

## Old Town 300' Buffer Zone as affected by IDO

The Historic Old Town Zone (H-1) was established with the first zoning ordinance for Albuquerque in 1959. The intent of the H-1 zone is stated as:

**§ 14-16-2-25 H-1 HISTORIC OLD TOWN ZONE.**

This zone endeavors to preserve and promote the educational, cultural, and general welfare of the public through the preservation and protection of the traditional architectural character of historic old Albuquerque.

**(A) Architectural Styles.** The City Council finds and declares that the Spanish Colonial, Territorial, or Western Victorian architectural styles of building and structures erected prior to 1912 in the area now constituted as the State of New Mexico comprise the traditional architectural character of the H-1 Historic Old Town Zone.

Prior to the establishment of the LUCC in 1978, the Old Town historic district was monitored by the Old Town Advisory Committee (OTAC) and the Old Town Architectural Review Board (OTARB). In 1969, the OTAC proposed that the H-1 zone be expanded through an RAC – Residential Arts and Crafts Zone. The intention of this zone was to provide a transitional zone around the periphery of Old Town to protect and enhance the H-1 zone. The most logical first phase of this zone was considered to be the block bounded by San Pasquale, 19<sup>th</sup> St., Old Town Road and Lomas Blvd.

The minutes of the OTAC from the 11-19-1969 meeting state:

..the purpose of this zone (RAC) is to expand the activities in old town. Since the H-1 zone cannot be expanded because there are no buildings of any historical significance, a zone which would control the architecture and which would allow the expansion of compatible uses is needed. Another reason is that a “buffer zone” is needed between existing industrial and heavy commercial uses and the H-1 zone.

At that time, the Navajo Freight Line was adjacent to the H-1 zone and there was a desire to remove it from the area or at least protect what could go in its place should it relocate later.

With the adoption of the Historic Overlay Zones and the LUCC OTARC deferred any further action on plans for incorporation of the buffer zone into the H-1 zone but expressed the opinion that it would best be incorporated into an overlay.

The initial wording in the zoning code concerning the buffer zone, suggests the incorporation of the zone into an overlay was contingent upon the actions and recommendations of the LUC. Apparently, this never happened.

The current zoning ordinance does regulate development within the buffer zone as follows:

***Special Approval Required.***

(1) Any construction, modification, addition, alteration, moving, or destruction which would affect the exterior appearance of any structure or place in the H-1 zone requires a Certificate of Appropriateness which must be approved by the Landmarks and Urban Conservation Commission.

(2) A Certificate of Appropriateness shall also be required for any construction, modification, addition, alteration, moving, or destruction which would affect the exterior appearance of any structure or place within 300 feet of the H-1 zone excluding public right of way. However, land zoned R-1 is excluded from this requirement. Procedures for applications for Certificates of Appropriateness shall be the same as those established by Chapter 14, Article 12, Landmarks and Urban Conservation, for HO Historic Overlay Zones. The applications shall be evaluated according to the criteria established by Chapter 14, Article 12, Landmarks and Urban Conservation, and the standards for architectural style and visual character in the H-1 Historic Zone. This requirement shall apply until such time as the HO Historic Overlay Zone has been applied to the area around the H-1 zone. Thereafter, the requirements for the HO Historic Overlay Zone shall apply and the boundaries shall be as established by the HO Historic Overlay Zone.

(3) Approval of Certificates of Appropriateness shall be by the Landmarks and Urban Conservation Commission unless the adopted special development guidelines authorize the Planning Director to make the decision.

The proposed IDO has opted to remove any mention of the buffer zone and let it be incorporated into city guidelines. For much of the area currently within the 300' buffer zone this seems to be the most sensible. The area to the north of Old Town has all been redeveloped with Pueblo Revival or New Mexico Vernacular style architecture. The properties to the west are a mix of commercial properties and a vast assortment of styles. Properties to the south of Old Town face Central Avenue and are better suited to development guidelines addressing this central thoroughfare. And the old Navajo Freight Lines site is now the Albuquerque Museum.

Two areas worthy of continued protection are the areas north of Central but to the south and east of Old Town. The large city parking lot directly to the south would be better protected against future development of the site if it were incorporated into the OT HOZ. The same can be said of the area first recommended as the RAC zone to the east of Old Town. Most of these properties are single family

homes, but are zones R-2. Incorporation into the Old Town zone would protect the largely historic nature of these homes which with the passing of time are now eligible for inclusion. These properties have long been governed by the LUCC guidelines and would experience no adverse effect to their status.

Attachments:

Photos of existing properties in the OT 300' Buffer Zone

# Old Town Northern Buffer



2015 Mountain Rd – 2101 Mountain Rd.



2031-2001 Mountain Rd.



East of Old Town - Museum

# San Pasquale between Old Town & Lomas



414 Old Town - 1916 Old



1916 Old Town - 222 San



222 San Pasquale - 210 San



210 San Pasquale - 1913 Lomas Ave.

# 19<sup>th</sup> Street between Lomas & Old Town



1900 Lomas – 317 19<sup>th</sup> St.



317 19<sup>th</sup> St – 407 19<sup>th</sup>

# Western Buffer Area



Walgreens – 2105 Central



407 19<sup>th</sup> St – 411 19<sup>th</sup> St.



203 Rio Grande – 309 Rio



315 Rio Grande – Dora Avenue



401 Main St. – 407 Main

# North Central Avenue Buffer Area



North Central Parking Lot



North Central/Lomas



North Lomas Avenue



# Southern Buffer Area



Lomas and



2002 Central – 2106 Central



2108 Central – 2060 Central Avenue



2102 Merritt – 2100 Central Avenue



2100 Central Ave.