July, 1986

University Neighborhoods Sector Development Plan

City of Albuquerque
Planning Department/Redevelopment Division

City of Albuquerque

Office of the City Clerk

Richard J. Berry, Mayor | **Natalie Y. Howard, City Clerk**

Interoffice Memorandum

October 20, 2017

To: CITY COUNCIL

From: NATALIE Y. HOWARD, CITY CLERK

Subject: BILL NO. R-17-203 ENACTMENT NO. R-2017-097

I hereby certify that on October 20, 2017, the Office of the City Clerk received Bill R-17-203 as signed by the president of the City Council, Isaac Benton. Enactment No. R-2017-097 was passed at the October 4, 2017 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-17-203.

Sincerely,

Natalie Y. Howard
City Clerk

CITY of ALBUQUERQUE
TWENTY SECOND COUNCIL

COUNCIL BILL NO. R-17-203 ENACTMENT NO. R-2017-097

SPONSORED BY: Patrick Davis, by request

RESOLUTION

AMENDING THE UNIVERSITY NEIGHBORHOODS SECTOR DEVELOPMENT PLAN TO CLARIFY AND UPDATE THE REGULATIONS FOR THE SU-2/DR DIVERSE RESIDENTIAL TOWNHOUSE LOT SIZE AND DENSITY.

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, § 3-19-5, NMSA 1978, and by its home rule powers; and

WHEREAS, the Council has the authority to adopt, amend, or repeal such a sector development plan; and

WHEREAS, the City of Albuquerque adopted the University Neighborhoods Sector Development Plan (SDP) in 1986 through Council Resolution R-66 Enactment Number 102-1986; and

WHEREAS, the University Neighborhoods Sector Development Plan was amended in 1991 to provide that dwelling structures legally built and occupied prior to 1978 may be retained even where there are multiple dwellings on a lot in the SU-2/SF Single Family area by the Council's adoption of Bill No. C/S R-303 Enactment No. 95-1991; and

WHEREAS, the overarching goal of the amendment is to support the continued development of the SU-2/DR Diverse Residential category as a way of revitalizing the larger area and to encourage infill of medium-density residential development located in an appropriate place where revitalization is desired; and

WHEREAS, this amendment will allow for growth contiguous to existing and programmed urban facilities and services and provide a transition to the dense Central Urban Area of which this neighborhood is a part; and

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WHEREAS, this amendment furthers quality and innovation in new housing design and construction by permitting a distinct housing product which could provide additional housing options and maximum choice in housing and lifestyles as well as flexibility for individual property owners; and

WHEREAS, this amendment will permit a housing product in the University Neighborhoods which is more likely to encourage home-ownership with options for income generation and attract owner-residents over apartment complexes; and

WHEREAS, this amendment permits property owners with smaller lot sizes to rehabilitate their property and provides incentive for new construction; and

WHEREAS, SU-2/DR Diverse Residential was intended to "provide suitable sites for houses, townhouses, low density apartments and uses incidental thereto"; and

WHEREAS, this amendment will remedy an unintentional typographical error within subsection b under Lot Size where the word "lot" is missing after the second use of the word "townhouse"; and

WHEREAS, this amendment will clarify and update the Lot Size requirement for SU-2/DR Diverse Residential within the University Neighborhoods SDP; and

WHEREAS, this amendment will revise the density of townhouse lots to allow two units in one building on a lot with a minimum of 3,000 square feet.

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

SECTION 1. That the University Neighborhoods Sector Development Plan shall be amended as follows:

On page 70 of the plan, replace subsections "a" and "b" under "4. Lot Sizes" as follows:

a. Minimum lot area shall be 6,000 square feet, except house lots shall be a minimum of 5,000 square feet provided that a house lot shall not have a width of less than 50 feet, except the width is not to be less than 40 feet if the setback requirements of Section 14-16-2-6 (E) (B) of the Zoning Code are met.

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b. Except townhouse lots shall be a minimum of 3,000 square feet provided that a townhouse lot shall not have a width of less than 24 feet. For townhouse lots abutting Silver Avenue (a designated Bicycle Boulevard), a townhouse lot may contain up to two dwelling units (a duplex) provided that the DR Zone provisions are met and that there is a minimum of 1,500 square feet of lot area per dwelling unit. In order to ensure the functionality of the Silver Avenue bicycle boulevard, new driveway access onto Silver Avenue shall be prohibited.

PASSED AND ADOPTED THIS 4th DAY OF October, 2017
BY A VOTE OF: 5 FOR 2 AGAINST.

Against: Davis, Winter
Excused: Lewis, Peña

Isaac Benton, President
City Council

APPROVED THIS _____ DAY OF _____, 2017

Bill No. R-17-203

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Natalie Y. Howard, City Clerk

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CITY of ALBUQUERQUE
NINTH COUNCIL

COUNCIL BILL NO. C/S R-303 **ENACTMENT NO.** 95-1991

SPONSORED BY: Tim Kline

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RESOLUTION

AMENDING THE 1986 "UNIVERSITY NEIGHBORHOODS SECTOR DEVELOPMENT PLAN" SU-2/SF LAND USE CATEGORY TO PROVIDE THAT DWELLING STRUCTURES LEGALLY BUILT AND OCCUPIED PRIOR TO 1978 MAY BE RETAINED EVEN WHERE THERE ARE MULTIPLE DWELLINGS ON A LOT.

WHEREAS, the Council, the Governing body of the City of Albuquerque, has the authority to adopt plans and planning boundaries for physical development within the planning and platting jurisdiction of the City as authorized by New Mexico Statutes and by the City Charter as allowed under home rule provisions of the Constitution of the State of New Mexico; and

WHEREAS, the existing SU/2/SF Zone regulates legally built multi-family structures, according to the City Zoning Code, Non-Conforming Regulation; and

WHEREAS, the proposed SU-2/SF Zone will amend the existing zone allowing multi-family structures legally built prior to 1978, to become legal but will not allow them to be expanded either in area or in number of dwelling units; and

WHEREAS, the amendment will be noted as exception number 3 to the Single Family (SF) Zone in the 1986 "University Neighborhood Sector Development Plan" (page 69); and

WHEREAS, on October 25, 1990, the Environmental Planning Commission recommended that the 1986 "University Neighborhoods Sector Development Plan" be amended essentially as contained herein; and

WHEREAS, the City's reasons for this amendment include not only the findings of the Environmental Planning Commission but also the

explanation added to page 18 of the sector plan under the title "Single Family Zoning."

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

Section 1. That on page 69 of the 1986 University Neighborhoods Sector Development Plan the SU-2/SF land use category description is amended by adding an exception 3 as follows:

"3. Where there is more than one dwelling per lot, dwelling structures legally built and legally occupied as dwellings prior to October 11, 1978 are legal and may continue in the same use for the useful life of the structure, but may not be expanded either in area or in number of dwelling units; if such a structure is damaged or destroyed by fire, flood, wind, or other calamity or act of God, it may be restored to its original condition provided such work is started within six months of the damage and is prosecuted diligently to completion. It is the burden of the owner to show that a structure is allowed under this exception."

Section 2. That on page 18 of the 1986 "University Neighborhoods Sector Development Plan," the title "Recommendations:" is amended to "1986 Recommendations:" and the following subsection is inserted before that title:

"Single Family Zoning

An authoritative 1957 map (Sanborn), showed a mix of residential building types along Silver Avenue between Sycamore Street and just west of Yale, the area now zoned SU-2/Single Family (SF): there appear to have been 58 single family houses on separate lots, 12 other houses not on their own separate lots, 11 duplexes, 3 apartment buildings, and a fraternity house. Thus two-thirds of the lots were developed with one house. When the City established zoning in 1959, it mapped this segment of Silver Avenue like the surrounding area as Medium Density Residential (R-3), which allowed all the above uses.

The 1978 Sector Development Plan approved a zone change from R-3 to SU-2/Single Family for this segment of Silver, thus making

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duplexes, apartments and fraternities non-conforming uses. This was intended to further policies listed in the City Comprehensive Plan encouraging "preservation of older neighborhoods" and "a mixture of low and high density housing." Planners and residents had found that Silver Avenue was the first landscaped-median parkway in Albuquerque, built in the 1920s. Its physical character - narrow landscaped street median, 1920s Southwestern Revival style and numerous small bungalow style homes - was found to deserve preservation. This segment of Silver Avenue had not had the heavy influx of new apartment buildings found elsewhere in the neighborhood, so it was felt feasible to retain the old character of development on this street segment. Zoning to assure continuation of the lower density character satisfied the neighborhood residents' desire to (1) stop further intrusion of apartments into the unusual land use mixture then existing, (2) preserve the historic appearance, and (3) increase social stability.

The 1986 Sector Plan retained the Single Family category for the same portion of Silver Avenue. The plan identified the parkway as qualifying for a historic district (subsequently approved by the federal government) and also recommended that a Historic Overlay Zone be considered (not enacted). This segment of Silver is the only sizable area in the sector plan area which has a concentration of architectural styles recognized as significant by the state and national historic registers. Thus this area should continue to be treated differently than other areas in the University Plan: zoned as Single Family.

The Single Family zoning category limits principal uses to one house per lot; a 1990 survey found that just over 50 percent of the lots were developed with one house. Multi-family dwellings in the area, and in fact all principal uses except houses, must terminate that use by 2018. Some 76 percent of the 29 multi-family buildings have been determined to be historic contributing buildings in the Historic District. The 1991 amendment allows most pre-1978 dwellings to continue for the useful life of the structure in the Single Family

category, even when there are multiple dwellings on a lot. This eliminates a City zoning requirement which would eliminate valuable historic buildings. This special treatment will help to preserve and stabilize existing uses and streetscape, described in both the 1978 and 1986 plans as being of significant and unique value to the community."

PASSED AND ADOPTED THIS 3rd DAY OF June, 1991.

BY A VOTE OF 7 FOR AND 0 AGAINST.

Yes: 7
Excused: Chapman, Gallegos

Michael Brasher
Michael Brasher, President
City Council

APPROVED THIS 11th DAY OF June, 1991

Louis E. Saavedra, Mayor
City of Albuquerque

ATTEST:

City Clerk

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CITY of ALBUQUERQUE
SEVENTH COUNCIL

COUNCIL BILL NO. R-66 ENACTMENT NO. 102-1986

SPONSORED BY: STEVE D. GALLEGOS

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RESOLUTION

ADOPTING THE UNIVERSITY NEIGHBORHOODS AREA SECTOR DEVELOPMENT PLAN; SUPERCEDING THE SIMILARLY NAMED PLAN ADOPTED BY RESOLUTION 209-1978

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt plans for the physical development of areas within the platting jurisdiction of the City authorized by statute, Section 3-19-5 NMSA 1978, and by its home rule powers; and

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

WHEREAS, the University Neighborhoods Area, as shown on the attached maps and described in the attached text, is a designated Community Development Area; and

WHEREAS, the University Neighborhoods Area Sector Development Plan, Resolution 209-1978, was originally adopted in 1978 and substantial changes in the plan are necessary; and

WHEREAS, the Sycamore Metropolitan Redevelopment Plan, Resolution 159-1982, amended the land use plan of the University Neighborhoods Area Sector Development Plan of 1978 for a portion of the University Neighborhoods Area; and

WHEREAS, minor changes to the Land Use Plan contained in the Sycamore Metropolitan Redevelopment Plan are necessary; and

WHEREAS, the University Neighborhoods Area Sector Development Plan has been developed with the assistance of area residents, property

owners, business people, and institutions; and

WHEREAS, recent community meetings in the University Neighborhoods Area indicated significant concern for neighborhood issues, including zoning, urban design, traffic, parking, pedestrian travel, crime, population turnover, street people, park facilities, building and landscaping maintenance, institutional impacts, water and sewer lines, and historic preservation; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters related to planning, zoning and environmental protection, has approved and recommended the adoption of the University Neighborhoods Area Sector Development Plan.

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

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Section 1. The University Neighborhoods Area Sector Development Plan is hereby adopted as a rank three plan, attached hereto and made a part hereof, and as a guide to partial implementation of Albuquerque/Bernalillo County Comprehensive Plan, the administration of the U.S. Housing and Community Development Act of 1974 funds, and the investment of other public and private funds. The University Neighborhoods Area Sector Development Plan adopted by Resolution 209-1978 and the Land Use Plan amendment thereof adopted by the Sycamore Metropolitan Redevelopment Plan by Resolution 159-1982 are hereby superceded by the 1986 University Neighborhoods Area Sector Development Plan.

Section 2. All redevelopment activities within the area, including housing rehabilitation, land acquisition, and public improvements, shall be guided by the attached University Neighborhoods Area Sector Development Plan.

Section 3. The University Neighborhoods Area Sector Development Plan shall guide City actions and regulations with respect to City actions regarding future land use, landscaping and building requirements, and design guidelines.

Section 4. Amendments of the SU-2 zone for this area are adopted

as contained in Appendix 4 of the attached Plan.

PASSED AND ADOPTED THIS 30th DAY OF June, 1986.

BY A VOTE OF 9 FOR AND 0 AGAINST.

VINCENT E. GRIEGO, PRESIDENT
CITY COUNCIL

APPROVED THIS 25TH DAY OF JULY, 1986.

KEN SCHULTZ, MAYOR
CITY OF ALBUQUERQUE

ATTEST:

CITY CLERK/DEPUTY

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UNIVERSITY NEIGHBORHOODS
SECTOR DEVELOPMENT PLAN
1986

July 1986
City of Albuquerque
Planning Department / Redevelopment Division

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Frank Martinez, Deputy Chief Administrative Officer

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- Mary Lou Haywood
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- Jim Fitzgerald
Municipal Development
- Lloyd Barlow
- Edward Stang
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- Allen Goodman
Parks and Recreation
- Janet Saiers
Police
- Gary Blankenship
- Bruce Pearlman
Traffic Engineering
- Tom Kennerly
Transportation
- Joe Martin
- Sharon Matson
- Matt Trujillo
Transit
- Jim Merrill
Zoning Enforcement
- Doug Crandell
Urban Forester
- Paul Dykema

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B.B. Blount, John Zondlo Presbyterian Hospital
Ron Camden, Merchant, Resident
Edith Cherry, UNM faculty, Resident
David J. Clemmer, Student, Resident
Martin Eckert Jr., Property Manager, Resident
David Grife y Vigil, TVI
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Linda Lucero, Resident
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Larry Rainosek

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UNIVERSITY NEIGHBORHOODS SECTOR PLAN UPDATE DRAFT

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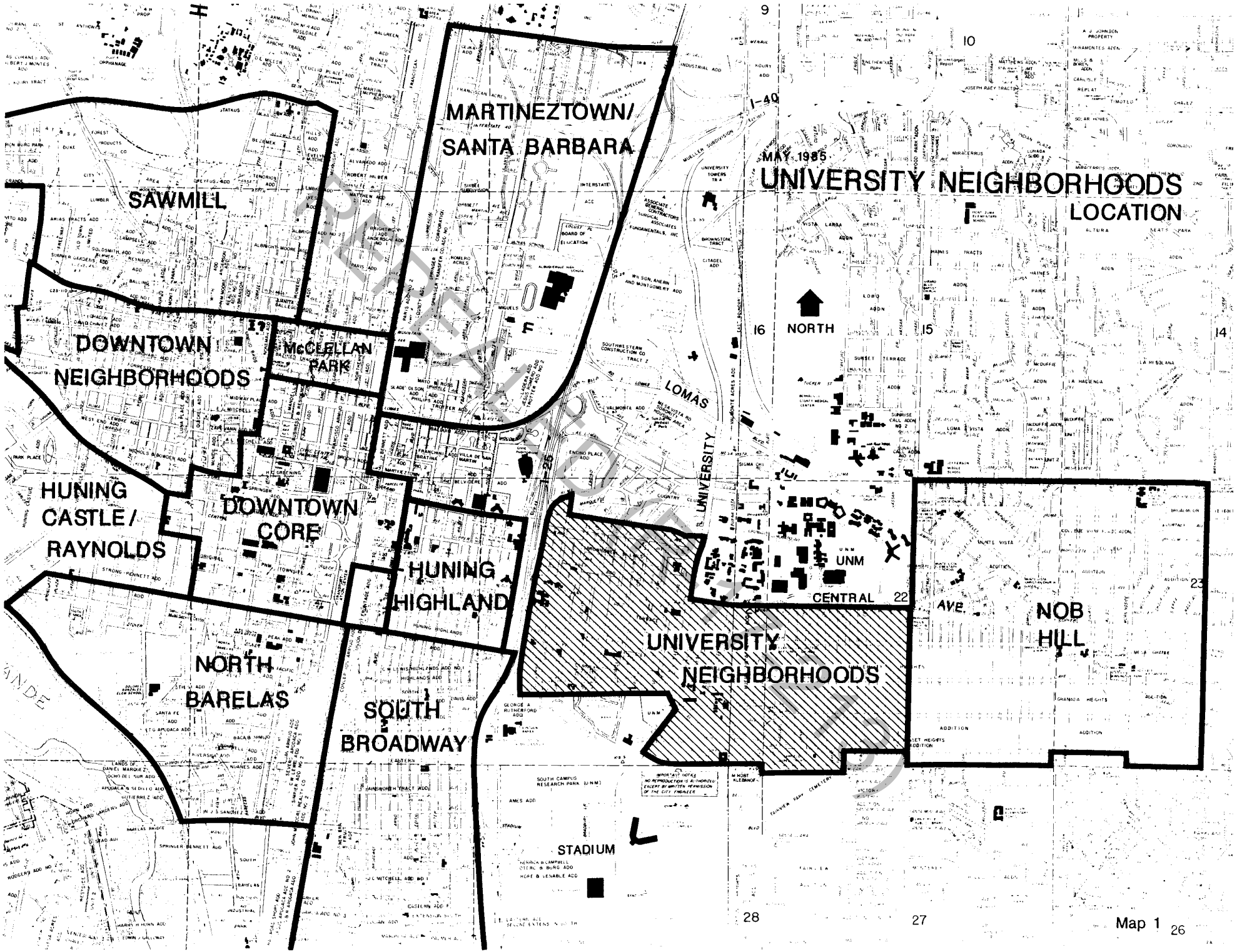
MAY 1985
UNIVERSITY NEIGHBORHOODS
LOCATION
NORTH
MARTINEZTOWN/
SANTA BARBARA
SAWMILL
DOWNTOWN
NEIGHBORHOODS
McCLELLAN
PARK
HUNING
CASTLE/
RAYNOLDS
DOWNTOWN
CORE
HUNING
HIGHLAND
NORTH
BARELAS
SOUTH
BROADWAY
UNIVERSITY
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NOB
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UNM
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I-25
STADIUM
Map 1

I. A. SUMMARY OF THE UNIVERSITY NEIGHBORHOODS SECTOR DEVELOPMENT PLAN

For many people the University Neighborhoods area is one of the most desirable places in Albuquerque. A wide range of stores and restaurants are within walking distance and area institutions, including UNM, TVI and Presbyterian Hospital, offer employment, educational opportunities and cultural events. The employees and students of those institutions, in turn, support local businesses and contribute to the area's strong pedestrian orientation and business vitality. The population is ethnically and culturally diverse, and has a broad variety of outlooks--another factor which many find attractive.

The quality of life in the area and its attractiveness is undermined however by a variety of problems. Many of these stem from a period of rapid change in the 1960's and 1970's, when a single family residential area was transformed into the "Student Ghetto."

The 1978 Sector Development Plan began to address the area's problems. Through the plan, residential zoning densities were reduced to more appropriate levels and a permit parking system for residential areas was established to address parking congestion. The plan identified other issues and suggested steps to improve the area but many of these have not yet been pursued.

This update of the University Neighborhoods Plan further defines issues and proposes steps for their resolution in the hope that recent positive improvements can be built upon and expanded.

CURRENT ISSUES identified at public meetings held for this update of the Sector Plan included:

* Too much traffic on residential streets, and on Lead and Coal.
* Lack of business parking.
* The need for improvements to encourage pedestrian travel.
* Crime, especially burglaries.
* The intrusion of parking lots, commercial uses and institutions into residential areas.
* High population turnover.
* The problems caused and faced by Street People.
* The Future of Yale Park and the Heights Community Center.
* The lack of property maintenance.
* The area's negative image.

BASIC GOALS which have shaped the plan and underlie the specific recommendations are to:

* Improve the quality of life in the area.
* Conserve and renew the unique qualities of this neighborhood.
* Encourage infill residential construction in appropriate places.
* Encourage pedestrian orientation.
* Improve conditions in business areas.
* Foster positive social and physical interrelations between businesses, institutions and residents.

MAJOR RECOMMENDATIONS which identify specific steps to be taken, include:

Zoning

* Change zoning for TVI, and St. Charles Church to appropriate O-1 zone.
* Prohibition of adult book stores and new full service liquor licenses.

Design Enhancement

* Require new construction to enhance the pedestrian orientation in the Central Avenue commercial area and to maintain the existing streetscape in the Silver Avenue residential area.

Automobile Traffic

* Study and take steps to reduce negative impacts of traffic on Lead and Coal.
* Reduce unnecessary through traffic on residential blocks with such devices as cul-de-sacs and diagonal diverters.

Parking

* Aggressively enforce metered parking in the commercial area.

Pedestrian Improvements

* Improve sidewalks, landscaping and pedestrian crosswalks in the commercial area and along a network of pedestrian pathways tying together residential, institutional and business areas.
* Add bus shelters and benches.

