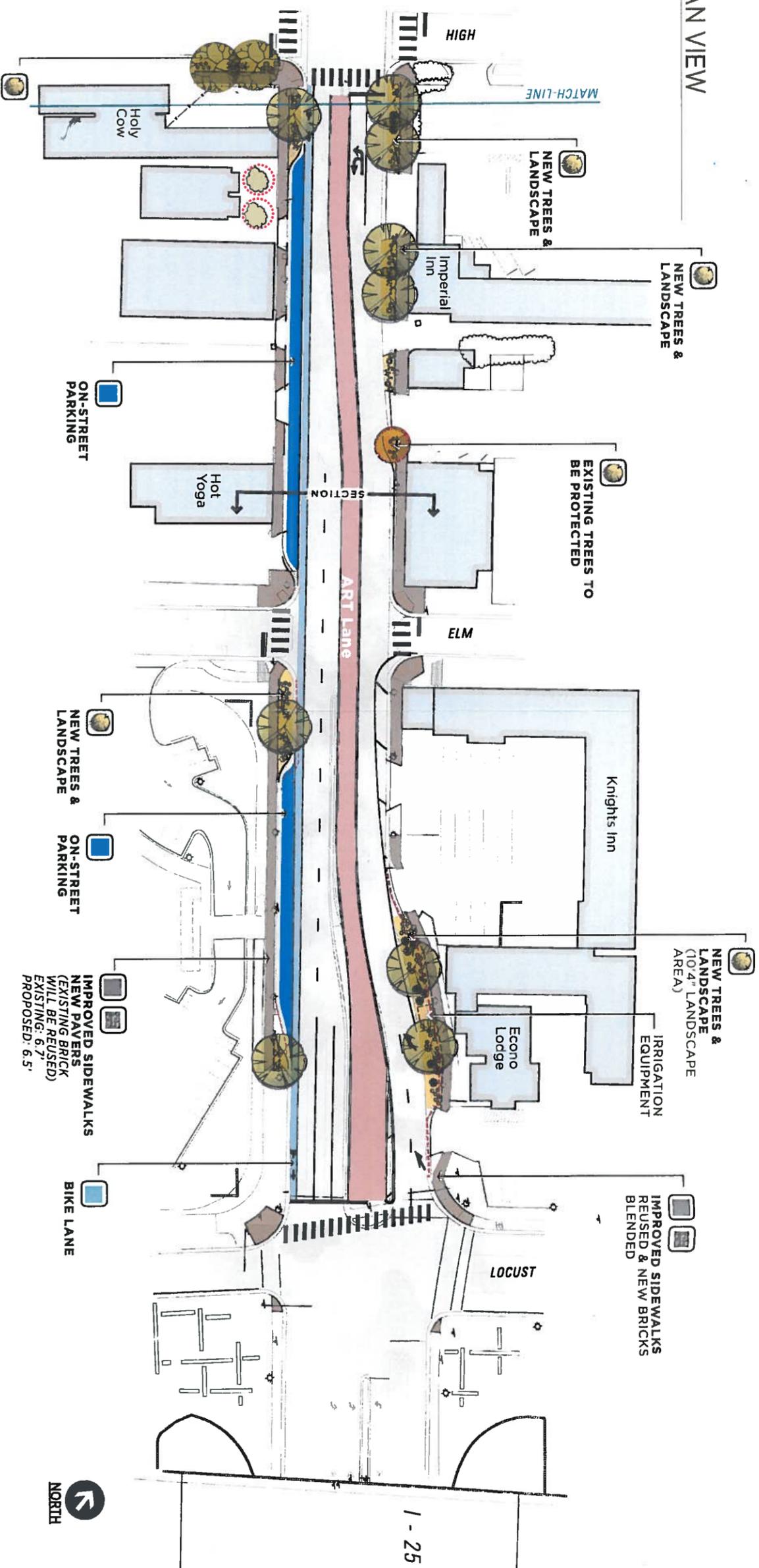


PLAN

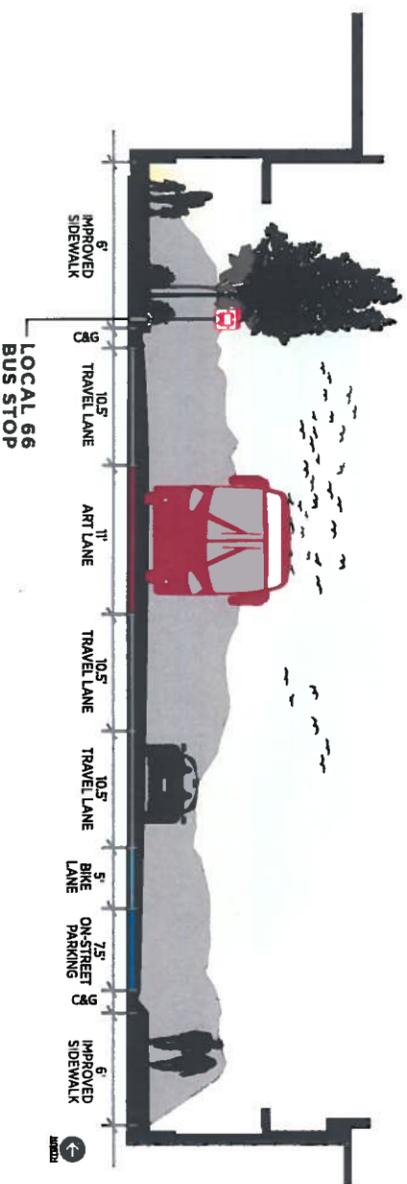
EDO HIGH - I-25



PLAN VIEW



SECTION



- LEGEND**
- ART lane
 - Improved sidewalk
 - Widened sidewalks
 - New trees & landscape
 - Existing trees & landscape
 - New pavers, existing material
 - will be reused
 - Landscaped Area
 - Bike lane
 - On-street parking
 - Extent of old sidewalk
 - Trees protected

- Improved sidewalks
 - New landscape where feasible
 - Improved accessibility
 - On-street parking
- Note: All local routes/bus stops to remain, all Rapid Ride stations will be removed

TREE COUNTS	
NORTH SIDE	1 REMOVED 1 PROTECTED* 5 NEW TREES
MEDIAN	3 REMOVED
SOUTH SIDE	1 REMOVED 2 PROTECTED* 2 NEW TREES