Crime and Crime Prevention

* Increase police efforts against illegal sale of drugs in Yale Park and in the commercial area.
* Hold annual Neighborhood Watch block meetings.
* Create a physical and psychological boundary between residential areas and non-residential areas.

Population Turnover

* Develop a cycle of annual events to integrate new residents into the neighborhood.
* Publish neighborhood handbook on City service, neighborhood associations and events, crime prevention and so forth.

Institutional Impacts

* Encourage institutions to orient their campuses toward commercial areas and to tie into the pedestrian network.
* Prohibit expansion of institutions into residential areas.

The Homeless and Street People

* Publicize the need for more short term shelters for teenage runaways in the city and the special subgroup of the homeless in the University Area which is younger and less likely to use traditional social services than the homeless elsewhere.
* Encourage neighborhood participation in the development of any shelter for runaways in the area. Require its participation in the decision on whether or not to locate such a shelter in the area.

Park Facilities

* The City and the University, with neighborhood participation, should decide what the likely future use of Yale Park is and make any short term improvements which are compatible with that use.
* The neighborhood should participate in the planning for the future of the old and new Heights Community Centers.

Building and Landscape Maintenance

* Refurbish the landscaping on Silver Avenue
* Publicize suggestions for and encourage better building and landscaping maintenance.

Historic Preservation

* Establish the Silver Hill Historic District.
* Publish a handbook on neighborhood history and architecture and landscaping.

Sycamore Metropolitan Redevelopment Plan

* The Sycamore Metropolitan Redevelopment Plan, which continues in force, is attached to this Plan as Appendix 5. Property owners within the Sycamore Metropolitan Redevelopment Area should review the policies of the MR Plan before proposing new development.

RECOMMENDATION FOR IMPLEMENTING THE 1985 PLAN:

Because of the diversity of the area, its unstable population and its high visibility, the City, area institutions, neighborhood and merchants associations will be asked to make a special commitment of personnel and resources to the implementation effort. The group that has worked for the improvement of the area in the past is unusually small because of the high population turn over and the low proportion of resident property owners in the area. It has had difficulty sustaining improvement efforts over a period of years because the few committed individuals are overworked. Nevertheless, the preparation of this plan has involved the efforts of many merchants, residents, property owners, institutional representatives and others who may be expected to continue work for its realization.

An Implementation Committee will be established for a period of three years to coordinate and encourage improvement efforts. An Implementation Coordinator will be hired and an office opened in the area to provide continuity to the effort.

I. B. PLANNING PROCESS

This update of the University Neighborhoods Sector Development Plan was undertaken as the result of the allocation by the City Council of Community Development Block Grant funds for the purpose. This allocation was made in response to a CDBG funding proposal prepared by the University Heights Association and supported by University of New Mexico Regents and Administration.

The revision of the plan was prepared by Redevelopment Division staff and an outside consultant hired to work on the project.

Because the Sycamore Metropolitan Redevelopment Plan of 1982 provides a detailed study of that area, it was decided that this Plan update should focus on the remainder of the University Neighborhoods area.

This document is a complete revision of the University Neighborhoods Plan and superceeds the 1978 Sector Plan. The Sycamore Plan remains in effect, however.

During December, 1984 and January, 1985, three public meetings were held to identify neighborhood concerns and suggestions for the improvement of the area. All property owners, residents and merchants of the area were mailed notices of the first two meetings. Those who signed in at either of the first two meetings received a mailed notice for the third.

By the third meeting, a set of neighborhood issues had been identified. These were grouped into three sets of related issues. Committees were formed to address each of the three sets. The more than forty active members on the committees represented a wide range of interests, including merchants, property owners and property managers, residents (both renters and owners), representatives of the three area institutions, and University students and faculty (see Acknowledgements).

The Advisory Group had overall responsibility for coordinating recommendations, and also addressed zoning issues, the impacts of surrounding institutions and the implementation of the plan. The Transportation Task Force addressed automobile traffic issues, parking and pedestrian improvements. The Social Issues Task Force addressed plans for Yale Park, street people, crime and crime prevention and the area's high population turn over.

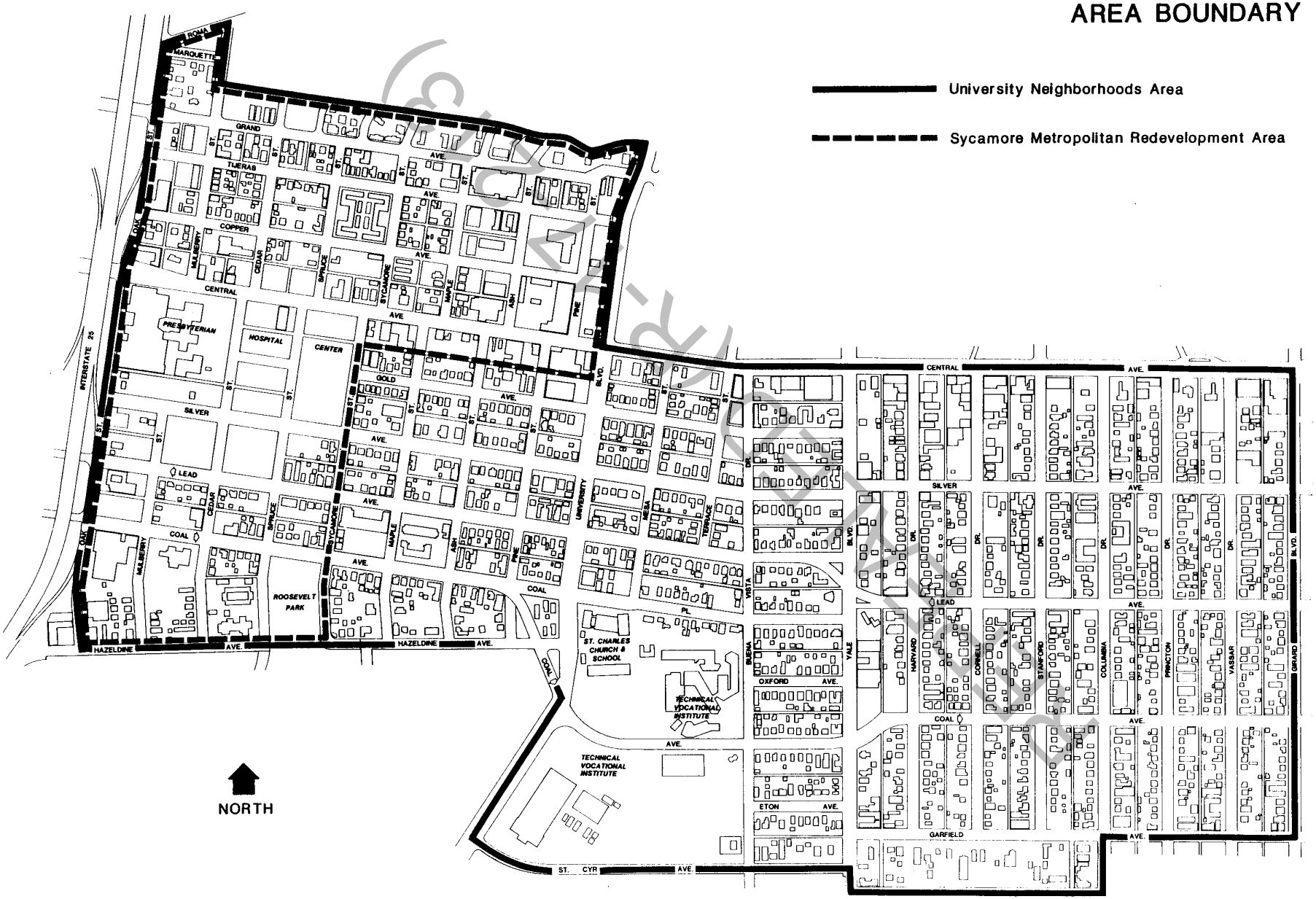
During the four months these groups met, issues were researched, and information and suggestions were sought from other City departments and individual experts (see Acknowledgements). In addition, a survey of resident and merchant attitudes, a residential traffic count program and a study of pollution caused by Lead and Coal were undertaken (see Appendixes).

In May 1985 a draft of the plan was submitted to City departments for their review, and presented at a public meeting. Again, announcement of the meeting was sent to all area property owners, residents and merchants. A two week period was allowed for comments on the draft, after which a revised draft was prepared incorporating most of the comments received.

MAY 1985

UNIVERSITY NEIGHBORHOODS

AREA BOUNDARY



Map 2

I. C. COMPREHENSIVE PLAN

Sector development plans must be consistent with and lead to the implementation of the Albuquerque/Bernalillo County Comprehensive Plan. The most important statement of the Comprehensive Plan is the Policies Plan (Policy) which coordinates planning and development throughout the county. The preparation of this up date of the University Neighborhoods Sector Development Plan (UNP) has been guided by the Policies Plan. This University Neighborhoods Plan conforms to the Policies Plan and contains many detailed recommendations for the implementation of the Comprehensive Plan within the sector plan area.

Sector development plans must also be consistent with Rank Two plans such as the Long Range Major Street Plan, the Bikeways Master Plan and the Transit Development Plan.

The Comprehensive Plan identifies the general area around the University of New Mexico as an Urban Center. Urban Centers are intended to be areas with concentrations of activities and densities, pedestrian and transit orientation, unique physical character, tall or massive structures and intensive infill development. The University Plan area is an Urban Center in most of these respects and meets the intent of the Comprehensive Plan.

The University area is distinct in several respects that make the SU-2 zoning of the 1978 Plan, continued in this Plan, more appropriate than the SU-3 Urban Center zone. The center of the larger University area, the UNM campus, is state property, not controlled by City zoning or planning. The area covered in this Sector Development Plan, the commercial and residential area west and south of the campus, is distinguished by an intensive low-scale, pedestrian- oriented environment. This character is more suited to the mixed-use and tailored zoning allowed in SU-2 than to the presumption of large-scale development in the SU-3 zone.

1. Neighborhood Redevelopment and Preservation.

Two policies of the Comprehensive plan call for the "redevelopment and rehabilitation of older neighborhoods" (Policy A.2.a.) and "buildings and areas which explain our past and which give Albuquerque identity, individuality and cultural richness shall be preserved, enhanced and reused" (Policy A.2.b.).

These policies provide the basis for the general revitalization of the area proposed by the University Neighborhoods Plan. Sections on Building and Landscape Maintenance (UNP III. L) and Historic Preservation (UNP III. M.) contain recommendations which directly support these policies. Other sections discuss underlying issues and steps for their resolution which will improve the attractiveness of the area and encourage its redevelopment. For example, recommendations for the elimination of unnecessary through traffic on residential streets are contained in the section on Automobile Traffic (UNP III. C.).

2. Infill and Higher Density Development.

Other policies of the Comprehensive Plan encourage "infill development in established areas where vacant land is appropriate for urban facilities and where protection of viable neighborhood can be insured" (Policy A.2.C.) and "higher density housing should be mixed with single-family housing under carefully planned area developments to ensure compatibility" (Policy A.2.g.).

To ensure the protection of existing neighborhoods, the comprehensive plan states: 1) that higher densities will be permitted only where a mixed dwelling type of pattern already exists by zoning and use, and 2) that densities over 30 dwelling units per acre will be permitted only where access is directly available to a collector or arterial street (Policy A.2.g.).

This issue of how best to allow higher density infill construction which is compatible with the existing neighborhood was a major concern during the development of the 1978 University Neighborhoods Plan. Great care was given to the identification of the areas most appropriate for high and moderate density infill construction.

Most areas were deemed appropriate for a moderate (R-2 like) density infill development, some areas were designated for lower (R-T like) density and still others for higher (R-3) density. The Sycamore Metropolitan Redevelopment Plan adjusted the zoning in the western and northwestern portion of the University Neighborhood area to allow additional areas for higher (R-3 like) density development.

Under the current zoning (Appendix) approximately twenty-one blocks allow higher (R-3) density development. Most of this is in the Sycamore Redevelopment area (MD and CMU zones) and some in the remainder of the sector plan area (R3C zone).

There has been no higher density residential construction in these areas since the adoption of the 1978 plan. Until such development occurs, there is no need to consider allowing higher density development in other areas less-well-suited for such development.

3. Alternate Transportation.

Several policies seek to provide sufficient roadway capacity while encouraging the development of alternatives for automobile transportation such as walking, bikes and mass transits: "walking should be enhanced by establishing pedestrianways" (Policy A.5.I.). "a metropolitan area-wide bicycle network shall be established" (Policy A.5.k.), "the efficiency of existing arterial streets shall be improved" (Policy A.5.m.), "automobile travel shall be reduced and travel by transit, bicycle and walking encouraged" (Policy B.1.a) and "the present bus system shall be improved in terms of routing, speed, frequency, comfort, and convenience" (Policy B.8.a).

The University Neighborhoods Plan recommends numerous improvements to pedestrian, bike and bus amenities (UNP III. E. Pedestrian Improvements). In addition, the University Neighborhoods plan calls for the improvement of Yale Boulevard, an arterial street which is congested from Stadium to Central (UNP III. C. AUTOMOBILE TRAFFIC)

4. Recreational Facilities.

The Comprehensive Plan states that "park facilities within one half mile of every home shall be the objective for existing, redeveloping and developing areas" (Policy A.4.a.) and "variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities" (Policy B.6.f).

At a time when the recreational facilities in the area are being changed or planning for their alteration is taking place, the University Neighborhoods Plan emphasizes the joint use policy in order to help continue to meet the objective of a park facility every one half mile (UNP III. I. Park Facilities).

II. A. HISTORY OF DEVELOPMENT OF THE UNIVERSITY NEIGHBORHOODS

"The Coming Aristocratic Residence Section of Albuquerque" is how a 1906 promotional brochures described the University Heights Addition. And that is how the University Heights and Silver Hill areas developed during the 1920's and 1930's--perhaps not as aristocratic sections, but certainly as highly desirable, upper middle class neighborhoods. Then and into the 1950's, they supported the University of New Mexico as residential areas for faculty, staff and the occasional graduate student.

After the Second World War, and especially after 1960, the rapid growth of the University and of the City, as well as changes in society, transformed the area into a different kind of university neighborhood, much more a residence for students. It is now often called "the Student Ghetto," which some wear as a badge of honor and others argue is a distorting epitaph which fosters the neglect of the area. How an "Aristocratic Residence Section" grew and in turn, was transformed into a Student Ghetto is the story of the University Neighborhoods Area.

The Silver Hill neighborhood was platted as the Terrace Addition in 1886. The inclusion of Silver Boulevard in this plan provided an urban amenity which connected Highland Park with the Huning-Highland neighborhood, an already fashionable area. At first, UNM faculty and administrators were the only ones to build homes on the sand hills and arroyos which made up the Terrace Addition. At the turn of the century, four sanitariums for tuberculars (Baptist, Presbyterian, Albuquerque and Methodist Deaconess) were established on either side of Central in what is now the Sycamore Redevelopment Area. Houses for the staff of these institutions began to appear on Gold between Sycamore and University soon after.

When the downtown and Huning Highland neighborhoods were built up, about 1910, large numbers of people begin moving up to the Terrace Addition and to the University Heights Addition which was platted in 1906. The Heights Addition was laid out as a speculative grid with no special features such as boulevards or parks.

Colonel D.K.B. Sellers, the city's leading promoter of additions during the first four decades of the century, developed the Heights Addition. Besides promising that it would become the "Aristocratic Residence Section", he coined the slogan, "come up from the low zones to the ozone" to publicize the area.

Among the first to buy lots in the addition were past Territorial Governor L. Bradford Prince, UNM President William Tight and other university faculty. The first house was built in the subdivision in 1908 by the Werner-Gilchrist family. This house still stands at Cornell and Silver and was recently placed on the National Register of Historic Places as a harbinger of Albuquerque's expansion to the east up onto the sand hills.

The Silver Hills, University Heights area boomed between 1918 and 1930, as single family houses filled most of the area three to four blocks south of Central. Many duplexes were concentrated on Gold Avenue and a few early fraternities and sororities were located on Gold between University and Terrace. A small commercial district began to develop on Central at Yale and

at Harvard and Cornell. Single family houses lined the rest of Central. The University Heights Grade School, now incorporated into TVI, was opened in the fall of 1923.

The area was uniformly Anglo-American as the city was largely segregated at the time. Residents were solidly middle class: UNM faculty and administration, clerks and bank tellers, grocers and a candymaker, foreman and salesman, teachers and real estate agents. Clyde Tingley, long time city councilor and several times mayor and governor, lived on Silver Boulevard. The only university students in the area were those still living at home with their parents. Unmarried students were required to live either on campus in the dorms or at home with their parents.

During the early 1920's, the University Neighborhoods area was the fastest growing most fashionable part of the city. By the late 1920's the Spruce Park area north of Grand took its place in status followed by the downtown Country Club-Huning Castle neighborhood during the 1930's. Although largely developed, infill construction in the Silver Hill and University Heights continued through the 1930's. Single family houses, and increasingly, duplexes and four-plexes were constructed.

With the residential growth and the development of Route 66 in the mid-1930's, the commercial district along Central expanded, stretching from Terrace to Stanford. Amenities were added such as paved streets and sidewalks, Yale Park, Roosevelt Park (a WPA project) and the Heights Community Center (a joint National Youth Administration and neighborhood project).

With the development of the "Coming Aristocratic Section" completed, the neighborhood entered a stable period which stretched from the 1930's through the 1950's. Families and landscaping matured. Some of the first residents began to reach retirement age. The University itself grew with the influx of students using the GI Bill after the war. Many of these new students were older and some were married and starting families. They moved off campus and into the neighborhood creating a greater demand for housing. This demand was met gradually by the conversion of garages into apartments and the addition of duplexes to the rear of existing houses.

These and other changes contributed to the eventual decline of the area. Central Avenue became so congested with traffic after the Second World War that many people began using Lead, Coal and Highland, as Coal east of Yale was then called, to travel east and west through town. The city's first traffic plan in 1949 recommended that Lead and Coal be turned into one-way arterials. That recommendation was implemented in three phases during the 1950's.

In 1962, the University Heights Grade School became the first downtown city school to close. Two related changes in the late 1960's were pivotal to the subsequent transformation of the neighborhood. First was the University's decision to allow unmarried students to move off campus, a change which implemented gradually between 1968 and 1972. This change was tied to the overall trend of loosening social mores and to great increases in UNM enrollment attributable to broader opportunities for higher education and the arrival of the baby boom generation at college. The second change was the City's decision in 1969 to increase the zoning density for the area to R-3, which allowed construction of apartments with up to twelve units per lot.

Speculation in residential property quickly became rampant. Residents had viewed with apprehension the decline of the quality of the area--the loss of the grade school, the development of Lead and Coal as one-ways and the arrival of increasing numbers of often noisy, highly transient students. When the threat of a large apartment building being constructed next door to one's single family house was added to these other conerns, many long-time residents sold out and moved elsewhere. Other properties, left in wills to children who no longer lived in the area, also entered the rental and speculative markets. Existing properties were often allowed to deteriorate with the expectation that they would soon be razed to make way for large apartments. The use of residential streets for University related parking and the rapid expansion of Presbyterian Hospital into the residential areas were added pressures.

These concerns, increasing crime, and numerous zoning change and variance cases led to the formation of the University Heights Association in 1975 and the Silver Hill Association in 1976. The appearance of a set of apartments on stilts which area residents nicknamed "the Monsters" served as the focal point for a drive to slow development. Older residents who had stayed in the area were joined in this campaign by a new generation of residents, including many former students. In 1978, the City Council passed a six month building moratorium so that a plan for the orderly growth of the area could be developed. Just before the moratorium, construction was begun on three fast food restaurants with drive through windows along Central Avenue.

With just a few months to work on the plan, only the most pressing issues could be addressed in detail. Zoning was adjusted to reflect existing uses and in much of the residential area densities were reduced from R-3 to a specially tailored "Diverse Residential" (DR) zone. In general terms, this zone allows about 3550 square feet of construction per lot which often translates into a four-plex of one bedroom apartments. A permit parking system to reserve residential blocks for residents use during the day was also recommended. Other concerns were identified and targeted for further study, including "reduction of unnecessary traffic on Lead, Coal, University and other busy streets" improvement of deteriorated properties, "enhancement of pedestrian orientation," replacement of water and sewer lines and the "establishment of a neighborhood land use advisory committee."

The zoning pattern established in the 1978 Sector Development Plan has since been changed by court action in one particular case. The Davis family, owners of four lots along Silver Avenue, brought suit to have the downzoning of their property, from R-3 to SU-2/Single Family (the zoning established along eight blocks of Silver Avenue by the Plan). The case was ultimately appealed to the Supreme Court of New Mexico, which ruled in Davis v. City of Albuquerque, to restore the original R-3 zoning of the four lots. The Supreme Court found the downzoning to be too severe (while indicating that a more "reasonable" downzoning might have been acceptable), and stated that the City had not demonstrated a mistake in the original zoning or a change in the neighborhood character. None of the other downzonings of the University Neighborhhods were protested; the Davis properties, now in new ownership, have not been developed since this ruling.

The greatest change since the adoption of the 1978 University Neighborhoods Sector Development plan has been the continued expansion during the early 1980's of the Presbyterian Hospital Campus. This activity in the western portion of the neighborhood led to the 1982 Sycamore Metropolitan Redevelopment Plan which separated out that portion of the University Neighborhoods plan area for special study.