*Protect trees include existing Street Trees



EDO/DOWNTOWN ART STATION @ WALTER STREET



EXHIBIT "B": Street Furniture at the Walter Street Platform

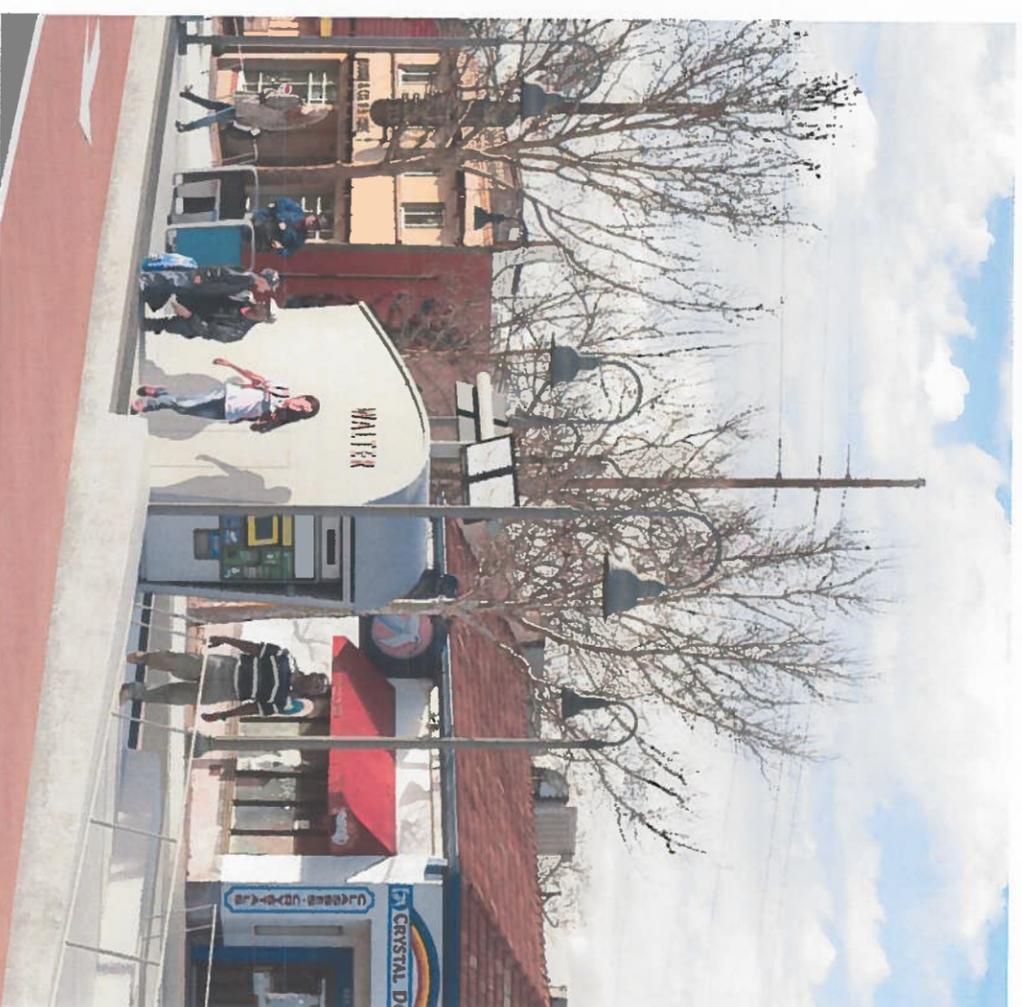
MARCH, 2016



INFORMATION KIOSK



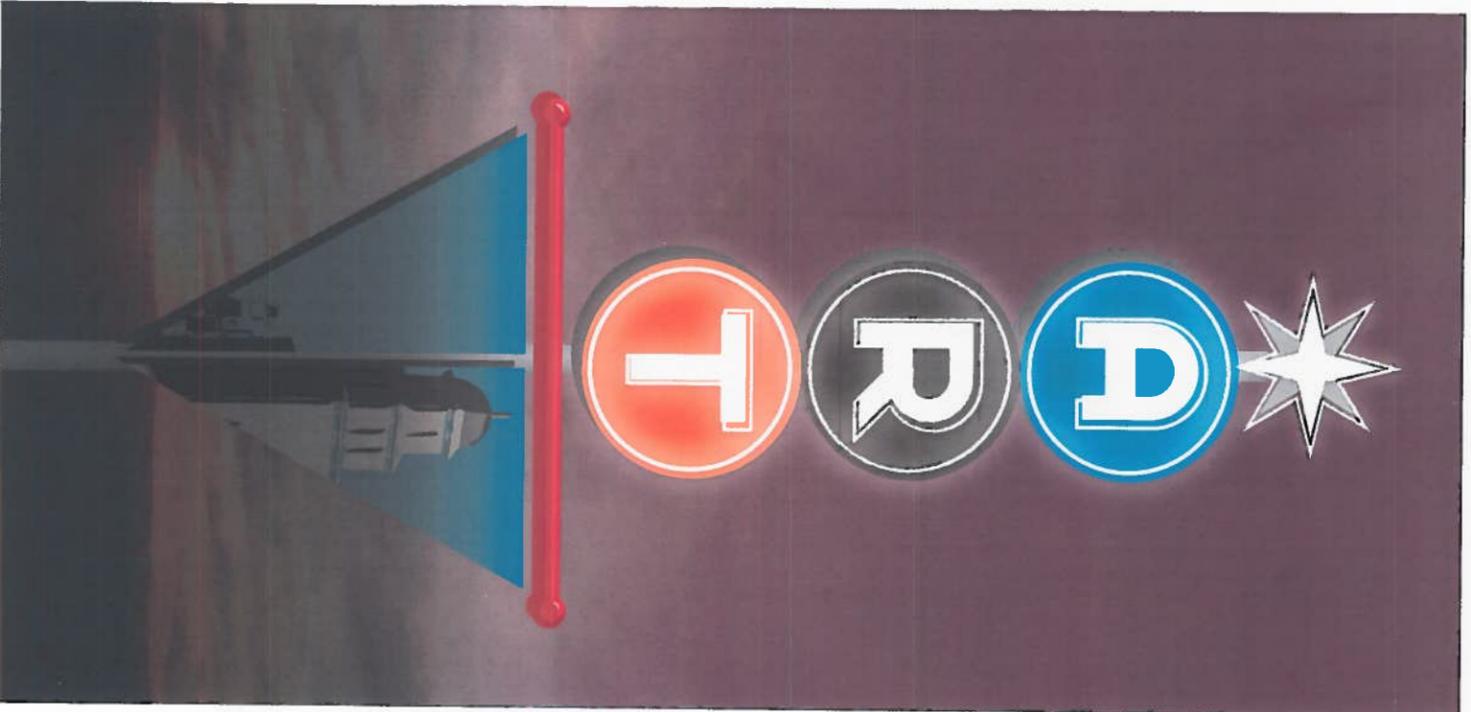
EACH KIOSK CONTAINS (2) TICKET MACHINES, ONE AT EITHER END OF THE STEEL/METAL STRUCTURE. INSIDE THE KIOSK HOUSES THE POWER AND LIGHTING PANELS, AND A CPU CABINET THAT CONTAINS THE COMPUTERS FOR THE SECURITY AND AV SYSTEMS. IN ADDITION, THE EMERGENCY/PANIC STATION WILL BE LOCATED ON ONE SIDE.



MARCH, 2016



LANDMARK SIGN



CREDIT: STUDIO HILL DESIGN

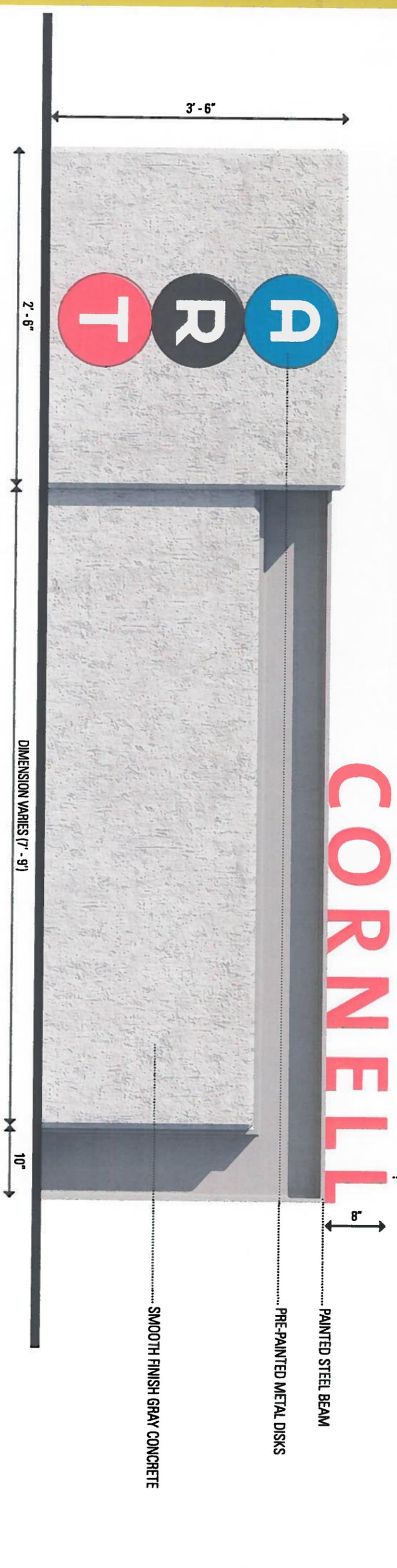


MARCH, 2016



MONUMENT SIGN

CREDIT: STUDIO HILL DESIGN



MARCH, 2016



SITE FURNISHINGS



CONNECT LEANING RAIL



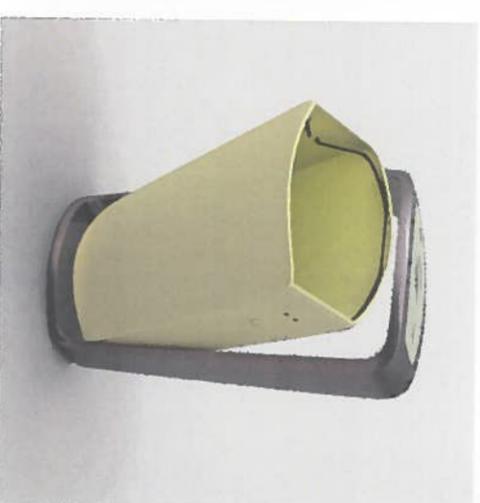
CONNECT SITTING RAIL



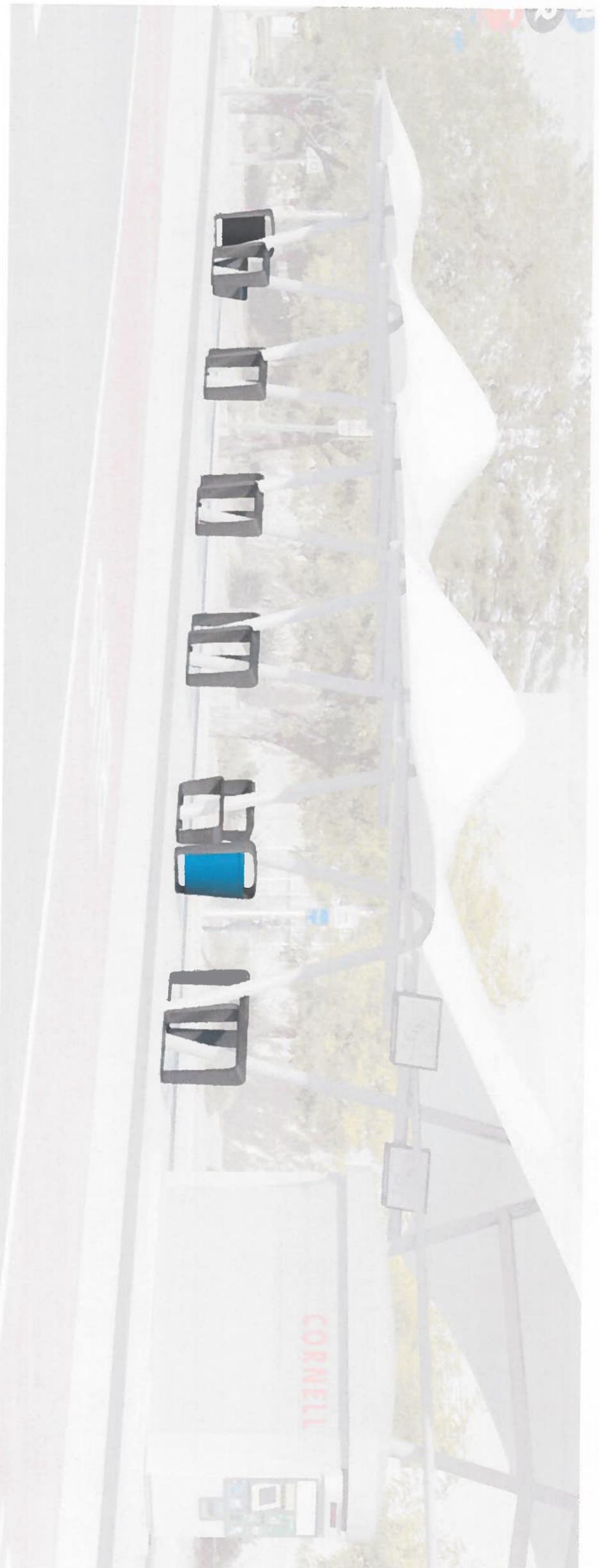
REST BACKED BENCH



TRASH RECEPTACLE



RECYCLING RECEPTACLE

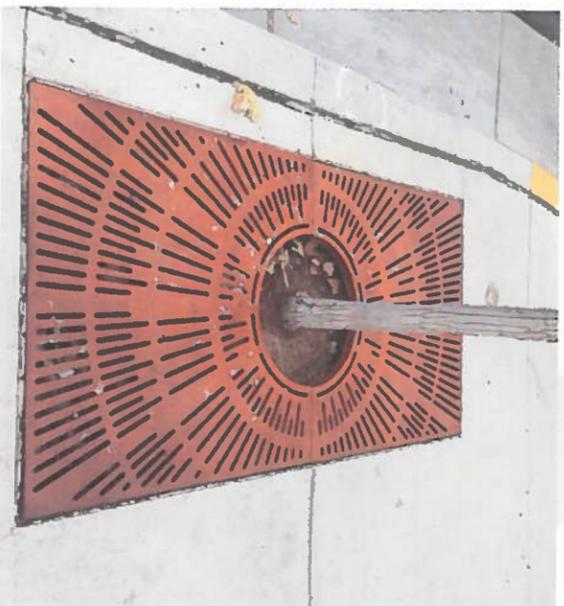
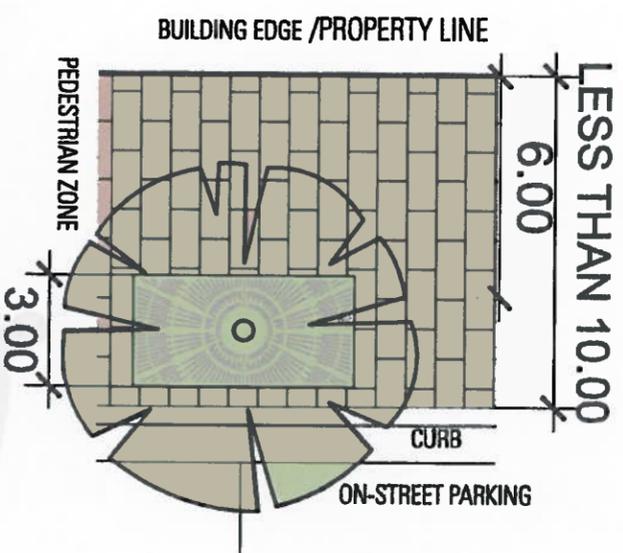


MARCH, 2016



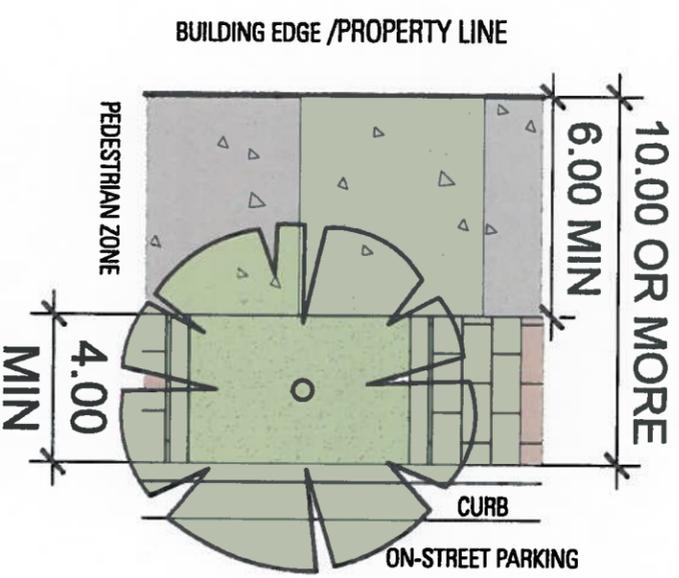
HARDSCAPE TREES IN PAVERS

RESTRICTED SPACE



TREE GRATE - INSTALLED ON 4TH STREET IN DOWNTOWN ABQ