The construction of a donut shop, the expansion of Smith's Supermarket on Yale, the expansion of Nunzios and the Frontier Restaurants and the establishment of the Harvard Mall have been the most important recent commercial developments in the University area. New residential construction includes in-fill duplexes and four-plexes. There is a general sense that properties are gradually being fixed up and that some families are buying houses in the area and others are staying on after graduation from the University. Many are attracted by the neighborhood's pedestrian orientation, the wide range of restaurants and shops in the area and the educational, cultural and employment opportunities offered by the University, TVI, Presbyterian Hospital, and the nearby Downtown, Airport and Sandia Base.

The issues identifed for further study in the 1978 sector plan, for the most part, have been ignored. In 1983, the University Heights Association proposed the allocation of Community Development funds to update the 1978 plan. Hopes are high among area institutions, residents, merchants and property owners that this University Neighborhoods Plan will lay the groundwork for the development of a better neighborhood.

II. B. POPULATION AND BUSINESS CHARACTERISTICS

1. Population Characteristics.

Statistics from the 1980 Census of Population (see tables) indicate that the University Neighborhoods differ from the City as a whole in some important ways. There are more university students although, at 36% of the neighborhood's population, there are not as many as the term "Student Ghetto" might indicate. The population is young: 64% are between 20 and 34 years old. They are better educated than the City as a whole, but also poorer. Four times as many households are without cars and nine times as many people walk to work. There are more apartments, more single person households and a higher rate of population turnover than in the City as a whole.

The survey of residents conducted for this plan update (see Appendix 1) indicates that the neighborhood's population is older and more stable than five years ago. Those who had lived at their current residence more than five years, for example, had increased from 18% to 26% between 1980 and 1985. These changes would be expected because of the general aging of the population and the increasing average age of college students. Some of the increase in age and stability found in the survey, however, may be attributable to the selection bias of those who returned the survey.

1980 CENSUS OF POPULATION

	Albuquerque	University Neighborhoods
Population	335,501	4,790
Race		
White	81%	76%
Black	3%	4%
Indian	3%	6%
Asian	1%	2%
Other	12%	12%
Cultural Identification		
Spanish Origin (May be of any race)	39%	24%
Age		
under 20	32%	16%
20-29	21%	53%
30-44	20%	16%
45-64	18%	7%
over 65	9%	8%
College Students	8%	36%

	Albuquerque	University Neighborhoods
Years of Schooling Completed by Those Over 25		
Grade School 0-8	10%	5%
High School 1-3	11%	5%
4	33%	21%
College 1-3	21%	33%
4+	25%	37%
Employment		
Employed	93%	89%
Unemployed	6%	11%
St. Govt. Worker	7%	23%
Below Pov. Lev.	13%	34%
Household w/o vehicle	7%	23%
Walk to work	4%	26%
Occupancy of Units		
Owner occupied	57%	14%
Renter occupied	36%	79%
Vacant	7%	7%
Units in structure (Percentage based on total number of units)		
1 (single house)	63%	30%
2 (duplex)	3%	7%
3-4	7%	14%
5+	23%	45%
Mobile Homes	4%	0%
Bedrooms per unit		
none (efficiency)	3%	12%
1	18%	52%
2	29%	29%
3	37%	7%
4+	13%	1%
Length of residence in present unit		
15 mo. or less	33%	62%
over 5 years	44%	18%

2. Business Population.

The survey of Central Avenue Businesses (see tables and Appendix 1) indicates that area businesses are highly stable and mostly small to moderate in size. A majority of the businesses are stores and restaurants, and few own their building.

Length of Operation in University Area

Under 1 year	7%
1-2 years	11%
2-5 years	24%
over 5 years	58%

Type of Business

Retail	41%
Restaurant	28%
Service	7%
Other	24%

Ownership of Building

Owned	13%
Leased	87%

Number of Employees

1-4	38%
5-9	22%
10-14	16%
15-19	14%
20-29	4%
30-39	2%
50-59	4%

II. C. LAND USE

A pattern of commercial, institutional and mixed density residential land uses characterize the area (see Map 3). Commercial uses are concentrated along Central Avenue, in the 100 block of Harvard, Cornell and Vassar Drives, and along Yale Boulevard. Institutional uses include the main campuses of the Technical Vocational Institute, Presbyterian Hospital, three University of New Mexico buildings south of Central and a handful of churches. The balance of the area is a mixture of residential uses ranging in density from single family houses to large apartments with as many as twelve units per lot. Undeveloped, vacant land accounts for less than five per cent of the area.

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UNIVERSITY NEIGHBORHOODS

CURRENT LAND USE

Map 3

III. A. ZONING

Background: The existing zoning was especially developed for the 1978 Sector Development plan to reflect the existing conditions in the area and to define the most appropriate types of development. The Sector Plan was intended to

> "encourage both single-family home ownership and moderately sized apartments. This plan should also encourage a thriving pedestrian oriented commercial area near the University. (p. 13)"

The Sycamore Metropolitan Redevelopment Plan adopted in 1982 further refined the zoning in the western and northwestern portions of the Sector Plan area (see Map 2). The Sycamore Plan sought to "improve the existing 'mixed use' characteristics of the area by encouraging compatible relationships between related uses and buffering incompatible uses (p. 21)." These goals continue to be appropriate and to be supported by the great majority of those who participated in the preparation of this plan update.

Specific new zoning requirements concerning full service liquor licenses, adult book stores and the buffering of parking lots from residential areas are included in this section. In addition, two limited design enhancement areas (see III. B. Design Enhancement), and a new conditional use (see III. K. Institutional Impacts) are included.

Institutional Rezoning: One area appears to have been overlooked in the 1978 adjustments of zoning to prevailing and appropriate uses. This is the area zoned SF (comparable to the R-T zone) between Buena Vista and University, St. Cyr and the lot line south of Coal Place, which includes properties of TVI, St. Charles Church, and the Heights Community Center. This residential zoning has not provided pertinent guidance for the development of this land. Office-Institutional (O-1) zoning is appropriate for these areas.

Liquor Licenses: Because state law existing in 1978 prohibited liquor licenses within 300 feet of a church or school, licenses where prohibited from most of the Central Avenue commercial area. They did not become an issue during the preparation of the Sector Plan. However, the new state liquor law changed many license requirements in 1981.

Before the new law took effect, the City Council granted several waivers of the 300 foot limit in the University area with the understanding they would be used by restaurants for beer and wine licenses created under the 1981 law. Six beer and wine licenses have been granted in the sector plan area. The University Heights Association and many residents have supported beer and wine licenses as the appropriate type of liquor license for the area.

Since 1981, full service liquor license transfers have become a major issue in the area, however. The perception of many is that bars in the area in the past have contributed to increased crime, transients, litter, public drunkenness, traffic problems and a general deterioration of an already fragile area.

Three transfers requests have been met by public opposition. The transfer hearings and two court appeals caused the expenditure of time and money by the University Heights Association and the City Legal Department.

There is also some uncertainty in the interpretation of the new law. The Director of the state Alcoholic Beverage Commission, for example, proposed, but has not adopted, a definition of "school" which excluded colleges, universities and pre-schools.

Of merchants surveyed for the preparation of this plan, 13% felt new full service licenses should be banned, 48% said they should be allowed only in conjunction with a restaurant (see Appendix 1). The Advisory Group came to feel that tying new full service licenses to food service was a not feasible alternative because it would create a limitation not recognized by the state law (which would be open to challenge in court) and because the city has no mechanism for monitoring or enforcing compliance with such a limitation. As a result, the Group decided a complete prohibition of new full service licenses was desirable.

Adult Book Stores: Because of the fragile nature of the area and the negative image which it already has in the minds of some, there is also strong opposition to the establishment of adult amusement establishments, adult book stores, adult photo studios and adult theaters. No such establishments exist within the boundaries of the Sector Plan, and the residents and merchants believe that the creation of such facilities in the area should be prohibited. This step has already been taken for the commercial areas covered by the Sycamore Redevelopment Plan.

Parking Lot Buffers: The existing zoning code requirements (Sections 40.A., 40.J) are largely sufficient to ensure that parking lots are adequately buffered from residential areas. However, in cases where parking is to be across the street from a residential zone, the requirements are inadequate (see Section 40.A.5.c.). In addition, the use of chain link fences for buffering (again see Section 40. A.5.c.) is also inadequate because it does not visually buffer the parking lot.

Solar Access: The 1978 Sector Plan contained the City's first zoning height limits to protect the access to the sun for residential properties. Members of the Advisory Group continue to feel that protection of potential solar access is important to the revitalization of the area. Difficulty in interpreting the complicated mathematical formula for calculating solar access contained in the 1978 plan has contributed to a poor record of enforcing this provision. In addition, solar access height limits, which have been incorporated into the City Zoning Code since 1978, differ from those in the existing sector plan.

Development Cooperation. During the past seven years when the neighborhood associations have been notified of proposed new buildings, the association and the builders have met to discuss the plans before city approval. In several cases problems have been pointed and changes made to eliminate the need for a variance. This procedure has saved time and money for developers, the city, and the neighborhood associations. In one case, a neighborhood association and a developer who had previously taken a disagreement to the City Council, struck a development agreement on a later stage of the same project. All

zoning variance requests have occurred when the neighborhood association was not first consulted. Approval of plans which violate the provisions of the sector plan have also occurred only when the neighborhood association has not been notified.

Boundary Extensions

The update proposes an extension at the southern edge of the Sector Plan boundary. The area includes two blocks considered part of the neighborhood because of its similar character and division from other neighborhoods by the Fairview Cemetary.

Front Yard Driveway Turn-around Requirement

The existing procedure for approval of building permits requires Planning Director and Traffic Engineer review of plans for off street parking, including ingress and egress. For development that is not single family the Traffic Engineer requires that a turn-around area be provided so that cars will not have to back into traffic from drive-ways.

Recent construction in the DR (Diverse Residential) zone has been in the form of four-plexes of one or two beroom apartments. Both types require six parking spaces. With the area's old fifty foot wide lots only five spaces can be located at the rear off the alley. Some developers have placed only four there. One or two spaces must then be placed in front of the building within the twenty foot front yard setback. The area needed for the parking spaces and the required turn-around area leaves no room for front yard landscaping and frequently results in the space in front of the building being entirely paved. This detracts from the area's strong pedestrian orientation and makes the relatively small scale infill projects that might otherwise blend with the character of the neighborhood, far less attractive.

The turn-around requirement is clearly necessary for new construction along arterials like Lead, Coal Central, University and Yale and collectors like Girard. It is unnecessary for residential streets in the University Neighborhood where, like residential streets elsewhere in the City, cars back out from driveways onto the street.

Recommendations:

1. Institutional Zoning. Rezone the Heights Community Center, TVI and St. Charles Church to O-1.

2. Full Service Liquor Licenses. Amend the sector plan zoning to prohibit New Full Service Liquor Licenses in the UC University Commercial zone east of University Avenue.

3. Adult Book Store. Amend the sector plan zoning to prohibit adult amusement establishments, adult book stores, adult photo studios, and adult theatres in the UC University Commercial zone.

4. Parking Lot Buffers. In addition to the requirements of the Zoning Code, Section 40.A.5.c., the following requirement shall apply to all land use categories which include non-residential use in the University Neighborhoods Sector Development Plan area: "An opaque barrier such as a wall, fence or extensive landscaping at least four feet in height is required on those sides of a parking area which abut a public right-of-way (except alleys) on the opposite side of which is a residential zone. Landscaping used for buffering shall be capable of achieving a buffering height within four growing seasons and shall be planted on a strip at least four feet wide. Planting shall be closely spaced so that it will block the view of the parking area within three growing seasons. Landscaping shall be maintained by a permanent automatic irrigation system.

5. Solar Access. Standardize Solar Access height limits in the University Neighborhoods Plan with the City Zoning Code.

6. Development Cooperation. Communication among developers and neighborhood associations should be encouraged by City staff and by a notice in the Sector Plan Zoning.

7. Boundary Extension. Amend the Sector Plan boundaries to include an area to the south bounded by Garfield Avenue, Colombia Drive, the north property line of the Fairview Cemetary, and Yale Boulevard.

8. Front-Yard Turn-arounds. Amend the DR zone to state that where parking will be accessed from a local street (not from an arterial or collector street), up to two parking spaces per 50 feet of frontage may be located in the front yard setback and no on-site turnaround space for this parking is required.

III. B. DESIGN ENHANCEMENT

The following two design enhancement areas focus on pivotal design issues in the University Neighborhoods area (see Map 4). Both areas include portions of two different land use zones. The language describing the UC, R3C, R3 and SF zones includes a reference to these design guidelines and regulations. The creation of the design enhancement areas is the most appropriate mechanism for the maintenance and development of a unified appearance for this areas.

Information on each of the areas is divided into Policies, Regulations and Guidelines.

Design Policies express the intention of the City.

Design Regulations are binding and control specific critical design aspects in the area. They are as precise as possible so that developers and designers will have a clear indication of what designs are acceptable. Within a design enhancement area, any new construction shall be consistent with the regulations. Alterations to existing buildings shall be brought into compliance with the regulations.

Design Guidelines are not binding but are meant to supplement the Regulations. They elaborate specific design factors which will help to achieve the Policies and which the experience of others in the area have shown to be useful.

Project Review. Before the submission of plans, the owner, developer or architect for a project within a Design Area shall meet with City Redevelopment staff for a discussion of Design Policies, Regulations and Guidelines effecting the area.

Once plans are submitted, the Zoning Enforcement Officer shall check them for compliance with the Design Regulations affecting the area.

1. Central Avenue Commercial Design Enhancement Area.

The Central Avenue Commercial Design Enhancement Area (see Map 4) has a large amount of activity; it connects the neighborhood to the University and is highly visible from an arterial street. Commercial property owners and managers, merchants and residents of the area who participated in the development of this plan feel that the area has two important positive characteristics--its orientation to pedestrians and its mix of a variety of small and moderate size businesses. The Design Area is established to maintain and reinforce these features for the betterment of the business community. While the design regulations do not apply to residential construction in the R-3C zone, they do apply to commercial or mixed residential/commercial construction in the R-3C zone, and to all construction in the UC zone within the Design Enhancement Area.

Design Policies.

Automobile and Pedestrian Separated. Parking and parking driveways should be separated from public sidewalks.

Pedestrian Scale. Street facades should relate to the human size in their scale, details and openings. Exteriors of large buildings should be visually broken into smaller units.

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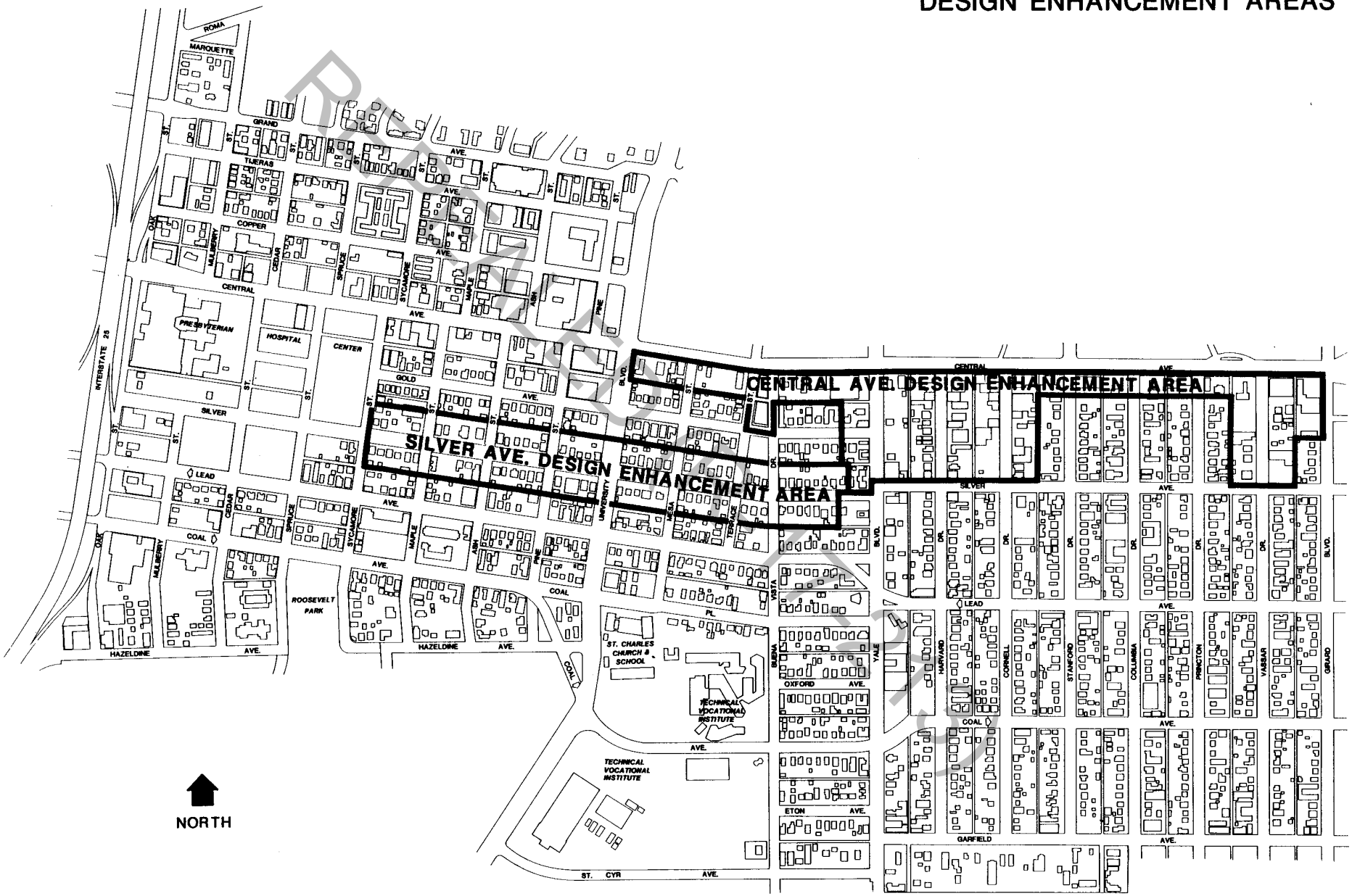
UNIVERSITY NEIGHBORHOODS

DESIGN ENHANCEMENT AREAS



Map 4

Design Regulations.

1. Structures shall not have a front yard setback along Central Avenue.

2. For new construction, where a front yard setback is allowed, parking facilities shall not be placed in the front yard of the building.

3. Parking facilities and public sidewalks shall be separated by:

a) a wall with a minimum height of 1' 6" (height appropriate for sitting), a maximum height of 3' and top width of 1', and/ or
b) a landscaped area, including a shade tree at least every 20', with a minimum width of five feet and with barriers to protect the landscaping from vehicles.

4. Access to parking should be from the alley, however if necessary, a single parking driveway of not more than 20' width shall be allowed crossing the public sidewalk.

5. Not less than 50% of the ground floor street facade of new construction shall be windows or doors. At least 75% of this required window/door area shall be less than six feet above the average grade of the building site.

Design Guidelines.

1. Buildings of more than 50 feet of street frontage should be broken into smaller "store fronts" by vertical dividers such as pillars or piers. Each should have its own group of windows and a door.

2. Buildings of more than 1500 square feet of interior floor space should be designed so that the structural system and placement of doors and utilities allows them to be broken into smaller "commercial spaces" by the addition of partition walls. This gives the flexibility to provide small spaces for beginning businesses while also facilitating the gradual expansion of successful businesses. (Again, Guidelines are not binding. This item is included because businessmen and property managers in the area have found such flexibility desirable.)

2. Silver Avenue Residential Design Enhancement Area.

The Silver Avenue Enhancement Area is the best maintained and best known residential area in the neighborhood. It contains an important urban amenity--the boulevard--and has potential for designation as an historic district (see III. M. Historic Preservation). Residents and property owners of the area who were involved in developing this Plan feel it is important to maintain and enhance Silver Avenue's streetscape, including the setback and massing of buildings, the double canopy of trees over the boulevard and the predominate tall profile of trees in the area. This Design Area is intended to provide visual unity to the area.

Design Policy.

Streetscape. New construction and landscaping should maintain the prevailing streetscape.

Design Regulations.

1. There shall be a front yard set back of not less than 20 feet.

2. In the next 10 feet behind the 20 foot front yard set back:

   a) the highest point of the roof shall not exceed 18 feet in height
   b) there shall be a minimum five foot side yard set back

3. Street trees for planting at 25 foot intervals in the public right of way shall be chosen from American Elm (Dutch Elm Disease resistant variety), Black Locust, Moderto Ash and Norwegian Maple. Plans shall include a written note specifying which trees will be used.

4. Parking shall not be allowed in the 20 foot front yard set back, except in a driveway.

Design Guidelines.

1. Facades should be related to a human scale by the use of windows, doors and entry porches. For projects that encompass more than one lot, the street facade should be broken into masses that retain the prevailing alternating rhythm of building mass and space.

2. If a building is to exceed 26 feet in height (behind the 20 + 10 foot setback, see Regulations 2), the visual effect of its size should be reduced by design elements such as the gradual or stepped increases of the building height or the planting of evergreens. (Note: construction on SF zoned land may not exceed 26 feet).

3. New curb cuts and driveways crossing the sidewalks should be avoided.

4. Retaining walls shall be maintained or replaced where they exist.

III. C. AUTOMOBILE TRAFFIC: ARTERIALS AND RESIDENTIAL STREETS

Background

The negative effects of automobile traffic on the area were identified as a leading neighborhood issue in the 1978 Sector Plan. Air and noise pollution, traffic on residential streets caused by cross over traffic from Lead and Coal to Central, and the awkward intersection at Yale and Coal were specifically mentioned. Participants felt these issues were so important that they established a separate Transportation Task Force to address them along with parking and pedestrian concerns.

Many traffic problems stem from the fact that the area's streets were designed on a grid pattern before the advent of the automobile. Since the second World War, new developments, such as those in the Northeast Heights, discourages traffic through neighborhoods by creating mazes of residential streets with only limited access from arterials. The University Neighborhoods and others near the downtown have been burdened by increasing levels of traffic from new suburban areas to Downtown which pass through them. The growth of regional facilities such as the Hospital, TVI and the University generates traffic which flows freely through the grid of residential streets.

In addition, an examination of the Long Range Major Street Plan shows that the northeast heights has a grid system of continuous major streets every 1/2 mile and with a principal arterial approximately every mile. The area south of Lomas Boulevard has significantly fewer major street facilities particularly in the east-west direction. In addition, the streets in the northeast heights have greater traffic carrying capacity. The use of residential streets to serve non-residential traffic usually occurs when inadequate major street capacity is provided as is the case in the University Sector Plan area.

The City's 1949-50 comprehensive traffic plan specifically called for the development of Lead and Coal as one-way arterials. Oral tradition in the University and Nob Hill neighborhoods, nevertheless, holds that in the mid-1950's when the one ways were developed people were told that they were needed temporarily because of construction on Central Avenue. In the late 1960's, University Boulevard was widened to six lanes. These three streets--Lead, Coal, and University--cut directly through residential sections and are mostly lined by houses.

The daily traffic volumes are approximately 14,000 vehicles each on Lead and Coal, and 26,000 on University. The draft of the South Urban Area Traffic Demand Forecast, year 2010, prepared by the Middle Rio Grande Council of Governments (10/1/85) projects increases to 35,000 - 37,000 vehicles per day for Lead and Coal combined, an increase of 30% to 37%. Traffic counts on residential streets in the neighborhood conducted in conjunction with this plan (see Appendix 2) revealed daily volumes of over 1000 vehicles on many streets and volumes of more than 2000 on Harvard, Cornell, Stanford and Columbia south of Central Avenue and the Central commercial area. These highest volumes are the result of cross over traffic from Lead and Coal to the commercial area on Harvard and Cornell, and to the University entrance on Stanford. This situation is exacerbated by traffic congestion on Yale Boulevard, the parallel arterial.

Studies elsewhere in the United States have been shown that traffic volumes such as those in the University Neighborhoods decrease social interaction and community cohesion, increase population turn over and neighborhood instability, all of which contribute to crime and to a decline in property maintenance and property values. (This research is surveyed in the Department of Transportation publications: Thinking Small: Transportations Role in Neighborhood Revitalization (1978), and State of the Art: Residential Traffic Management (1980) Certainly traffic contributes to presence of these problems in the University Neighborhoods Area. Of the residents surveyed (see Appendix 1) who planned to move in the next year, 22% listed traffic as a major reason for their decision. Many neighborhood residents, especially the elderly, feel unsafe crossing Lead and Coal since many cars exceed the 35 mile an hour speed limit.

Field measurements and computer projections of pollution caused by Lead and Coal (see Appendix 3) show that air pollution levels are not currently a problem and are likely to decrease in coming years as vehicular pollution controls improve. Noise levels, however, already exceed Federal quidelines and would increase with increases in traffic volumes. Noise levels currently average 68 to 69 decibels during peak hours in the residential property along Lead and Coal. The Federal design noise level for residential areas of 67 decibels, is exceeded for the structures within 50 feet of Lead and Coal. In the limited space along Lead and Coal, landscaping would have little effect on noise levels. Only a substantial reduction in traffic speed or volume, or noise proofing existing residences would reduce the problem.

Although these problems are caused in large part by people living elsewhere in the city who travel through the neighborhood, the impacts are now born solely by the neighborhood, and by the Nob Hill and Huning Highlands areas to the east and west. Because the problems posed by Lead and Coal extend beyond the plan area, they can not be resolved here. The City can, however, undertake a study by either a Mayor-appointed task force or an outside traffic engineer.

The Transportation Department studied the issue of traffic on Lead and Coal in 1978 and determined that little could be done directly to reduce the volume and speed of traffic without transfering the problems to other arterials and neighborhoods. The traffic may be undesirable but is necessary because of the lack of any viable alternative locations for east-west major street facilities south of Central and north of Gibson Blvd. A study of the Lead and Coal issues should briefly reexamine and summarize the possibilities for the reduction of traffic speeds and volumes and would focus on physical improvements and social programs which would indirectly address the impacts of the arterial such as improved landscaping, sound proofing, etc.

Another important physical improvement would be the development of residential traffic management systems for the affected neighborhoods. Cul-de-sacs, diagonal diverters and semi-diverters would be used to reduce or prevent through traffic on the remaining neighborhood residential streets, forcing the traffic instead to arterial streets, such as Yale Boulevard, where it belongs. Essentially, this would redesign the original grids of streets to form street loops much like those of the newer additions in the heights. Elsewhere in the country where this management approach has been increasingly practiced over the last fifteen years, residential traffic management has

reversed many of the negative effects of high traffic volumes and contributed to better property maintenance, increased property values, a reduction of population turnover, an increase in the sense of community and the reduction of crime. In an era of dwindling resources for neighborhood revitalization, residential traffic management represents a cost efficient way to improve the quality of an entire neighborhood.

Recommendations:

1. Lead and Coal: The City should analyze the problems generated by Lead and Coal and study steps that might be taken to reduce or mitigate their impact on the neighborhoods. In addition to recommendations 2 and 3 below, the study should specifically consider the practicality, costs, and benefits of:

   a. installation of additional timed traffic lights designed to increase compliance with the speed limit and facilitate pedestrian crossing;

   b. insulation of existing residences against sound

   c. development of sidewalks setback from the street on one side of both Lead and Coal. (see also III E. Pedestrian Improvements, Recommendation 4.)

2. Yale Boulevard: Yale should be improved from Stadium north to Central. Lanes should be slightly widened to allow for better traffic flows while still leaving enough area for landscaping and sidewalks (See also III. E. Pedestrian Improvements, Recommendation 3.) The intersections at Lead, Coal and Central should be redesigned to provide turn lanes and, at Central, to allow for the turning movements of buses.

3. Cross-Over Traffic:

   a. The City should develop and implement residential traffic management plans using cul-de-sacs, diagonal diverters and semi-diverters to reduce or eliminate through traffic on residential streets in the area. The active participation of residents, property owners, merchants and surrounding institutions in the initiation and development of these plans is essential.

   b. Curbs should be necked down at corners and heavily landscaped to provide a gateway which indicates to the motorist and pedestrian that they are entering a residential area.

III. D. PARKING

Background: Parking problems plagued the area long before the 1978 Sector Plan. The Albuquerque Urban Observatory's "Study on Parking Patterns in the UNM/TVI Area," of 1978 was commissioned by the mayor-appointed UNM-TVI Parking Problems Task Force. This study inventories parking spaces and level of use in the area. The parking spaces two blocks south of Central and adjacent to TVI were nearly saturated from 11 AM to 4PM. No distinction was made between commercial and residential blocks in the study.

The Parking Task Force recommendations, based on the 1978 Urban Observatory study, were:

1. Establish permit parking system on residential blocks.
2. Adjust parking requirements in residential zoning to provide necessary spaces for new construction.
3. Install meters on all non-residential blocks and restrict parking to 1 hour during peak periods.
4. Increase enforcement of parking regulations.

The 1978 University Neighborhoods Sector Plan adopted recommendations 1 and 2 and to a large extent the on street parking problem in the residential areas has been solved. Permit parking continues to be available on a block-by-block basis upon petition to the Mayor of 51% of the residents or property owners. Recommendations 3 and 4 were not adopted or implemented, and the remaining parking problems are concentrated in the commercial area just south of Central. In the recently completed survey of merchants' attitudes (see Appendix 1) 50% of the merchants listed parking as one of their most important problems. Part of the problem is the use of metered short term parking spaces by long term parkers. In addition, there may not be enough parking spaces in the area.

Enforcement of parking meters by the Albuquerque Police Department has languished because APD does not receive any of the funds from meters or parking tickets. Before a reorganization of state and municipal courts by the legislature in 1977, APD did receive some of these funds and was able to maintain 7 meter maids and a sergeant. With the current lack of funds this has shrunk to 2 meter maids, with regular officer enforcing non-meter parking violations.

Recommendations:

1. Residential Parking: Continue enforcement of permit parking system on residential blocks.

2. Commercial Parking:
   a. Increase enforcement of metered parking in the commercial area either by a police foot patrol or security aids. This is the easy, low cost solution compared to the development of city operated surface lots or parking garages.
   b. Consider the installation of parking meters in the remainder of the commercial area (see Map 5) after increased enforcement has occurred.

c. Leaflet cars parked south of Central the first week of each semester with a map of parking areas, parking regulations, alternative parking and transportation. The City, University, owners of private surface parking lots and merchants should support the printing and distribution of this material.

3. University Parking:

a. UNM should take a more active role in addressing area parking problems. They should consider increasing on campus parking permit costs and applying the increased revenues to a more extensive shuttle bus system, a park and ride system or the subsidizing of city bus passes for faculty, staff and students.
b. If a parking structure is built along Central near Stanford, the University and City should explore the possiblity of reserving some spaces for the general public.

4. Legislation: State law should be revised to give some of the revenues generated by enforcing parking regulations to the agency responsible for that enforcement and to allow the increases in the amount of parking fines.

III. E. PEDESTRIAN IMPROVEMENTS AND BIKEWAYS

Background. The 1978 Sector Plan made the encouragement of pedestrian orientation a major policy. It identified the need for pedestrian and handicap improvements including: more pedestrian crossing lights on Lead and Coal, bus shelters and wheelchair ramp curb cuts. Only the curb cuts have been made.

The continued need for improved pedestrian amenities was identified as a leading issue at the neighborhood and task force meetings conducted for this plan update. The University Neighborhoods area is one of the most pedestrian oriented places in the city. According to the 1980 Census (see II. B. Population Statistics) 26% of the people in the area walk to work, compared to 4% in the City as a whole. Most of the 40% of area residents who are students walk to school. In addition, the thousands of people who visit area institutions daily add to the pedestrian population. Deteriorated and up-lifted sidewalks are common in the area, and the admirable pedestrian malls on the University campus have not yet been extended to Central Avenue. Benches and shelters are lacking at many of the area bus stops which are among the busiest in the city.

Pedestrian Recommendations:

1. Pedestrian Network. The following pedestrian improvements should be made along a network of pedestrian paths (see Map 5). The network has been selected to focus limited resources where pedestrian use is currently high and to attract pedestrians to existing and future crossing lights on arterials. (Although it is premature to designate a north/south path south of Silver Avenue, through the area between Yale and Girard, future developments may help this selection.) The emphasis for improvements should be on repairing and adding to what is already in place not, for the most part, on wholesale replacement.

The improvements should be most extensive in the commercial areas, at arterial crossings and at entrances to residential areas. The key design elements--sidewalk treatment, landscaping, bus shelters, and information kiosks--should be integrated to provide a consistent, unifying image for the path network, commercial area and neighborhood.

Pedestrian network improvements:

a) Replace deteriorated or uplifted sidewalks.

b) Add a brick or tile pattern to the sidewalk to identify and unify the network. For example, an eight to twelve inch border of terra cotta/clay-colored concrete, stamped with a brick pattern, could be placed on one or both sides of the walk.

c) Add posts, low sitting walls, or landscaping to prevent cars from parking and driving on the sidewalks.

d) Add new crossing lights at arterials in conjunction with the development of pedestrian paths.

e) Add curb cut/ramps to bring the sidewalk to the street level.

f) Pave existing street medians where they are crossed by pedestrian crossing zones.

g) In the commercial areas, provide pedestrian scale street lights selected for resistence to vandalism and low maintenance.

h) Select a set of landscaping plants, including one to three types each of trees, shrubs or bushes, and bulbs or other flowering plants. Plant the trees as necessary along the entire network to compliment existing trees in providing shade over the sidewalks. Use the other plants to emphasize high use and high visibility spots--commercial areas, street crossings and entrances. The plants should be arid, low maintenance varieties. The plantings along Silver Boulevard may vary slightly from those used elsewhere since they will be selected to maintain and replace an historic landscape.

i) Develop a simple sign to mark the paths, perhaps a rectangular traffic information sign placed one or two to a block. It might have a symbol or map of the paths at the top with a list of the places along that particular path below it. The Buena Vista path sign, for example, would list UNM, Silver Hill, TVI, Heights Community Center, and, possibly, Married Student Housing and South Campus.

j) Construct bus benches or shelters at all bus stops. Shelters with eight to ten seats would be reserved for the busiest stops.

k) Locate information kiosks at major bus stops and strategic locations on the path network.

l) Pedestrian improvements should not impede bicycles.

2. UNM Pedestrian Malls. UNM should extend its pedestrian malls toward Central to connect with the neighborhood pedestrian paths at Cornell, Yale and Buena Vista.

3. Yale Improvements. Yale Boulevard improvements should include pedestrian improvements similar to those described in Recommendation 1. (See also III.C. AUTOMOBILE TRAFFIC, Recommendations 2.)

4. Lead and Coal Sidewalks. A sidewalk, set back from the street and landscaped, should be placed on at least one side of both Lead and Coal. (See also III.C. AUTOMOBILE TRAFFIC, Recommendation 1.)

5. Pedestrian Seats. Property owners are encouraged to construct benches or low sitting walls in residential areas of the neighborhood. Such improvements can be constructed adjacent to the sidewalk on the owner's property or, with necessary approval, on the City right-of-way between the sidewalk and the street.

BIKEWAYS

Background: During the neighborhood and task force meetings conducted for this plan update there was general support expressed for the development of bikeways through the area and for a bikeway connection along Silver Boulevard to the downtown. Besides Silver Avenue, Princeton and Buena Vista from Silver south are designated bike routes. These can contribute to the solution of the automobile traffic and parking problems.

Areas of the city such as the University Neighborhoods, however, where population is concentrated and bike travel is heaviest, are the areas in which it is most difficult to create bikeways because of the established street pattern and parking and traffic congestion. Interstate 25 and the railroad tracks, in particular, form barriers to the development of a Silver Boulevard bikeway. In addition, Silver currently provides needed parking for the Central Avenue commercial area and for residents west of Yale Boulevard.

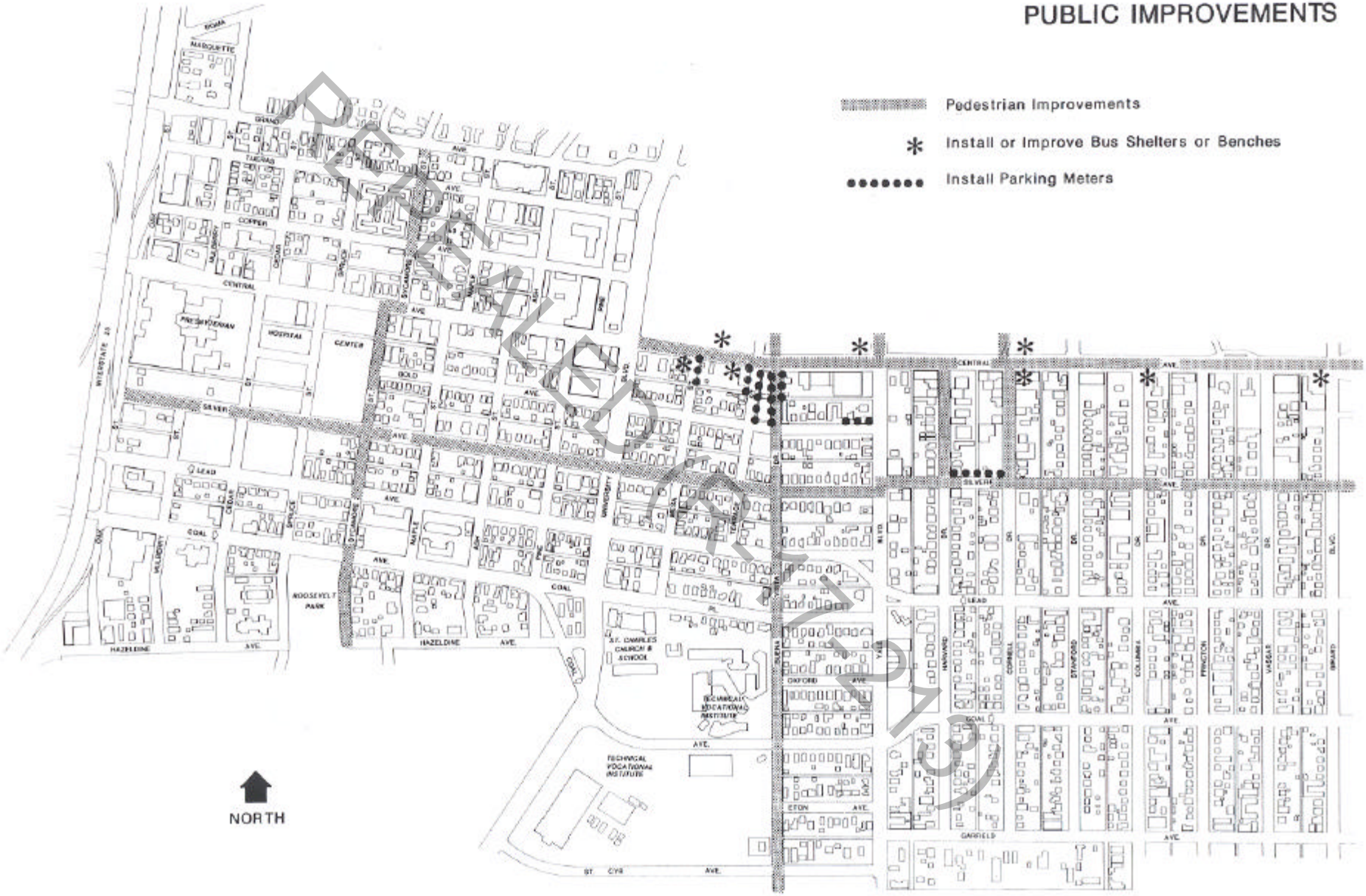
Bikeway Recommendation:

Area merchants and residents, should work with the Bikeway Committee to further develop the bike routes in the area.

MAY 1985

UNIVERSITY NEIGHBORHOODS

PUBLIC IMPROVEMENTS



Map 5

III. F. CRIME AND CRIME PREVENTION

Background: There are two major aspects to crime problems in the area: residents as victims of crime, and the negative effects which illegal drug sales on the street has on businesses in the commercial area. Crime and fear of crime was mentioned by 35% of the residents surveyed as one of the two most important problems facing the area--the single most frequent response (see Appendix 1). In addition, 19% of those who plan to move in the next year cited having been the victim of a crime as a leading reason for their move. On the survey of merchants, crime was mentioned by 15% as a leading problem, and the related problem of drug dealing on the street by 20%. When asked if the drug dealing hurts their business, 35% of the merchants surveyed called it a major problem, 22% a moderate problem, and 22% a minor problem. High school aged people come to the area to buy drugs. Merchants feel that much of the sporadic day-time violence in the commercial area results from drug deals turned sour. The illegal drug sales and violence give many people from outside the area an impression that the area is dangerous. Others simply find being offered drugs offensive.

The crime rate in the University Neighborhoods is higher than in the neighborhoods to the east and in the City as a whole. The Southeast Substation of the Albuquerque Police Department receives more calls for service from this area than any other that it serves. During the first three months of 1985, the rate of reported burglaries for the University Neighborhoods was approximately three times that for the Nob Hill Neighborhood to the east.

The peak days for crimes in the University Area were Wednesday through Friday. Entrance to property was most often gained through the alley. A majority of burglaries occurred during the day although many were not reported until the early evening by people returning home from work. Many blocks have few residents present during the day because of the high proportion of single person and two wage-earner households in the area.

Reported crimes in the area during 1983 included 456 Larcenies (including shoplifting and larceny in conjunction with burglary but excluding auto theft), 228 Burglaries, (illegal entry of a property, usually in conjunction with larceny) 141 Auto Thefts, 42 Assaults, 30 Robberies, 13 Rapes and one Homicide. Of residents surveyed (see Appendix 1), 37% reported having been the victim of a crime during the preceding one year. In the 1981 Human Services Needs Assessment for the City of Albuquerque, prepared for the City by the Urban Observatory, 50% of City residents reported having been a victim of crime during the preceding five years.

In the University Neighborhoods Survey, 33% of the victimized respondents did not report the crime compared to 24% in the city-wide survey. This indicates a fifty per cent higher rate of non-reporting of crime by University Area residents.

Of those surveyed in the University area who were victims of crime, 35% were victims of Burglaries, 28% Theft (Larceny), 11% Auto Theft, 5% Assault, 1% Robbery and 11% other (mainly vandalism). Property crimes are the greatest in number although the less frequent personal crimes have a much greater psychological impact.

Design For Safe Neighborhoods a book published by the National Institute of Law Enforcement and Criminal Justice (a division of the Justice Department) makes recommendations to combat both personal and property crime which apply to the University Neighborhoods. The report observes that uncontrolled automobile and pedestrian movement through an area breaks down the semi-private nature of the neighborhood. The development of regional commercial or institutional facilities often draws people, including potential offenders, through a neighborhood. This movement when combined with high population turnover, such as exists in the University Neighborhoods, makes crime prevention difficult. Residents can not tell who is a neighbor and who is a stranger.