WIDE SPACE



WHERE SPACE ALLOWS CONTINUOUS 6' WIDE CONCRETE SIDEWALK, TREES WILL BE PLANTED IN CRUSHER FINES AREAS OF A MINIMUM WIDTH OF 4', PLACED STRATEGICALLY WITH THE ON-STREET PARKING STRIPES.

PERMEABLE CONCRETE PAVERS WITH TREES



MARCH 2016





Susana Martinez
Governor

STATE OF NEW MEXICO
DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

BATAAN MEMORIAL BUILDING
407 GALISTEO STREET, SUITE 236
SANTA FE, NEW MEXICO 87501
PHONE (505) 827-6320 FAX (505) 827-6338

July 7, 2015

Donald R. Koski, Director of Planning and Program Development
US Department of Transportation
Federal Transit Administration Region VI
819 Taylor St, Suite 8A36
Fort Worth, TX 76102

Re: Albuquerque Rapid Transit (ART) along Central Avenue, Bernalillo County, NM
Final Section 106 Consultation, HPD Log #'s 101187 and 101692

Dear Mr. Koski,

The Historic Preservation Division (HPD) has reviewed your June 25, 2015 correspondence and the June 19, 2015 Addendum Cultural Resources Inventory Report prepared by Parsons Brinckerhoff, Inc, the ART Station Platform Description Information and the three platform renderings without the canopies omitted to reduce the stations' effect on the existing historic districts.