Traditional law enforcement and target hardening techniques such as the addition of dead bolt locks are essential in addressing crime problems. In addition, an increase in the sense of community in an area has a significant impact on crime. Block watch programs, neighborhood associations and community events can help create an increased sense of pride in the area and feeling of responsibility for one's neighbors.

Design for Safe Neighborhoods further emphasizes that the physical environment, which now often works against the creation of community, can be altered to help foster it. These physical changes can include the creation of a physical or psychological boundary between residential and non-residential areas, and the improvement of arterial streets and the redesign of neighborhood streets to prevent through traffic. When steps such as these are taken, a sense of territoriality is recreated which encourages residents to take responsibliity for their area, helps them identify intruders and gives potential offenders a sense they are entering a semi-public area where their actions may be observed.

Recommendations:

1. Illegal Drug Sales Increase police efforts against drug dealing in the Yale Park/Harvard Drive area, possibly including a police foot patrol of the area.

2. Police/Neighborhood Relations Develop better communication between the police and the neighborhood through merchants and residents spending a shift with an officer, and by involving police in discussions of area crime problems.

3. Neighborhood Watch Hold annual Neighborhood Watch meetings for each one or two residential block areas in the neighborhood.

4. Neighborhood Boundary. Create a physical and psychological boundary between residential areas and; parking lots, commercial and institutional areas, and major arterials. Elements of this boundary should include:

a) Creation of gateways to residential blocks through use of low walls, corner curb neck downs and landscaping and crime watch signs at traffic diverters.

b) Improvement of arterial streets for non-neighborhood automobile and pedestrian traffic.

c) Redesign of residential streets using cul-de-sacs, semi-diverters and diagonal diverters to prevent or reduce through automobile traffic.

d) Use the landscaping of pedestrian paths along boundary areas to reinforce boundary.

e) Prohibition of further development of parking lots, and institutional, office and commercial uses in areas zoned residential.

5. Residential Area Improvements. Encourage improved maintenance of private property, lighting of alleys, and the construction of walls or fences to prevent short cutting through property.

6. New Construction. Define and publicize suggestions for new construction which encourage crime prevention. For example, place windows and sitting/study areas so they look onto the streets, alleys and passages into apartment buildings.

III. G. POPULATION TURNOVER

Background. The rate of population turn over in the University Neighborhoods is extremely high and contributes to many area problems. The 1980 Census revealed that 62% of area residents had lived at their current address less than fifteen months. A high turn over rate is to be expected in a University Neighborhood, but, since only 36% of area residents were students, more than just students were moving frequently.

Many people move within the area: 44% of those surveyed who planned to move during the next year said they would relocate in the area. This somewhat lessens the social disruption of high turn over.

Contributing to high turn over is the low proportion of owner occupied residences which make up just 14% of area units according to the 1980 census.

The social impacts of such a high turn over rate include the lack of a strong sense of community, poor property maintenance and difficulty in crime prevention. These problems and the high levels of traffic on neighborhood streets in turn, contribute to the turn over rate.

Such a turn over rate leaves a relatively small stable population to provide most of the membership in neighborhood organizations and to support area improvements through actions such as the preparation of proposals for Community Development funded projects.

Some of the reasons for moving which were identifed in the neighborhood survey (see Appendix 1), such as "finished school" or "got a new job", can not be addressed. Other major reasons for moving, such as "too much traffic," "victim of crime," "negative image of area" and "lack of property maintenance," have been identified as general problems of the area which are addressed in this plan (see III.C. Automobile Traffic, III. F. Crime, III. J. Building and Landscaping Maintenance).

Still other reasons for moving, such as "need more space" and "buy own house," can be addressed by providing information to residents about rentals and houses for sale.

Even with the general improvement of the area and an increase in the proportion of resident owners, the turn over rate will remain relatively high

because of the student population. Because of this, new residents need to be quickly integrated into the neighborhood. The process of meeting one's new neighbors and learning how the neighborhood operates, which usually takes a period of years, needs to occur within a few months.

Recommendations:

1. Annual Events. Neighborhood and merchant associations, with the advice and support of the City, surrounding major institutions and the Implementation Committee, should develop a cycle of annual events designed to integrate new residents into the neighborhood and increase the sense of community. This might include a street fair on block parties in August, followed by block Neighborhood Watch Meetings in September and October and an area wide clean up day with an evening dance at the Heights Community Center in the Spring.

2. Neighborhood Handbook. The neighborhood associations, with the advice and support of the City, merchants association and area institutions, should publish a neighborhood handbook to provide information on such topics as: permit parking, neighborhood events, the rights and responsibilities of landlords and tenants, the Sector Plan, other recent developments in the area, neighborhood and merchant associations, the Neighborhood Watch Program, activities at the community center, City contacts for common problems, area day care and family activities. It should be distributed at neighborhood events and to area businesses, and be made available to apartment managers, area institutions and student groups for distribution to new residents.

3. Prospective Homowners Brochure. The University of New Mexico, Technical Vocational Institute and Presbyterian Hospital, with the advice and support of the City, neighborhood and merchant associations and the Implementation Committee, should publish a brochure for prospective homeowners detailing the strengths of the area and the efforts underway to address its problems. They should distribute it to new employees and make it available to realtors and neighborhood associations for distribution.

4. Neighborhood Real Estate Office. The neighborhood associations and the Implementation Committee should encourage a realtor to establish an office in the area specializing in information on houses for sale and apartments for rent.

III. H. STREET PEOPLE AND THE HOMELESS

Background: Street people have been present in the area since the 1960's and currently congregate in Yale Park and the 100 block of Harvard Drive. Their impact on the area was identified as a major concern at the neighborhood meetings held for this plan update. In the surveys of neighborhood attitudes (see Appendix 1), "street people," "transients," or "vagrants" were the second most frequently mentioned issue for the area listed by 39% of the merchants second only to parking problems and 22% of the residents second only to concerns about crime. Most people's concerns focused on the negative effects of street people on the area--they hurt businesses, contributed to the negative image of the area, were responsible for crime, illegal drug sales on the street and so forth. So important was this issue that much of the support for turning Yale Park into a parking lot or building site was based on the desire to do something about transients. A minority mentioned concerns about the problems faced by street people.

A study completed in December of 1984 by Ronna Kalish, a UNM graduate Political Science student, entitled The Municipal Role in Human Services: A Case Study included a summary of interviews with twenty-one people who congregated in Yale Park. Kalish suggested that those who hang out in Yale park "are hippies (leftovers from the 60's), people passing through town who only plan to stay in Albuquerque a short time (transients), local teenagers, drug dealers, a few mentally-ill, some alcoholics, a few students, people looking to buy drugs, people crossing the park to get somewhere else, police and undercover agents." Of the 21 park people she interviewed (16 men, 5 women) 2 were between ages 13 and 16, 10 were 17 to 21, 4 were 22 to 26, 2 were 27 to 31, and 3 were over 31. Thirteen did not have a permanent place to stay, sometimes ending up at a relative or friend's apartment, in a motel room if they have money, or outside. Many said they would accept a job, but selling drugs is often their major source of income. Most claim to deal only small amounts of marijuana. However, while a majority of drug arrests in the area are for marijuana, hard drugs are also frequently involved. Most of those hanging out in the park area are familiar with the temporary shelters, missions, meal places and traditional social services which are available, but see themselves as too independent to use these services with their constraining regulations. They consider themselves residents of the University Area.

Ralph Di Palma, a street minister with the Reach Out to Jesus Mission who keeps an informal census of the homeless in Albuquerque, estimated in February 1985 that there are approximately 900 homeless in the city, an increase of over 100% in the last two years. His informal count put 40 homeless in the University Area: 20 staying with friends temporarily, 10 sleeping outside on the campus, and 10 in the cemetery at Yale and Stadium. Some have suggested that there are other area residents who are economically marginal, who are barely able to afford food and a place to live, and who at times cannot afford these and may become homeless. This observation is supported by the 1980 Census report that 34% of area residents had incomes below the poverty level.

There is a shortage of temporary shelter beds for teenagers in Albuquerque; most of the missions have an eighteen years or older regulation. New Day which operates temporary shelters for teenage runaways received 2,398 referrals in 1984, but was able to accept only 829 referals to their facilities because of space limitations.

In its discussions, the Social Issues Task Force came to feel that the elimination of Yale Park would not solve the street people problem. They would simply congregate in the 100 block of Harvard or elsewhere in town. Two steps to address the situation were included on the social issues survey; the establishment of a police foot patrol and the development of a temporary shelter for teenage runaways. (Because of the relatively better social services in Albuquerque for those over 18, the Task focused on the problem of teenagers.)

The police foot patrol was posed as a way to address drug dealing, and another area problem--the lack of enforcement of metered parking. Merchants overwhelmingly supported the idea (72% strongly support, 17% support). Over three-quarters of residents supported the idea (49% strongly support. 27% support). The Albuquerque Police Department feels that foot patrols are an inefficient use of resources, however, and are currently attempting to address the parking problems with public service aids and the other concerns by having officers walk through the area four times a day.

When the plan update was being developed, an ad hoc group, made up of a representative of City Human Services, the director of a teenage halfway house and others concerned with problem of the homeless, was developing a proposal for a temporary shelter for teenage runaways in a central accessible location, perhaps the University Area. (It has since been located elsewhere in the City.) It would have had 10 to 20 beds for 12 to 20 years, with a counselor to provide social service and job information. Attitudes of merchants and residents were fairly evenly divided on the possibility of locating it in the area, ranging from strong support to strong opposition, although a majority of resident property owners oppose the idea (see Appendix 1). While some have a strong desire to do something constructive to address the homeless problem, many feel that such a shelter would only compound the area's problems. One resident wrote in the neighborhood survey:

> I support the concept and in this neighborhood, but 10-20 beds is not nearly enough. Homeless would flock to the site and be forced to congregate outside which would just make our vagrant problem worse. Others expressed concern that a shelter located in a residential area would bring a flow of strangers through the area which would hinder crime prevention (see also III. F. Crime and Crime Prevention).

In addition to these reservations, the City is currently refining its definitions for facilities such as "Rescue Missions," and "Half-way Homes". Current zoning in the University Neighborhoods allows "Rescue Mission" in the R-3C zone, and "Group Training Homes" in the R-3C and MD zones, and makes "Group Training Home" a conditional use in the SF, RTD and DR zones. "Rescue Mission" is not defined in the current City Code. "Group Training Home" is now defined as "a residence providing full-time supervision and training in daily living activities and homemaking skills to a small number of residents other than family; no infant care is provided."

The March 1985 issue of Conserve Neighborhoods, a newsletter published by the National Trust for Historic Preservation, focused on neighborhoods response to the needs of the homeless. The issue concluded that, without participation by area residents and merchants, opposition to shelters is great and often prevents their location in a neighborhood. The most successful

attempts to establish shelters have involved neighborhoods not only in the development of the shelter, but also in its ongoing operation and in the resolution of problems which arise. The most successful facilities have been those located between residential and commercial or institutional areas where the homeless have public transportation and services but do not encroach directly on residential neighborhoods.

Recommendations:

1. Publicize Problem: Alert the City, University of New Mexico, those addressing problems of the homeless and the public to the shortage of short term shelter in Albuquerque for teenage runaways, and to the subgroup of the homeless in the University Neighborhoods which is younger and less likely to use traditional social services than the homeless elsewhere in the city.

2. Neighborhood Participation: Any attempt to establish a rescue mission or a short term shelter for teenage runaways in the area should involve input from area residents and merchants through:

a) Neighborhood representation on the committee planning the mission or shelter and at least one public meeting to identify neighborhood concerns. Area concerns already identified include the desire that the project address the problem of street people and homeless without attracting more homeless to the area and increasing associated problems, and that it not increase foot traffic of strangers through residential areas.

b) Public Review of any proposed facility to be located in the area through a conditional use hearing. "Group Training Home" is already a conditional use in the SF, RTD and DR zones. "Group Training Home" shall be changed to a conditional use in the R-3C zone and "Rescue Mission" shall be a conditional use in the UC zone.

III. I. PARK FACILITIES

Background

The 1978 Sector Plan identified a variety of issues concerning the three recreational facilities in the area--Yale Park, The Heights Community Center and Roosevelt Park. Each is discussed separately below.

In addition, the 1978 Plan noted the lack of adequate children's play equipment in the University Neighborhood area and called for a study of the feasibility of providing small vest-pocket parks for childrens' play areas as a necessary component for attracting more families to the area.

Recommendation:

The City should study the feasibility of vest-pocket parks for childrens' play areas in the University Neighborhoods.

YALE PARK

Background

By the 1930s, Yale Park had developed as a neighborhood park, planted with elms and provided with picnic tables. At that time it was nearly twice its current size, forming an L-shaped area wrapped around the city reservoir and including parts of the current Redondo Drive and the site of the Fine Arts Center (Popejoy Hall) which was built in 1965. The University's 1960 master plan which proposed the loop road also projected an art museum for the western end of Yale Park.

Since the late 1960's the park has been the focus of the counterculture, street people and illegal drug sales. This illegal activity and what some consider to be an unsavory population, sometime spill north onto the UNM campus and out into the commercial area. Nevertheless, the Social Issues Task Force feels that the removal of Yale Park in itself, would not solve the problems posed and faced by the street people, many of whom are homeless and runaways. Activities, such as Arts in the Parks, have not been scheduled in Yale Park in the last five years. Only the most basic maintenance has occurred in recent years. A new irrigation system and a tree replacement program are needed.

UNM owns the Yale Park land except for a small portion by the city pump station at the west end. The University granted an easement to the City in 1964 to maintain a park and visitor center on the site. No time limit is contained in the easement. Normally such an easement continues in perpetuity unless the holder (in this case the City) wishes to return it to the grantor (UNM). The City may be inclined to return the park land to the University because of the problems of the street population and drug dealing. Informal discussions between the University and the City have been taking place for nearly two years on this issue but no decsions have been made.

UNM's current five year plan calls for the construction of a fine arts museum on the site. They have explored the idea of moving Redondo Drive, the campus loop road, to the south edge of the park next to Central Avenue to consolidate the building site next to Popejoy Hall.

The surveys of merchants and residents (see Appendix 1) inquired into support for various short and long term options for the park. For the short term use of the park, the first preferences of merchants were: 1--a place for craft shows and concerts (33%), 2--a heavily landscaped parking lot(33%). The first preferences of residents included: 1--a place for crafts fairs and concerts (33%), 2--leave as is (18%), 3--playground or recreational equipment (15%), 4--a heavily landscaped parking lot (14%).

The survey showed strong support for ultimately using the park as a site for a fine arts museum. A majority of the merchants favored this step: strongly support (43%), support (35%). A majority of residents also favored the idea--strongly support (23%), support (26%), however a significant minority of residents opposed the idea--oppose (13%) strongly oppose (13%).

The three parks in the University area currently satisfy the Comprehensive Plan Policy (A.4.a.) that every home should have a park within one half mile. If Yale Park becomes a site for a new Fine Arts Museum, a portion of the neighborhood could be left without a park within this distance. Two Recommendations 1.b. 2. address this issue.

Yale Park Recommendations:

1. Long Term Use:

   a) When a decision about the long term use of Yale Park is to be made it should take place through a forum made up of all interested parties including the City, University, the Implementation Committee and the Community.

   b) If a new museum is to be built in the park, the following concerns should be addressed:

      1. The museum should contribute to a positive connection between the University and the Central Avenue commercial district in part by opening directly onto an extension of the Cornell pedestrian mall (see Pedestrian Improvements).

      2. The remaining western 1/4 to 1/3 of the park, which would not be built upon, should be redesigned for appropriate recreational uses.

      3. If Redondo Drive is moved south, pedestrian improvements and the design of the museum should overcome the physical and psychological barrier posed by the six lanes of automobile traffic created by the consolidation of Central and Redondo.

2. Short Term Use:

   a) The City should improve its maintenance of the park's landscaping.

   b) Any physical improvements which are compatible with long term developments should be made now. The University should extend the Cornell Pedestrian Mall from the corner of Popejoy Hall to Central. The City should replace the irrigation system in the western portion of the park and begin a tree replacement program.

c) Temporary improvements and activities which bring more people into the park should be undertaken by the City. These might include: more benches, diagonal pedestrian paths and the scheduling of activities such as concerts, craft fairs and neighborhood fairs.

d) Trial of a police foot patrol in the area should be instituted to discourage drug trafficing in the park.

THE HEIGHTS COMMUNITY CENTER

Background:

The Heights Community Center was built between 1938 and 1942 by a National Youth Administration crew with substantial support of time and donated materials from the community. When the center was completed, the Albuquerque Public Schools, which owns the land the center is built on, granted the city a 99 year lease for the 12 acre site. This first center in "the Heights" has long served as a focal point for University Neighborhood activity.

In 1983, the City Parks and Recreation Department decided (without consulting the surrounding neighborhoods), that the aging center should be sold and a new center built further south on Yale Boulevard. The City prepared a bond issue of $1,290,000 for the purchase of a new site, the planning of a new center and the construction of the first phase of that center. After that bond was approved by the voters, the City Legal Department determined that the terms of the 99 year lease on the old center land required the City to maintain the area for recreational purposes. Since this provision prevents the sale of the building, the City has decided to retain it for recreational use. In January of 1985, the City Council designated the Heights Community Center a city historic landmark.

Heights Community Center Recommendations:

1. Planning Community Center Uses: The Implementation Committee (see IV Plan Implementation), surrounding neighborhood associations and all groups that have used the center during the last three years should be invited to participate in the planning for the old and new Community Centers.

2. Old Center Functions: The planning for the new Community Center should include the determination of what functions will remain at the old center.

a) Since the large room is well adapted to dances, dance classes, and concerts, these functions should be considered for continuation at the old center.

b) The pedestrian orientation of the neighborhood should be considered in planning what functions will remain at the old center. Moving neighborhood related activities, such as meetings spaces, to the new center would put them out of walking distance for the neighborhood.

c) A childrens' playground area should also be considered for continuation.

d) Full utilization of the site for park activities should be considered including basketball courts, softball fields, community gardening projects and other similar activities.

3. Naming of New Center: The new community center on south Yale should be given a new name to avoid confusion with the existing Heights Community Center.

ROOSEVELT PARK

Background:

Roosevelt Park was constructed during the late 1930's as a WPA project. It has been recognized by the State Historic Preservation Division as an important historic landscape. The 1978 Sector Plan called for the formation of a task force to address the lack of parking and children's play equipment. Refurbishing of the park was begun in 1984 with the replacement of the irrigation system and the beginning of a tree replacement program which will continue for about ten years. Plans also called for the construction of a parking lot in a portion of the park. This construction was stopped by neighborhood protest. This leaves the need for parking and children's play equipment, as well as the recently identified need for repairs to the retaining walls in the southern portion of the park.

Roosevelt Park Recommendations:

1. Parking: A joint use agreement between the Albuquerque Public Schools and the City should be made for use of the Milne Stadium auxiliary parking lot at the west side of the park which holds approximately thirty cars. The agreement would go into effect after TVI, which currently uses the lot for parking for its medical careers classes located in a building near the park, moves those classes to its new building.

2 Play Area: A children's play area should be added to the park. Design and placement of the area should be sensitive to the historic character of the park and not detract from it. Consultation with the Implementation Committee and Neighborhood Associations should be made to determine its size and location.

III. J. BUILDING AND LANDSCAPE MAINTENANCE

Background:

Of residents surveyed, 15% cited lack of property maintenance as one of the two most important problems in the area. Lack of landscaping maintenance was cited by 12%. Of those planning to move during the next year, 16% cited lack of property maintenance as one of their two most important reasons. Many residents blame non-resident property owners for letting their rental units become run down. Property owners, for their part, often claim that renters damage property and do not take any responsiblity for maintenance.

Lack of property maintenance was also mentioned as one of the two most important issues in the area by 19% of the Central Avenue merchants surveyed--the fourth most common response. The lack of maintenance contributes to the negative image of the entire area.

One merchant surveyed wrote:

> This whole area looks like an overflowing trash basket. This is as much the merchant's fault as anybody's. More landscaping on the sidewalk area would improve the atmosphere and the "psychological perception' of the neighborhood. The Harvard Mall renovation is an example of an improvement that all the merchants should take to heart.

The importance of such improvements is reflected in the proposed pedestrian improvements (see III. E. Pedestrian Improvements). In addition, other actions proposed by this plan, such as the reduction of traffic on residential streets, a slowing in the rate of population turn over and the fostering of a greater sense of community, should contribute to better maintenance (see III. C. Automobile Traffic, III. G. Population Turn Over).

During the development of the area, Silver Avenue, because it was the most fashionable street in the neighborhood, established the type of landscaping and styles of architecture which were employed throughout the area. Today it is the best maintained area in the neighborhood. The refurbishing of its landscape, along with the proposed pedestrian improvements, can serve as examples for landscaping improvements elsewhere in the area. Similarly, the proposed designation of the Silver Hill Historic District and publication of a neighborhood history and architecture handbook can showcase the reuse and refurbishing of the area's buildings (see III, M. Historic Preservation).

Recommendations:

1. Silver Avenue. The City should refurbish the public right of way and median on Silver Avenue, including beginning to replace missing and dead trees, replacing the irrigation system and refurbishing the grass.

2. Encourage Maintenance. Neighborhood and merchant associations should encourage landscaping and building improvements through such publications as the neighborhood History Handbook and newsletters (see III. M. Historic Preservation, Recommendation 1). The City should provide copies of the handbook to property owners in the area.

3. Peer Pressure. The neighborhood and merchant associations should apply peer pressure to those who do not maintain their property and, as necessary, ask for City enforcement of the Building Code, and the Weed and Litter Ordinance.

4. Spring Clean Up. The merchant and neighborhood associations should organize and encourage active participation in the City's spring clean up week. Since many people in the are do not have any vehicle, the City should provide trucks for alley pick ups in the area during the spring clean up.

III.K. INSTITUTIONAL IMPACTS

Background:

The major institutions surrounding the University Neighborhoods--the Technical-Vocational Institute, the University of New Mexico and Presbyterian Hospital--provide jobs, services, educational and cultural activities, and a day time population which help support area businesses. They are responsible for much of what is positive and distinctive about the area.

At the same time, however, their success as regional institutions has contributed to many area problems: traffic congestion, high population turn over, and difficulties in crime prevention (see III.C. AUTOMOBILE TRAFFIC, III.G. POPULATION TURNOVER, III.F. CRIME AND CRIME PREVENTION). The expansion of their campuses has consumed formerly viable residential areas. At the meetings held for this plan update, area residents repeatedly voiced concerns about these problems and the future prospects for the expansion of the institutions. The current zoning, which allows schools in the SF and DR zones, leaves much of the residential area open to the expansion of educational institutions.

The Technical Vocational Institute's current plans call for the development of its satellite campuses. Currently no new construction on the main campus is in any stage of planning.

TVI does not actively seek to buy property in the residential areas of the neighborhood, but has purchased some houses after they have been listed six months and after being approached by the seller. The approximately ten houses they have purchased are immediately adjacent to their campus and situated on Coal Place, Coal Avenue and Oxford in an area zoned DR. These were once used by TVI as offices. All but one is now used for short term storage. The former Barber Market building at Yale and Lead is slated for use as long term storage.

The public can monitor the TVI's Annual Report which discusses future plans, and get on the mailing list for the agenda for TVI Board Meetings.

The University of New Mexico owns three buildings south of Central--the Architecture School, the Tamarand Institute and the Appropriate Technology Center. UNM has not had a policy of purchasing property south of Central and their Campus Plan does not include any further expansion south of their main campus.

The Campus Planning committee is involved at early stages of all plans and their meetings are open to the public. The public can be placed on the agenda mailing list which is handled by the office of the University Architect.

Presbyterian Hospital does not have any construction on its main campus planned in the near future. They have assembled blocks of property north of Central and south of their own SU-1 zoned campus which they are offering to private developers. These are slated for support facilities-shops and small commercial for their employees and patient's famililes--to be located north of Central and medical offices south of Lead.

This direction was set by the Sycamore Metropolitan Redevelopment Plan which serves as Presbyterian's main planning document. In addition, Presbyterian supports the Sycamore Redevelopment Plan's establishment of Sycamore Street as the eastern boundary to their expansion. In light of the Sycamore Plan, during the last year, they have sold or traded most of their properties east of Sycamore. They still own (through Total Business Systems, their data processing firm) a house in the 2100 block of Silver zoned UC and two apartments at 1401/05 Gold zoned DR which are used for short term housing for new employees and those attending training sessions from out of town. Presbyterian has a policy of discussing their plans with the Sycamore Neighborhood Association.

Recommendations:

1. Institutional Incursion. The three major institutions should not further expand their ownership or activities into the areas zoned residential. The institutions should return residential properties which they own to residential use as soon as possible. Prior to acquiring new property or using residential properties other than for residences, the institutions should notify the affected neighborhood association of their plans. In addition, school shall be made a conditional use in the SF, RTD and DR zones.

2. Institution edges. Institutions should orient their campuses and buildings to the broader community where they border on commercial areas, arterial streets and identified pedestrian paths (see III. E. Pedestrian Improvements). Institutional property, especially parking lots, should be buffered from resident areas by walls, extensive landscaping or similar device.

3. Automobile Entrances. Automobile entrances to the institutions and to their parking lots should be located, and where possible relocated, to reduce automobile traffic on residential streets.

4. Neighborhood-Institution Communication. The institutions and surrounding Neighborhood Associations should maintain ongoing communication through their representiatives on the Implementation Committee (see IV Plan Implementation) and, as necessary, by the designation of laison contact persons.

III. L. WATER AND SEWER REPLACEMENT

The 1978 University Area Plan addressed the need for replacement of existing water and sewer lines. A number of the most deteriorated lines have been replaced since then. The Water Resources Department has since adopted a replacement plan which prioritizes needs for the City as a whole. According to this replacement schedule, the University Area will have no lines replaced in the foreseeable future.

III. M. HISTORIC PRESERVATION

Background

Historic structures and residential areas are one of the assets of the neighborhood which can be enhanced to help create a more positive image.

Current zoning provides no incentive for the demolition of existing houses as occurred frequently between 1969 and 1978. The current residential zoning either corresponds with the historic density (SF zone) or represents a moderate increase in density which can be realized through construction of an additional unit or duplex behind the existing house (RTD and DR). Such infill construction has occurred since the 1978 Sector Plan established the current zoning.

Only the Werner-Gilchrist House at Silver and Cornell is currently listed on the State and National Registers of Historic Places. Silver Avenue and Roosevelt Park have been identified as historic landscapes for nomination to the State Register. Recently, the City Council designated the Heights Community Center a City Landmark.

The remaining substantial potential for historic designation and preservation in the area is noted in Map 6. (This is a preliminary assessment, which will require further research and written nomination before offical historic designation can be made.) Individual structures marked as Potential State or National Register Eligibility (on Map 6) are candidates for nomination to those registers of historic properties. In general, these buildings are among the best examples of their type or style remaining in the City. Listing on the State and National Registers carry few limitations on what can be done with the property. Instead, registration brings incentives encouraging preservation, the most important of which are tax credits. If a building is income producing (commercial, industrial, rental residential), 25% of the cost of restoring it can be claimed as a Federal tax credit. Up to $5,000 or 50% of the cost of refurbishing any State Register structure can be claimed as a State tax credit.

Structures marked Of Neighborhood Historical Interest (on Map 6) are not good candidates for historic designation for one of a number of reasons: they are less distinguished examples of historic types, their original appearance has been modified or they are less than fifty years old. They nevertheless have some historic character which can be recognized and should be maintained if the owner desires.

The Potential Silver Hill Historic District (on Map 6) is of particular interest because of the quality of its historic houses, the relative lack of new construction in the area and importance of its landscaped boulevard. The recognition of this in the 1978 Sector Plan lead to the zoning of a portion of the area as Single Family Residential. This plan update goes further by identifying a somewhat larger area as having the potential for designation as a State and National Historic District. This would bestow the incentives for preservation mentioned above; not just for individually significant structures, but also for houses which contribute to the character of the district. This would include most of the houses with a symbol within the potential district on Map 6.

The University Heights Association has secured a grant from the New Mexico Historic Preservation Division for the preparation of a neighborhood handbook on historic architecture and its preservation which will be produced as an unofficial companion to this plan. It should be possible to prepare the nomination for the Silver Avenue Historic District as part of the background research for that handbook.

Recommendations:

1. History Awareness. Increase local awareness of the area's architectural history through the completion and distribution of a handbook describing the history, landscaping and architecture of the area. Include suggestions for sympathetic renovation and additions to historic houses and commercial buildings, and examples of infill construction which would complement existing structures and also build upon the historic architectural imagery of the area.

2. Silver Hill District. Prepare a nomination of the Silver Hill District for the State and National Registers of Historic Places.

3. Historic Structures. The City should investigate the potential for additional nominations for the remaining historic structures in the area. (Most of these buildings are only eligible for nomination as outstanding examples of relatively common types or styles. Therefore, assessment of their significance for nomination can only occur in a larger context such as nomination covering all historic structures in the southeast quadrant of the City.)

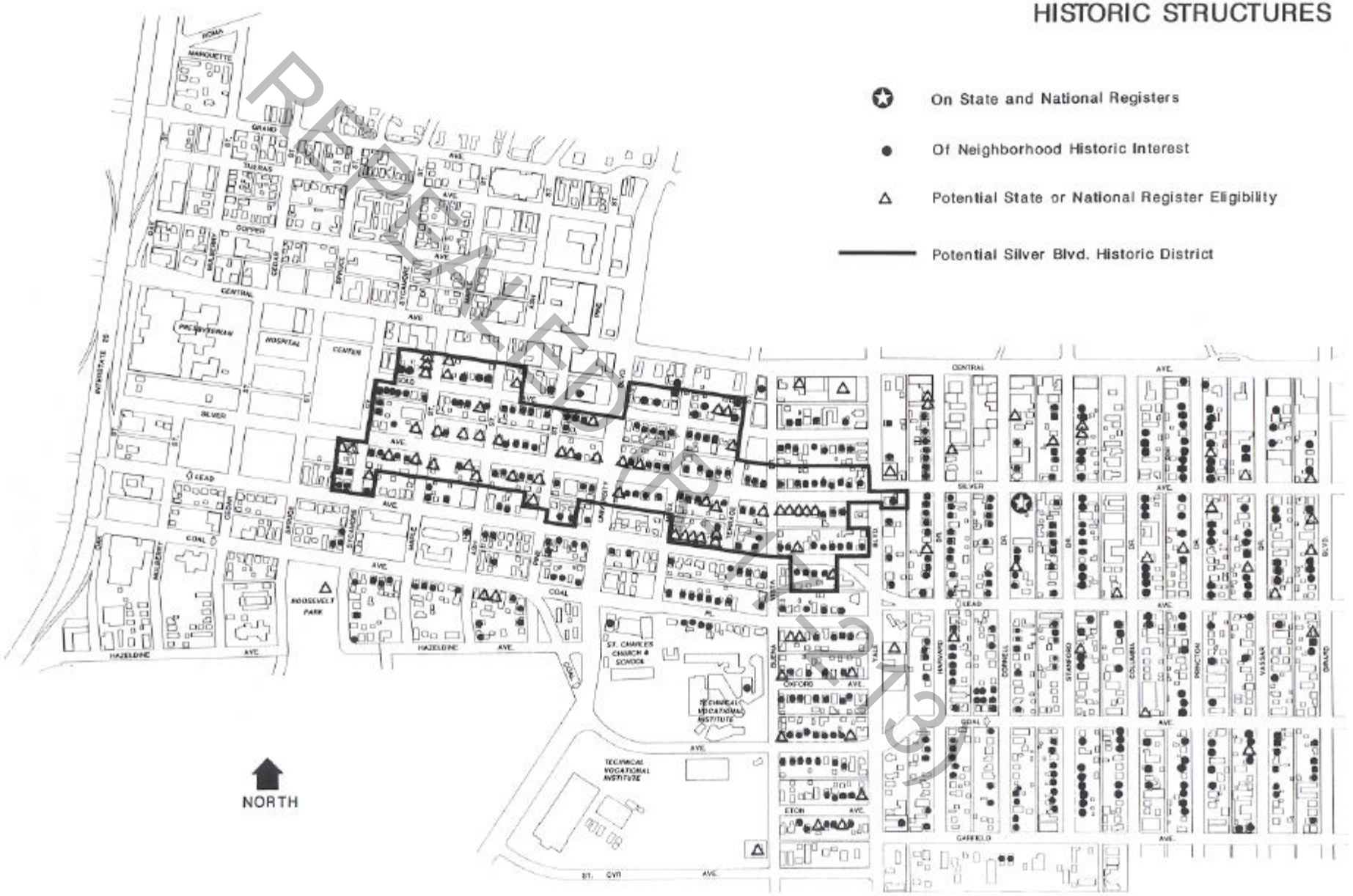
4. Historic Overlay Zone. The City and affected property owners should consider the development of an Urban Conservation or Historic Overlay Zone for the Silver Hill district area.

5. Silver Boulevard Landscaping. The City should refurbish the landscaping of Silver Boulevard (see III. J. Building and Landscaping Maintenance).

MAY 1985

UNIVERSITY NEIGHBORHOODS

HISTORIC STRUCTURES



Map 6

IV. PLAN IMPLEMENTATION

Background: The 1978 University Neighborhoods Sector Development Plan identified most of the issues which this plan update again identifies. It also made many of the same recommendations again found in this plan. The most significant changes caused by the 1978 plan were the reduction in residential zoning densities and the development of a permit parking system. Some physical improvements have occurred such as the addition of street lights and handicapped curb cuts, and the beginning of the refurbishing of Roosevelt Park. Median landscaping improvements along Central are currently in the works. There has been a general, if gradual, improvement in the area.

However, the list of steps called for in the 1978 plan but never taken is long: "provide necessary parking facilities," "improve the community center," "reduction of unnecessary traffic on Lead, Coal, University Boulevard, and other busy streets," "the sidewalk ordinance should be enforced," "street and pedestrian improvements," "enact a demonstration landscaping program," "the City should study the traffic patterns and suggest methods of reducing crossover traffic," "establish a neighborhood land use advisory committee," and many others (see 1978 Sector Plan, pp. 12, 13, 22, 24, 26). While no one would have expected all these things to happen at once, the momentum generated by the 1978 plan was spent in a year or two and little has occurred since then.

Several reasons account for the lack of implementation of the 1978 plan. Most important of these is the lack of a large enough group of people committed to the long term improvement of the area. This is the result of the neighborhood's high turnover rate and low proportion of resident property owners (see III. G. Population Turnover). The few committed residents and merchants bear too much of the burden of improving the neighborhood.

Another problem is the fatalistic attitude which many people in the neighborhood and throughout the city have about the University Neighborhoods. One hears such things as, "Doesn't every university have a run down student neighborhood like this?" and "This is just the way university neighborhoods are, and if you want the advantages of living there you also have to put up with the problems." The name, the "Student Ghetto," epitomizes this attitude and subconsciously justifies the neglect of the area.

But not all university neighborhoods are like this and many that have had similar problems have worked to solve them. In the west, the university communities of Berkeley and Davis in California, and Boulder and Ft. Collins in Colorado are good examples. We in the City, area institutions and the neighborhood can also apply our imaginations and resources to changing things for the better.

The City and the surrounding institutions have a special stake in improving the quality of this area because its negative image reflects directly on them. Because of the past difficulties in improving the area, a special commitment is needed for the successful implementation of this plan.

In addition, the active participation of many people in the preparation of this plan gives them a stake in the plan's implementation and has given substance to the recommendations. The far greater detail in background information and recommendations in this plan should also facilitate implementation.

Project Status June, 1986: Since the University Neighborhoods Area Sector Development Plan was reviewed by the EPC, several of the Plan's recommendations have been implemented, while others are in process. Actions taken to date are summarized below, in the order of listing of the recommendations in Section III.

1. Lead and Coal. Traffic Engineering is engaged in a complete study of Lead and Coal Avenues. Results will be discussed with the several neighborhoods involved when the study is completed. One of the recommended changes, however, does not depend on the study results, and has been proposed for inclusion in the 1987 Capital Improvements Project list. This is replacement of the current sidewalk on one side of Lead and of Coal by a sidewalk set back from the street and buffered with landscaping. For the area between I-25 and Girard, estimated cost of this project is $767,000.

2. Parking Legislation. A bill authorizing the City to add one dollar to parking fines has been passed by the New Mexico legislature; this legislation should bring in funds which will be used in part for a more aggressive parking enforcement program.

3. Pedestrian Improvements. A first phase of the pedestrian network outlined in Section III.E. has been proposed for inclusion in the 1987 Capital Improvements Project list. This phase calls for landscaping, sidewalk improvements, street furniture, and bus kiosks along Central from Terrace to the alley east of Cornell, and along Harvard and Cornell from Central to Silver. Estimated cost is $311,000.

4. Crime Prevention. The Police Department's Southeast Substation has temporarily assigned a foot patrol officer to the Yale Park/Harvard Drive area.

5. Yale Park. The Parks and Recreation Department has agreed to relinquish the City's easement on the easterly two-thirds of Yale Park to UNM; the City's Public Works Department will continue to operate the pump station at the west end. Future decisions about long term use of the park will be made by the University in consultation with the Implementation Committee and the UNM community.

6. Roosevelt Park. Addition of a park play area has been proposed for inclusion in the 1987 CIP issue, at an estimated cost of $25,000.

7. History Awareness. The University Neighborhoods History Handbook was published in February, 1986, with funds from the State Historic Preservation Division, Harvard Mall Partners, and Frontier Restaurant. This 61 page handbook discusses architectural styles, rehabilitation, landscaping, maintenance, energy conservation, and infill.

8. Historic Structures. The Silver Hill Historic District has been placed on the New Mexico Cultural Properties Register and nominated to the National Register of Historic Places. The State Register listing will make state income tax credits available to property owners who appropriately rehabilitate their historic homes.

9. Implementation Coordinator. A temporary position for implementation of the University Neighborhoods and South Broadway Sector Development Plans was approved by the City Council in the FY '87 Budget. The person filling this full-time position will work in both neighborhoods with Implementation Committees of neighborhood residents and associations, business people and institutions. Specific projects for completion in this implementation year will be selected by the Implementation Committees and the City.

Recommendations:

1. Institution and Group Support. Area institutions, merchants and neighborhood associations should endorse the plan, name a member and alternate to the Implementation Committee (Recommendation 2) and encourage their staff and members to work for the implementations of the Plan. They should also make committments to support the hiring of an Implementation Coordinator and the establishment of an office in the area.

2. Implementation Committee. The City shall establish an Implementation Committee for a period of three years to encourage and coordinate efforts for the implementation of this plan. If the Plan is to be successfully implemented, the ongoing participation of those concerned will be necessary to refine and interpret the goals and recommendations, to apply the experience gained from the first stages of implementations, and to set and periodically reassess priorities.

a) Its membership shall consist of one member appointed by each of the following institutions and groups: Presbyterian Hospital, the Technical Vocational Institution, the University of New Mexico, the University Merchants Association, the Silver Hill Neighborhood Association, the Spruce Park Neighborhood Association, the Sycamore Neighborhood Association and the University Heights Association. In addition, the Mayor (in consultation with the City Councilor for District 3) shall appoint four members to provide addition expertise, especially in finance, and to balance representations of residents, merchants and property owners, and of age, gender and social groups.

b.) The committee shall coordinate its efforts with groups which have common goals and interests including the Central Avenue Corridor Corporation, the Nob Hill Main Street Program, and the Huning Highlands, Victory Hill, Southeast Heights and Nob Hill Associations.

c) The Committee shall have open public meetings.

d) The Committee shall set priorities to help focus its efforts and those of the Implementation Coordinator. It may also take a position on any new issue in the area such as a proposed public improvement or a zoning variance.

e) The committee is not meant to superceed the efforts of the Merchants and Neighborhood Associations. Instead, its efforts should aid the growth of the associations.

f) The committee shall submit an annual report to the City Council, the Mayor, participating groups and the community which assesses the progress made towards the implementation of the plan.

g) At the end of three years, the committee shall make recommendations to the City Council, and the Mayor for the continued improvement of the area, including a recommendation on whether the committee should continue to exist or some other group should be formed such as a development corporation or neighborhood services office.

3. Implementation Coordinator. Within six months of the adoption of the plan, the City and the Implementation Committee shall establish an Implementation Office in the area with a half-time Coordinator. The work of the Coordinator would focus on four responsibilities:

a) Organization. The Coordinator would provide continuity and a central focus for the implementation of the plan and the revitalization of the area. The Implementation Committee members with their own full-time jobs and committments can not provide the necessary sustained presence. The Coordinator would foster effective cooperation of the various groups which has begun to develope during the Sector Plan process.

b) Image. As the half-time advocate for the area, the Coordinator would help the Implementation Committee identify the area's strengths. The Coordinator would develop and publicize activities to enhance and promote the area's image and positive qualities. Within the neighborhood, the coordinator would help develop the series of annual events and neighborhood publications designed to create an increased sense of community and the improved maintenance of property.

c) Funding. The Coordinator would work to obtain funding from public and private sources for the improvements recommended in the plan and for the general revitalization of the area.

d) Redevelopment. The Coordinator would work to improve the viability of the business area by working with existing businesses as well as recruiting new stores to provide a wider retail mix. Developers would be encouraged to undertake appropriate in-fill residential projects. Financial mechanisms to support positive redevelopment would be explored.

The City would provide the salary for the coordinator. The institutions and groups on the committee would provide office space, materials, office equipment, clerical support and printing through monetary and in-kind donations.

APPENDIX 1: SOCIAL ISSUES SURVEY OF RESIDENTS AND CENTRAL AVENUE MERCHANTS

This survey was undertaken by the Social Issues Task Force (see Acknowledgements) after the group determined that it needed to be better informed about people's attitudes on Yale Park, crime, a shelter for the homeless, a police foot patrol, the turnover rate in the neighborhood, and the business climate, as well as general attitudes toward the neighborhood.

Residents Survey

Several methods for selecting resident survey recipients and distribution of the survey were considered before a viable approach was developed. A telephone survey was rejected because one-quarter of the residents lack a telephone. A mail-out survey was also rejected because, with the population turn over in the area, every directory of residents is dated.

The group used the post office's list of mailing addresses. New buildings and buildings that have been torn down were added or eliminated from the list. There was a total of 2,553 addresses in the area (see Map 2) 1,097 from the Silver Hills neighborhood and 1,456 from the University Heights. Each address was assigned a number. Then a random number table was employed to select 176 addresses in the Silver Hills area and 234 in the University Heights.