HPD is in agreement with the determinations of eligibility for the additional historic properties affected by the change in station locations at Alvarado Transportation Center, Solano and Walter. HPD's determinations of eligibility concurred with those of the report submitted.

HPD appreciates the efforts of all the stakeholders to develop the design of this undertaking so that it will not have an adverse effect on cultural resources eligible for inclusion in the National Register of Historic Places. HPD also appreciates the efforts of the consultant to provide sufficient information about the cultural resources in order to make determinations of eligibility and a final determination of the effect of this important undertaking for the City of Albuquerque.

We concur with FTA's determination that the undertaking will have no adverse effect on cultural resource known to exist within the area of potential effect. If the scope of the project changes and/or the locations of the stations change, please notify this office immediately. Best wishes for a successful project.

Sincerely,

Barbara Zook Architect
Architectural Projects Reviewer

Cc: Bruce Rizzieri, ABQ-RIDE (by email)
Dayna Crawford, ABQ-RIDE (by email)

EXHIBIT "C": SHPO Correspondence



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 8A36
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

June 25, 2015

Mr. Jeff Pappas, State Historic Preservation Officer
Historic Preservation Division
407 Galisteo Street, Suite 236
Santa Fe, NM 87501

RE: Albuquerque Rapid Transit (ART) along Central Avenue, Bernalillo County, New Mexico
Continuing Section 106 Consultation, HPD Log #101187

Dear Mr. Pappas:

The Federal Transit Administration, in coordination with ABQ-RIDE Transit (FTA), is providing New Mexico State Historic Preservation Office (SHPO) with a revised area of potential effect (APE), recommendation of eligibility, determination of effect and related project information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800 for the Bus Rapid Transit (BRT) project dubbed "Albuquerque Rapid Transit" (ART) along Central Avenue in Albuquerque, New Mexico.

Subsequent to your October 2014 letter of concurrence on the APE and comment letters dated on April 8 and May 4, 2015 regarding the *Cultural Resource Inventory Report (March 12, 2015, Parsons Brinckerhoff)* and FTA's proposed "No Adverse Effect" determination, the BRT station locations have been modified. A total of 20 stations including 15 median stations and five curbside platforms will be constructed as part of the project. The APE for the undertaking was revised to reflect the changes in station locations. Additional records search and field survey resulted in the identification of 18 historic properties within the revised/additional APE. Five of these properties are currently listed on the National Register of Historic Places (NRHP); 13 properties are recommended eligible for inclusion on the NRHP. (See enclosed *Addendum Cultural Resources Inventory Report* for additional information).

In addition, following the coordination meetings/conference calls (April-June 2015) among FTA, SHPO, and ABQ-RIDE Transit pertaining to design options for three stations located within historic districts: Old Town (Rio Grande Station), Aldo Leopold (15th Street Station), Huning Highlands (Walter Street Station), ABQ-RIDE has revised the stations' design with removing the canopies at the three stations located within historic districts (see attached station renderings). The remaining stations along Central Avenue will have canopies and design features as described in the enclosed *ART Station Platform Descriptions*. The revised design of the three BRT stations will not be visually intrusive or adversely alter the character for the historic districts. Therefore, in accordance with 36 CFR 800.5, FTA has determined a finding of "no adverse effect" is appropriate

for this undertaking. Should project plans change, FTA will re-consult the changes with your office on possible effects to historic properties. In the event that cultural materials are encountered during project activities, construction will be halted at that location, your office will be notified as soon as possible in order to determine the appropriate course of action.

Please review the enclosed *Addendum Cultural Resources Inventory*, revised station concepts, ART station platform descriptions and the information provided in this letter. If you agree with the FTA's revised APE, eligibility recommendations, and determination of project effect, please respond with a concurrence. Should you have any questions or require additional information, please contact Mr. Tony Ogboli at (817) 978-0356 or email tony.ogboli@dot.gov or Ms. Dee Phan at (816) 329-3934 or dee.phan@dot.gov.

Thank you for your continued assistance on this critical project to ABQ-RIDE Transit.

Sincerely,



Donald R. Koski
Director of Planning and Program Development
Federal Transit Administration- FTA Region VI

Copy (by email): Bruce Rizzieri, ABQ-RIDE
Dayna Crawford, ABQ-RIDE

Enclosures: Addendum Cultural Resources Inventory Report
Station Renderings
ART Station Platform Descriptions