The resident surveys were hand delivered with a stamped, addressed envelope attached for their return. The group felt that dropping the survey off with no personal contact or mailing it out would result in a low return rate. Two attempts were made to deliver the survey in person at different times of the day or week. If, on the second attempt, no one was home, the survey was left at the door. If addresses were found to be obviously vacant, a new address was selected from a list of alternates.

Merchants Survey

The merchants survey was distributed to all seventy merchants in the first block south of Central, between Girard and University. These surveys were also hand delivered. Surveys from businesses located from University to Terrace, and Yale to Stanford were picked up. The balance were provided a stamped addressed return envelope.

Return Rate

One-hundred-seventy-five (175) of the residents survey were returned. This represents an unusually high 43% rate of return. Forty-six (46) merchants surveys were returned. The hand pick up probably accounts for the even higher 66% return rate.

A summary of comments written on the surveys and the results of a variety of cross tabulation are on file at the Redevelopment Division. The cross tabulations break down responses to attitude questions by demographic categories. The only cross tabulation that showed a significant difference in attitudes between groups was the shelter question. The results for owners compared to renters are reported below.

SURVEY OF RESIDENTS

Introduction

1. What do you consider the two most important problems facing the University Heights/Silver Hills neighborhood:

The written responses fell into general categories:

Crime	36.0%
Vagrants	22.3%
Traffic	15.4%
Lack of Property Main	15.3%
Lack of Landscape Main	11.9%
Parking	7.9%
Hospital Expansion	5.8
Absentee Landlords	5.0

Residency in Neighborhood

2. How long have you lived at your current address:

1. Less than 6 months	14.2%	4. 2-5 years	19.4%
2. 6-15 months	22.8%	5. More than 5 years	25.7%
3. 15 months - 2 years	16.5%	(No Response - NR)	1.1%

3. How many units are there in your building?

1. 1 unit	35.4%
2. 2, 3 or 4 units	34.2%
3. 5 or more units	29.7%
(NR)	0.5%

4. Do you own or rent your home?

1. Own	25.1%
2. Rent	73.7%
(NR)	1.1%

5. Do you plan to move in the next year:

1. Yes	28.5%
2. No	58.8%
3. Don't know	12.0%
(NR)	0.5%

6. If yes, what are your two most important reasons for moving in the next year?
(percentages represent total of first and second reason)

1. Problems with neighbors	7.8%	7. Victim of crime	15.5%
2. End of school year	20.6%	8. Image of area	19.9%
3. Lack of property maintenance	15.5%	9. Hassles with landlords	3.5%

4. Problems with roommate(s)	5.4%	10. Too much traffic on street	22.2%
5. Non-renewal of lease by landlord		11. Need more space	29.9%
		12. Plan to purchase own home	18.6%
6. Eviction	1.5%	13. Change of employment	15.5%
		14. Other, specify_____	

7. When you move, do you plan to stay in the neighborhood?

1. Yes. Why: 43.8% (Summary of written comments on file at the Redevelopment Division.
2. No. Why not? 56.3%

Yale Park

Yale Park is owned by the University of New Mexico. However, the City of Albuquerque has an easement (a signed, legal contract) that makes it responsible for maintenance of the park. Although the legal agreement between the University and City does not specify how long the City will control the park, eventually Yale Park may be returned to the University.

The University's long-term plan stipulates that Yale Park will become a site for a Fine Arts Museum. Before then, the park could be used for a variety of other uses.

8. In the SHORT TERM, (three to five years), how would you like to see Yale Park used?

First Response			Total 1st-4th Response
33.1%	1.	As a place to hold crafts shows or musical concerts in the summer	54.2%
3.4%	2.	As a place to distribute information to visitors	33.0%
4.5%	3.	As a place to buy food or goods from vendors	31.2%
14.2%	4.	As green space in 1/4 to 1/3 of the present park with the remainder redeveloped by the University as landscaped parking	30.6%
14.8%	5.	As a park with children's playground equipment and/or volleyball and basketball courts	43.3%
17.7%	6.	Remain as is	17.7%
10.2%	7.	Other	

9. In the LONG TERM, how would you like Yale Park to be used?

32.5% 1. As a site for a University Fine Arts Museum covering approximately 1/4 to 1/2 of the present park.

10.8% 2. Solely for a University to the Fine Arts Museum with all of present park used for building space.

22.8% 3. As a community park with new activities, such as concerts, food vendors, and craft shows.

8.0% 4. As a community park with playground equipment and/or volleyball and basketball courts.

12.5% 5. Remain as is.

9.1% 6. Other

10. The University has indicated the likely long-term use of Yale Park is as a building site for a University Fine Arts Museum with 1/4 to 1/3 of the area being used as green space and a pedestrian mall. Do you support or oppose this use of the Park?

1	2	3	4	5
X 24.5%	X 28.0%	X 18.8%	X 13.1%	X 13.1%
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose

11. As a way to assist the homeless and runaways, it has been suggested that a shelter with 10-20 beds, for 12- to 20-year-olds with a counselor to provide social service and job information be provided. If the neighborhood participated in the development of the center, and the location and form of the center was publicized, would you support or oppose having such a center in the area?

	1	2	3	4	5
	X 22.8%	X 26.2%	X 15.4%	X 13.7%	X 21.1%
	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
Owners	4.6%	22.7%	11.4%	15.9%	45.5%
Renters	29.5%	27.1%	17.1%	12.4%	13.1%

12. Some people feel that drug dealing on the street and the lack of enforcement of metered parking are problems in the commercial area along Central. Would you support or oppose the establishment of a police foot patrol in the commercial area to address these problems?

1	2	3	4	5
X 48.5%	X 27.4%	X 16.0%	X 5.7%	X 2.2%
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose

Crime

13. During the last year, were you a victim of crime in the University Heights of Silver Hills neighborhood?

1.Yes 36.5%
2.No 61.7%

14. What is the most recent crime you have experienced in the University Heights/Silver Hills area?

35.1% 1. Home burglary
5.4% 2. Assault
28.4% 3. Theft (unlawful taking of another's property)
1.4% 4. Robbery (theft accomplished with violence or intimidation)
10.8% 5. Auto theft
0.0% 6. Forcible rape
18.9% 7. Other, please specify _____

15. Did you report the crime to the police?

1. Yes 67.1%
2. No 32.9%

Summary of written responses on file at Redevelopment Division

16. How often do you watch your neighbors home or property while they are away, or ask you neighbors to watch your home or property when you are away?

1. Often	34.2%	4. Seldom	9.7%
2. Sometimes	19.4%	5. Never	13.7%
3. Occasionally	22.8%		

17. Which of the following crime prevention methods do you currently have or use?

1. Deadbolt locks on all doors	73.7	9. Auto burglary alarm	4.0%
2. Window locks	70.3%	10. Car locks	57.1%
3. Outdoor lights	63.4%	11. Hood lock on car	26.3%
4. Automatic garage door opener	1.1%	12. Gun	19.4%
5. Home burglary alarm	8.6%	13. Walking with someone else at night	29.7%
6. Door peephole	23.4%	14. Mace	6.3%
7. Fence around property	28.6%	15. Training in judo, karate other self protection arts	9.1%
8. Dog	25.1%	16. Other, please specify	16.0%

18. Would you attend and participate in a neighborhood crime prevention meeting for you block once a year?

1. Yes 78.2%
2. No 19.4%
No response 2.2

19. What actions do you feel should be taken to reduce crime in the University Heights/Silver Hills area? (Written responses on file.)

20. On the whole, how would you rate the job the police are doing in your neighborhood?

1.	Excellent	6.2%	4.	Poor	10.2%
2.	Good	21.1%	5.	Very poor	8.0%
3.	Fair	37.1%	6.	Don't know	17.1%

Demographic Information

The following questions will give us information about the attitudes held by different groups within the neighborhood. Your answer will be kept confidential.

21. Are you a student or non-student?

1.	Not a student	57.1%	4.	High school student	0.5%
2.	UNM student	35.4%	5.	Other student	1.1%
3.	TVI student	5.1%			
	No response	0.5%			

22. Including yourself, how many persons live in your household?

No Resp.	2.2%
One	44.0%
Two	37.1%
Three	9.1%
Four	3.4%
Five	2.8%
Six	0.5%
Seven	0.5%

23. What is you age?

1.	Less than 20 years	1.7%	5.	40-49 years	6.8%
2.	20-24 years	18.2%	6.	50-64 years	6.2%
3.	25-29 years	24.5%	7.	65 years or older	11.4%
4.	30-39 years	30.2%		(NR)	.5%

24. Are you female or male?

1.	Female	53.1%
2.	Male	44.5%
	(NR)	2.2%

25. What educational level have you completed?

1.	8th grade or less	1.1%
2.	Between 9th grade and less than a high school diploma	4.5%
3.	High school diploma or GED	12.0%
4.	Some college but less than a bachelor's degree	41.1%
5.	Bachelors or graduate degree	40.5%
	(NR)	0.5%

26. What is your ethnicity?

1.	Native American	7.4%
2.	Hispanic	10.8%
3.	Anglo	70.8%
4.	Asian	1.7%
5.	Other, please specify: 4.5% (incl. 1.1 Black, Category omitted by typing error)	

27. What was your total household income for 1984?

1.	$0-4,999	19.4%
2.	$5,000-9,999	21.1%
3.	$10,000-19,999	32.0%
4.	$20,000-29,999	6.2%
5.	$30,000-49,99	7.4%
6.	$50,000 or over	0.5%
	(NR)	13.1%

Survey of Central Avenue Businesses

Introduction

1. As a business person, what do you consider the two most important problems facing the University Heights/Silver Hills neighborhoods?

Parking	49.9
Vagrants	39.1
Drugs	19.4
Prop. Maint.	19.4
Crime	15.0

Yale Park

Yale Park is owned by the University of New Mexico. However, the City of Albuquerque has an easement (a signed, legal contract) that makes it responsible for the construction and maintenance of the park as a picnic area. Although the legal agreement between the University and City does not specify how long the City will control the park, eventually Yale Park may be returned to the University.
The University's long-term plan stipulates that Yale Park will become a site for a Fine Arts Museum. Before then, the park could be used for a variety of other uses.)

2. In the SHORT TERM (three to five years), how would you like to see Yale Park used?

1st Response			Total 1st-4th Response
32.6%	1.	As a place to hold crafts shows or musical concerts in the summer	60.7%
2.1%	2.	As a place to distribute information to visitors	45.4%
2.1%	3.	As a place to buy food or goods from vendors	25.9%

32.6%	4.	As green space in 1/4 to 1/3 of the present park with the remainder redeveloped by the University landscaped parking	65.1%
8.6%	5.	As a park with children's playground equipment and/or volleyball and basketball courts	49.8%
8.6%	6.	Remain as is	8.6%
13.0%		Other: (A summary of written comments is on file with Redevelopment Division)	

3. In the LONG TERM, how would you like Yale Park to be used?

1st Response

39.1%	1.	As a site for a University Fine Arts Museum covering approximately 1/4 to 1/2 of the present park.
21.7%	2.	Solely for a University Fine Arts Museum with all of the present park used for a building space.
17.3%	3.	As a community park with new activities, such as concerts, food vendors, and craft shows.
4.3%	4.	As a community park with playground equipment and/or volleyball and basketball courts.
6.5%	5.	Remain as is.
4.3%	6.	Other
6.5%		(No Response - NR)

4. The University has indicated the most likely long-term use of Yale Park is as a building site for a University Fine Arts Museum with 1/4 to 1/3 of the area being used as green space and a pedestrian mall. Do you support or oppose this proposed use of the park?

1	2	3	4	5	6	
x 43.4%	x 34.7%	x 10.8%	4.3%	x 4.3%	x 0.0%	2.1%
Strongly support	Support	Neither support nor oppose	Oppose	Strongly Oppose	Don't know	NR

5. As a way to assist the homeless and runaways, it has been suggested that a shelter for 12 to 20-year olds, with 10-20 beds and a counselor to provide social service and job information, be provided. If the neighborhood participated in the development of the center, and the location and form of the center was publicized, would you support or oppose having such a center in the area?

1.	2.	3.	4.	5.	6.	
x 13%	x 21.7%	x 23.9%	x 15.2%	x 19.5%	4.3%	2.1
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't know	No response

6. Some people feel that drug dealing on the street and the lack of enforcement of metered parking are problems in the commercial area along Central. Would you support or oppose the establishment of a police foot patrol in the commercial area to address these problems?

1	2	3	4	5	6
x 71.7%	x 17.3%	x 10.8%	x 2.0%	x 0%	x 0%
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't

Parking

7. As an owner or manager of a business, do you find parking sufficient on the weekend?

1. Yes 56.5%
2. No 41.3%
3. (NR) 2.1%

8. On week days, is parking becoming a bigger or smaller problem?

1. Becoming a bigger problem 73.9%
2. Staying about the same 23.9%
3. Becoming a smaller problem 2.1%
4. Don't know 0%

9. Which of the following options best addresses the parking issue in the neighborhood?

41.3% 1. Requiring UNM to take responsibility for student, faculty, and staff commuting needs by encouraging commuters to take the bus and by increasisng parking facilities.

19.5% 2. Increasing enforcement of time limits on metered parking in the area.

21.7% 3. Developing a surface parking lot in the neighborhood owned by the City.

8.6% 4. Constructing a parking garage in the neighborhood owned by the City.

2.1% 5. Do nothing. Parking is not a problem.

4.3% 6. Don't know

2.1% (NR)

Business Climate

10. During the last two years, has the business climate (volume of sales) the neighborhood been getting better or worse?

1.	Getting better	47.8%
2.	Staying about the same	30.4%
3.	Getting worse	10.8%
	(NR)	10.8%

11. What factors do you think account for the change in the business climate in this neighborhood.

12. What actions would you like the City or University to take to improve the business conditions in the neighborhood?

Liquor and Drugs

13. Assuming beer and wine licenses will continue to be availabale, which of the following proposals to control new full-service liquor licenses in the area do you prefer?

13.0%	1.	Ban new full-service liquor licenses.
47.8%	2.	Permit new full-service licenses with restaurants only.
26.0%	3.	Continue to allow new full-service liquor licenses under current state regulations.
8.6%	4.	Don't know
4.3%		NR

14. To what degree do you think drug dealing on the street negatively affects your business? The effect of street drug dealing on lmy business is:

1.	A major problem	34.7%
2.	A modferate problem	21.7%
3.	A minor problem	21.7%
4.	Not a problem	19.5%
	(NR)	2.1%

Street Fair

15. Would you support an annual street fair (without liquor) in the commercial area as a way to help integrate new residents into the neighborhood?

1.	Yes	58.6%
2.	No	21.7%
3.	Don't know	13.0%
	(NR)	6.4%

Demographics

The following questions will give us information about the attitudes held by different groups within the neighborhood. Your answers will be kept confidential.

16. How long has your business been located in the University Heights/Silver Hills neighborhood?

1. Less than 1 year	6.5%
2. 1-2 years	10.8%
3. 2-5 years	23.9%
4. More than 5 years	58.6%

17. In which of areas shown on the attached map of the neighborhood is your business presently located? (first block south of Central)

1. Area 1 (University to Yale)	26.0%
2. Area 2 (Yale to Stanford)	60.8%
3. Area 3 (Stanford to Girard)	4.3%
4. Area 4 (Yale S. of 100 Block)	4.3%
5. Other (Balance of area)	4.3%

18. Are you the owner or manager of the business?

1. Owner	69.5%
2. Manager	30.4%

19. What type of business do you operate?

1. Restaurant	28.2%
2. Other service provider	6.5%
3. Retail business	41.3%
4. Other, Please specify	23.9%

20. How many employees work in your business Including the owner and the manager?

Number of Employess	
1-4	37%
5-9	22%
10-14	15%
15-19	13%
20-29	4%
30-39	2%
50-59	4%

21. Does the business own or lease the building it occupies?

1. Own	13%
2. Lease	86.9%

APPENDIX 2: TRAFFIC COUNTS

In order to gauge the magnitude and locations of high traffic volumes on residential streets, a series of traffic counts were performed on Monday, March 25, 1985. The majority of the counts were made in the area which the Transportation Task Force felt had the most traffic--Harvard, Cornell and Stanford.

University of New Mexico Civil Engineering and Architecture students made the counts during the day, and area residents during the evening. Sample counts of five minutes per hour were performed for each hour from 7:00 AM until 6:00 p.m. at nineteen locations. Counts were also made for 6-7:00 a.m. and 6:00 p.m. until midnight for approximately half of these locations.

Hourly estimates were arrived at by multiplying the sample counts by twelve (12). Estimates for the late night hours, for which counts were not taken, were arrived at by multiplying the average of the estimates for earliest and the latest hour counted by .35. In other words, this assumed that the traffic between midnight and 6:00 a.m. averaged 35% what it had been for the hours just before and after that period. Counts taken for comparison at other neighborhood locations supported the belief that Harvard, Cornell and Stanford have relatively heavy traffic. Most of the volumes are above 1000 vehicles per day, a level which is generally considered undesirable for residential streets.

Estimated Full Day Traffic Volumes

Location	North/ Eastbound	South/ Westbound	Total
1. 200 Buena Vista	629	657	1286
2. 1800 Silver	676	569	1245
3. 1600 Gold	412	796	1208
4. 100 Sycamore	640	378	1018
5. 123 Harvard	1004	1639	2643
6. 124 Cornell	2015	1872	3887
7. 2400 Silver	1690	1848	3538
8. 210 Cornell	1013	1050	2063
9. 210 Stanford	1021	1070	2091
10. 110 Stanford	1483	1122	2605
11. 110 Columbia	1184	1400	2584
12. 110 Princeton	634	790	1424
13. 210 Harvard	834	789	1623
14. 310 Harvard	523	470	993
15. 310 Cornell	732	647	1379
16. 310 Stanford	569	744	1313
17. 500 Ash	489	396	885
18. 423 Vassar	268	394	662
19. 2700 Garfield	389	737	1126

On Wednesday, April 10, 1985 the City Traffic Engineering Department counted all vehicles passing four of these locations between 7:00 a.m. and 7:00 p.m. The Traffic Engineering's counts can be compared to the estimations of volumes previously made for those locations and hours.

On Wednesday, April 10, 1985 the City Traffic Engineering Department counted all vehicles passing four of these locations between 7:00 a.m. and 7:00 p.m. The Traffic Engineering's counts can be compared to the estimations of volumes previously made for those locations and hours.

Full Counts Compared With Estimates From Sample Counts
for 7:00 a.m. to 7:00 p.m.

Location	North/ Eastbound	South/ Westbound	Total	Difference
2. 1800 Silver				
Sample Estimate	560	504	1064	
Full Count	564	897	1461	+37%
6. 124 Cornell				
Sample Estimate	1817	1581	3398	
Full Count	1581	1346	2927	-14%
7. 2400 Silver				
Sample Estimate	1472	1580	3052	
Full Count	1095	1484	2579	-15%
8. 210 Cornell				
Sample Estimate	939	913	1852	
Full Count	792	880	1672	-10%

The Traffic Engineering full counts for the twelve hour period range from 15% lower to 37% higher than the estimates made earlier based on sample counts. The differences are partly the results of the counts having been taken on different days. Some of the difference is probably also the result of a degree of inaccuracy in the sampling technique. Nevertheless, the Traffic Engineering counts support the rough accuracy of the estimated counts.

APPENDIX 3: NOISE AND AIR POLLUTION ON LEAD AND COAL

Below is a summary of the results of the noise and air quality analysis performed for the University Neighborhoods Sector Development Plan.

Noise Analysis

To evaluate the existing peak hour noise levels along Lead and Coal, 5 separate sites, each located approximately 50 feet from the centerline of Lead and Coal, were monitored using the Gen Rad 1945 Community Noise Analyzer.

These readings include all noise sources at the site such as cars, trucks, motorcycles, emergency vehicles, aircraft, helicopters, construction equipment, yard equipment, dogs, birds, wind, people etc.

NOISE LEVELS ALONG LEAD AND COAL

DATE	LOCATION	TIME	L_{eq}	L_{50}	L_{10}	L_{Max} dBA
3/8/85	Lead between I-25 & Mulburry	7:30 a.m.	68	67	70	80
3/12/85	Lead at Yale	7:30 a.m.	69	67	72	81
3/13/85	Coal near Sycamore	5:00 p.m.	69	67	72	80
5/2/85	Coal at Roosevelt Park	5:25 p.m.	64	62	67	78
5/2/85	Coal near Girard	4:45 p.m.	67	63	69	89

The noise levels are in decibles. L_{max} is the maximum noise level; L_{10} is the level that is exceeded 10% of the time; L_{50} is the level that is exceeded 50% of the time; and L_{eq} is an average noise level. Federal guidelines suggest that traffic through residential areas should not produce noise levels in excess of 67 DBA. This level was exceeded at four of the five locations.

The impact of noise levels is illustrated by their influence on conversation, as described in Quieting: A Practical Guide to Noise Control by R.D. Berendt, E.L.R. Corliss, and M.S. Ojalvo, NBS Handbook 119, U.S. Government Printing Office, 1976. At sound levels of 60-70 dB, communication with a raised voice is satisfactory at 1 to 2 feet, and is slightly difficult at 3 to 6 feet. Telephone use is difficult, and earplugs and/or earmuffs can be worn with no adverse effects on communication. At sound levels between 70 and 80 dB, communication is slightly difficult with a raised voice at 1 to 2 feet, and is slightly difficult with shouting at 3 to 6 feet. Telephone use is very difficult. Clearly, sound levels in the 65 to 72 decible range are extremely unpleasant in a residential area.

The most recent traffic counts of Lead and Coal indicated that hourly volumes for every hour from 7:00 a.m. to 8:00 p.m. were at least half of those recorded for the peak hours. If the traffic on a busy street is cut in half, the noise level will decrease by 3dBA. Therefore, we would expect these levels to be at least L_{eq} and L_{50} levels to be at least 61-66 dBA at all times from 7:00 a.m. to 8:00 p.m., and L_{10} levels to be at least 64-67 dBA.

The FHWA Highway Traffic Noise Prediction Model Program, Standard Method is Noise Analysis (Stamina 1.0) was also utilized to estimate the noise levels in the year 2010 under rush hour conditions (ie worst case). The Stamina 1.0 Model only addressed vehicular noise sources from cars, medium trucks and heavy commercial vehicles. The model generated data necessary to locate the 67 dB(A) (Leq) noise contour which represents the federal design noise level for residences, schools, playgrounds and similar sensitive receptors. This contour would lie approximately 45-50 feet back from centerline, encompassing the first tier of structures along Lead and Coal. Under 1984 traffic conditions, the model predicts the decibel level at this same location to be 65 dB(A) Leq.

East of Yale Boulevard, the plan area will also incur noise intrusions from aircraft traffic. This area falls within the 60 to 65 1983 Ldn noise contour for the Albuquerque International Airport. (Greiner Engineering Sciences Inc, 1984, Executive Summary Master Plan with Airport Noise Compatibility Program). The day-night sound level (ldn) is a 24 hour Measurement which accounts for greater noise annoyance during sleeping hours by weighting night-time readings by 10 decibels.

Air Quality Analysis

Caline 3, the third generation California Line Dispersion Model, was utilized to predict potential CO concentrations attributed to the arterial traffic along Lead and Coal. Since vehicular emissions are highest during stop and go traffic, the intersection of Lead and Yale was selected for the analysis because the traffic volumes are highest at this intersection. If projected CO levels do not violate standards at this location, they will not likely be violated elsewhere in the plan area. This intersection was modeled to predict worst case CO concentrations which would be experienced during peak rush hour traffic and under very stable conditions typical of a temperature inversion.

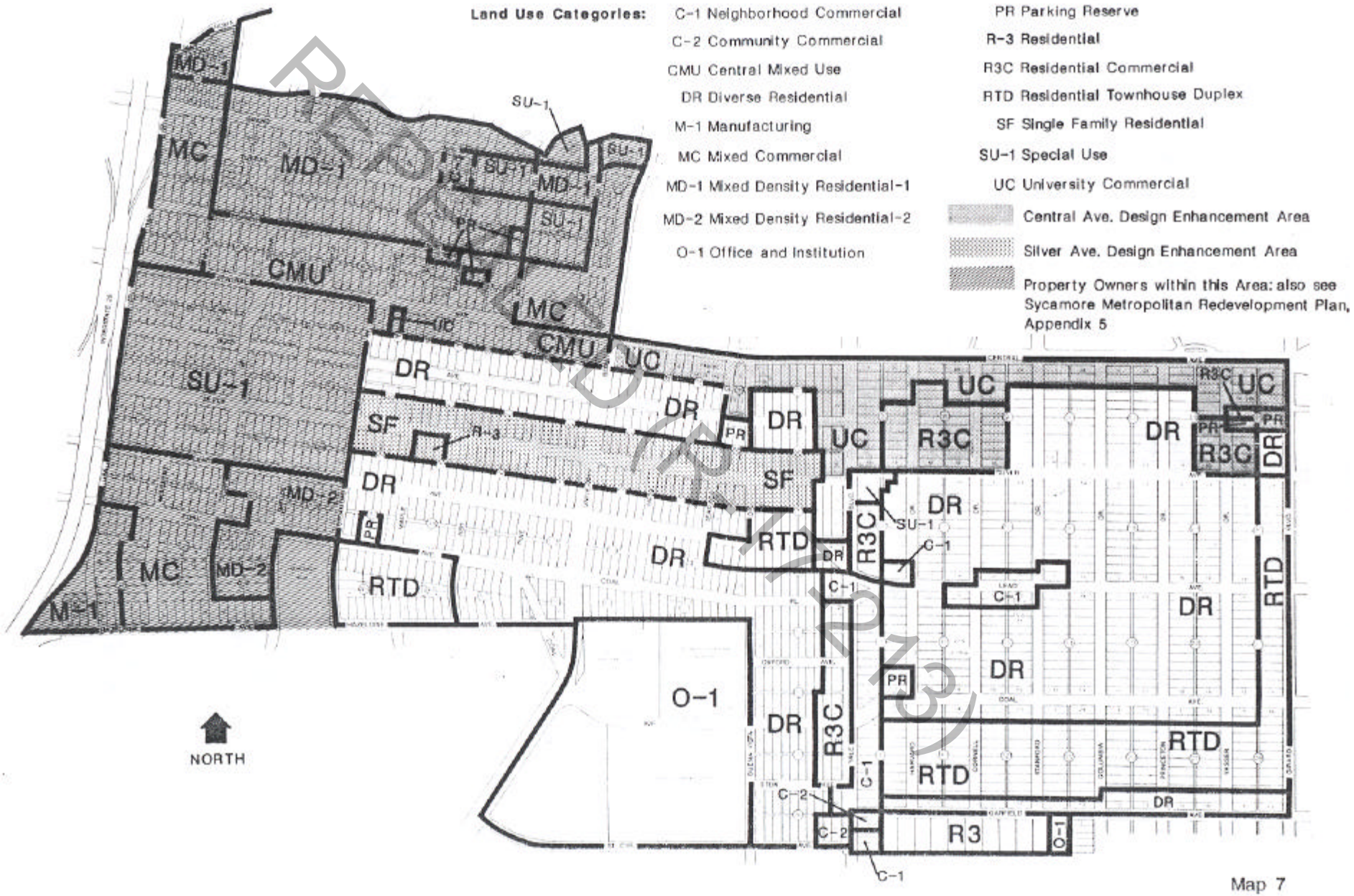
Carbon monoxide levels were computed for the year 1984 and the year 2010. In 1984 the highest levels for the peak hour and 8 hour averages were computed to be 10.4 ppm and 5.5 ppm respectively; the concentrations should decline by the year 2010 to 7.0 ppm and 4.0 ppm respectively due to the cleaner vehicle fleet that will be in operation under the Federal Motor Vehicle Control Program.

The National Ambient Air Quality Standards for the one-hour (35 ppm) and eight hour (9 ppm) peak period should not be violated along Lead and Coal.

JUNE 1986

UNIVERSITY NEIGHBORHOODS

SU-2 ZONING



APPENDIX 4

The University Neighborhoods Area is zoned SU-2 Special Neighborhood Zone, Redeveloping Area, as provided in the Comprehensive City Zoning Code, Article XIV, Chapter 7 of the Revised Ordinances of Albuquerque, New Mexico, 1974. The land uses in the University Neighborhoods Area are governed by the land use plan shown above.

ANYONE UNDERTAKING A BUILDING PROJECT IS STRONGLY ENCOURAGED TO DISCUSS HIS/HER PLANS WITH THE LOCAL NEIGHBORHOOD ASSOCIATION BEFORE APPLYING FOR A BUILDING PERMIT. In the past, such discussions have helped avoid unnecessary varience requests and lead to development agreements which have saved time and money for all involved, and contributed to improving the quality of the projects. The City's Office of Neighborhood Coordination can provide the names of the appropriate Neighborhood contacts.

PARKING REGULATIONS shall be the same as Section 40 of the Zoning Code with one exception:

In addition to the requirements of the Zoning Code, Section 40.A.5.c., the following requirement shall apply to all land use categories which include non-residential use in the University Neighborhoods Sector Development Plan area: "An opaque barrier such as a wall, fence or extensive landscaping at least four feet in height is required on those sides of a parking area which abut a public right-of-way (except alleys) on the opposite side of which is a residential zone. Landscaping used for buffering shall be capable of achieving a buffering height within four growing seasons and shall be planted on a strip at least four feet wide. Planting shall be closely spaced so that it will block the view of the parking area within three growing seasons. Landscaping shall be maintained by a permanent automatic irrigation system."

The SF SINGLE FAMILY land use area shown on the land use plan corresponds to the R-1 Residential Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone, with two exceptions:

1. Conditional Use:
   a. School

2. The Silver Avenue Design Enhancement Area Regulations found on page 22 of this Plan shall apply.

The RTD RESIDENTIAL/TOWNHOUSE/DUPLEX land use area corresponds to the R-T Residential Zone in the Comprehensive City Zoning code and is subject to the same regulations as that zone with four exceptions:

1. Permissive Uses:
   a. Single-family dwelling units.
   b. Two dwelling units in one building (townhouse or duplex).
   c. In single-family dwelling units, the rooming and boarding for profit of not more than two people per dwelling unit, provided one off-street parking space is availabale for each boarder or roomer, in addition to parking spaces required for the dwelling unit itself.

2. Conditional Uses:
   a. Uses conditional in the R-1 zone.
   b. A garage conversion with zero rear and side setbacks.
   c. School

3. Height:
As provided in the R-2 Zone and also to preserve solar access, as provided for in the General Regulations concerning heights (40.c.1.G), except:

a. The Solar Access provision applies to all lots including those platted before February 1, 1981.

b. The Zoning Enforcement Office shall not have the power to waive this Section. However, a varience from these requirements may be requested from the Zoning Hearing Examiner.

4. Front, rear, and side yard setbacks in the RTD (residential/Townhouse/Duplex Zone):
   a. There shall be a front yard setback of not less than 15 feet, except setback for a garage or carport shall be not less than 20 feet.
   b. There shall be a side yard setback of not less than 5 feet except there shall be 10 feet on the street side of corner lots and there is no required side yard setback from internal lot lines for townhouses.
   c. There shall be a rear setback of not less than 15 feet.
   d. There shall be a distance of not less than 10 feet between residential buildings.

The DR DIVERSE RESIDENTIAL land use provides suitable sites for houses, townhouses, low density apartments and uses incidental thereto (somewhat like the R-2 zone).

1. Permissive Uses:
   a. Uses permissive in the RTD land use area.
   b. Accessory living quarters.
   c. Apartment.
   d. Family day care home, with any sign limited as for home occupations.
   e. Sign, as provided in Section 40.E of the Zoning Code.

2. Conditional Uses:
   a. Uses conditional in the RTD land use area.
   b. Day care center.
   c. School.

3. Height:
As provided in the RTD land use area.

4. Lot Size:
   a. Minimum lot area shall be 6,000 square feet, except house lots shall be 5,000 square feet per house: a house lot shall not have a width of less than 50 feet, except the width is not to be less than 40 feet if the setback requirements of Section 10.E.3.a. of the Comprehensive City Zoning Code, October 1, 1978, edition are met.
   b. A townhouse lot shall have 3,000 square feet per townhouse; a townhouse shall have a width of not less than 24 feet per dwelling unit.

5. Setback:
   a. The minimum front yard setback is 20 feet.
   b. There shall be a side yard setback of not less than five feet except there shall be ten feet on the street side of corner lots and there is no required side yard setback from internal lot lines for townhouse.
   c. There shall be a rear setback of not less than 15 feet.

6. Floor Area Ratio:
   a. For lots with a minimum lot dimension of less tha 142 feet:
      1) A floor area ration of 0.5 is the maximum permitted.
      2) For every 1,500 square feet of lot size, one dwelling unit is permitted.
   b. For lots with a minimum lot dimension of 142 feet or greater:
      1) A floor area ration of 0.5 is the maximum permitted.
      2) Density may not exceed 30 dwelling units per acre.

7. Off-street parking:
   a. Parking requirement is one space per 600 square feet of net leasable area and not less than one and one-half spaces per unit. In calculating the total number of required off-street parking spaces, the calculation shall be made for the entire structure and fractional amounts shall be rounded up to the next whole number.
   b. Where an off-street parking area contains more than two parking spaces and the area is within ten feet of a public sidewalk, the area shall be buffered by a landscaping strip at least five feet wide adjacent to the public sidewalk on the building side and extending along the length of the sidewalk, except at approved driveways.
   c. When the off-street parking will require backing in an alley, then it shall be at a 90-degree angle and shall have 44 feet of length, including access drive and alley width.
   d. Parking is not permitted on the off-street public right-of-way.
   e. Parking under buildings shall be enclosed by solid walls.
   f. Where parking will exit onto a residential street (not onto an arterial or collector street), up to two parking spaces per 50 feet of frontage may be located in the front yard setback and no on-site turn-around space for this parking is required.

8. Usable open spaces shall be as provided in the R-2 zone, and at least 50 percent of open space shall be at ground level with a five foot minimum dimension.

9. Additional restrictions are those in Section 40 of the Comprehensive City Zoning Code and also as follows: Stairwells, second story ramps, and open corridors or walkways that provide primary access do not count as public open space areas.

The R-3 RESIDENTIAL land use area corresponds to the R-3 Residential Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following five exceptions:

1. Conditional uses:
   a. Group Training Home provided the maximum number of persons resident or normally present is ten, and provided the residents being helped are:
      1. Mildly or moderately retarded, or
      2. Under 19 years old.

2. Height:
   Shall be as in the DR land use.

3. Floor Area Ratio:
   a. For lots with a minimum lot dimension of less than 142 feet, a floor area ration of 0.5 is the maximum permitted.
   b. For lots with a minimum lot dimension of 142 feet or greater, a floor area ration of 1.0 is the maximum permitted.

4. Off-street parking:
   a. When the off-street parking will require backing in an alley, then it shall be at 90-degree angle and shall have 44 feet of length, including access drive and alley width.
   b. parking under buildings shall be enclosed by a solid wall.
   c. Parking is not permitted on the off-street public right-of-way.

5. For areas within the Siver Avenue Design Enhancement Area, the design regulations found on page 22 of this Plan shall apply.

The UC UNIVERSITY COMMERCIAL land use shown on the land use plan corresponds to C-2 Commercial Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with five exceptions:

1. Uses Not Permitted:
   a. Drive-through windows.
   b. Automobile, truck, trailer and boat sales, rentals, service, repair, storage, including outdoor sales.
   c. Full Service liquor license east of University Avenue only.
   d. Adult amusement establishments, adult book stores, adult photo studio, and adult theater.

2. Conditional Uses:
   a. Gasoline, oil and liquified petroleum gas retailers, including outdoor sales.
   b. Rescue Mission.

3. Off-street Parking:
   a. Parking requirements for non-residential uses shall be one space per 300 square feet or net leasable area.

b. Parking for Day Care shall be two spaces and one additional space for each 800 square feet of net leasable area.
c. parking should be provided to the side or rear of buildings and when the parking area is within ten feet of public sidewalk the area shall be buffered by a landscaping strip at least five feet wide adjacent to the public sidewalk on the building side and extending along the length of the sidewalk except at approved driveways.
d. No existing parking can be removed.

4. Setback:
   a. No front setback
   b. No side setback except that corners must have clear sight triangle (area to be clear between three feet high and eight feet high measured from gutter line).

5. For areas within the Central Avenue Design Enhancement Area, the design regulations found on page 21 of this Plan shall apply.

The R3C RESIDENTIAL COMMERCIAL land use shown on the land use plan corresponds to C-1 for commercial property and R-3 for residential property with four exceptions:

1. Conditional uses:
   a. Group Training Home--provided the maximum number of persons resident or normally present is ten, and provided the residents being helped are:
      1. Mildly or moderately retarded, or
      2. Under 19 years old.

2. Off-street parking for residential uses:
   a. Parking requirement is one space per 600 square feet of net leasable area and not less than one and one-half spaces per unit. In calculating the total number of required off-street parking spaces, the calculation shall be made for the entire structure and fractional amounts shall be rounded up to the next whole number.
   b. Where an off-street parking area contains more than two parking spaces and the area is within 10 feet of a public sidewalk, the area shall be buffered by a landscaping strip at least five feet wide adjacent to the public sidewalk on the building side and extending along the length of the sidewalk, except at approved driveways.
   c. When the off-street parking will require backing in an alley, then it shall be at a 90-degree angle and shall have 44 feet of length including access drive and alley width.

3. Height:
   Shall be as in the DR land use.

4. Additional restrictions are those in Section 40 of the Comprehensive City Zoning Code, and stairwells, second story ramps and open corridors or walkways that provide primary access do not count as public open space areas and at least 50% of open space shall be at ground level with a five foot minimum dimension.

5. For areas within the Central Avenue Design Enhancement Area, the design regulations found on page 21 of this Plan shall apply.

The M-1 LIGHT MANUFACTURING land use corresponds to the M-1 Light Manufacturing Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

1. The following uses are not allowed:

   -- Automobile dismantling
   -- Concrete or cement products manufacturing, batching plant, processing of stone
   -- Gravel, sand or dirt removal, stockpiling, processing or distribution
   -- Truck terminal, tractor, trailer, or truck storage, including maintenance facilities.

The O-1 OFFICE land use corresponds to the O-1 Office and Institution Zone in the Comprehensive City Zoning code and is subject to the same regulations as that zone.

The C-1 NEIGHBORHOOD COMMERCIAL land use corresponds to the C-1 Neighborhood Commercial Zone in the comprehensive City Zoning Code and is subject to the same regulations as that zone.

The C-2 COMMUNITY COMMERCIAL land use corresponds to the C-2 Community Commercial Zone in the Comprehensive City Zoning code and is subject to the same regulations as that zone.

The SU-1 SPECIAL USE land use corresponds to the SU1 Special Use Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

The PR PARKING RESERVE land use corresponds to the P-R Reserve Parking Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

The MD-1 MIXED DENSITY land use category corresponds to the R-T Residential Zone in the Comprehensive City Zoning Code, including any subsequent amendments, and is subject to the same regulations as that zone with the following exception:

1. For premises of 20,000 square feet or more, or any premises that are a complete block new development which does not meet the requirements of the R-T zone but does meet the requirements of the R-3 zone (not including the lot size requirement) in the Comprehensive City Zoning Code may be allowed if:

a. no streets are vacated to achieve to 20,000 square feet: and

b. a site development plan and landscaping plan are approved by the City prior to the issuance of a building permit. A plan shall be approved only if found to conform to the University Neighborhoods Sector Development Plan and the Sycamore Metropolitan Redevelopment Plan.

1) Parking should be screened from streets and residential development by a structure or a solid wall/fence with a five foot landscaping strip of live ground cover and shade trees. The wall/fence shall be at least four feet in height on those sides of a parking area which abut a public right-of-way on the opposite side of which is a residential zone.

2) Intense landscaping should be provided where R-3 uses abut non R-3 uses. Eye-level screening should be provided in addition to live ground cover and shade trees.

The MD-2 MIXED DENSITY land use category corresponds to the MD-1 category except in the MD-2 category, which is mapped south of Central Avenue, residential density shall not exceed 20 dwelling units per net acres.

The MC MIXED COMMERCIAL land use category corresponds to the C-2 Community Commercial Zone in the Comprehensive City Zoning Code, including any subsequent amendment, and is subject to the same regulations as that zone with the following exceptions:

1. All outdoor storage and activities listed as permissive uses in the C-2 Zone under Section 22.A.10 are conditional uses.

2. Existing outdoor storage shall be treated as an approved conditional use.

3. Adult amusement establishments, adult book stores, adult photo studios, and adult theraters are not allowed.

4. Alcoholic drink under a restaurant license for sale of beer and wine, as provided by Section 604A-4 NMSA 1978 is permissive. The use of full service liquor license shall be allowed only as a conditional use, and a conditional use shall be granted only if the sale of alcoholic drink will be in conjunction with a restaurant; any conditional use granted shall include conditions which assure that the sale of alcoholic drink is subsidiary to the sale of food.

5. Signs are regulated as in the C-1 zone.

6. For new construction on premises of 10,000 square feet or more and which is contiguous or across the street from an area zoned MD Mixed Density, a site development and landscaping plan must be approved by the City prior to issuance of a building permit, except that plans for rehabilitation of an existing building or for additions which expand an existing building by less than 25% shall be reviewed by the

Director of the City's Metropolitan Redevelopment Agency. A plan shall be approved only if found to conform to the University Neighborhoods Sector Development Plan and the Sycamore Metropolitan Redevelopment Plan.

7. Parking as a primary use, drive through windows, drive through restaurants, outdoor activities except parking or storage, and vehicle sales, rental, service, or repair are not allowed in the Transition Area south of Lead Avenue.

The CMU CENTRAL MIXED USE land use category corresponds to the C-2 Community Commercial Zone in the Comprehensive City Zoning Code, including any subsequent amendments, and is subject to the same regulations as that zone with the following exceptions:

1. Permissive residential uses in the R-3 zone which meet the open space requirements of the R-3 zone in the Comprehensive City Zoning Code are permissive uses in this land use category.

2. The following uses are not allowed, either permissively or conditionally: a) adult amusement establishments, adult book stores, adult photo studios, and adult theaters; b) drive-in restaurants and drive-through windows; and, c) vehicle sales, rental, service or repair.

3. All outdoor storage and activities listed as permissive uses in the C-2 Zone under Section 22.A.10. and not listed in paragraphj 2 above are conditional uses.

4. Sale of alcoholic drink under a restaurant license for the sale of beer and wine as provided by Section 60-64-4 NMSA 1978 is permissive. the use of a full service liquor license shall be allowed only as a conditional use, and a conditional use shall be granted only if the sale of alcoholic drinks will be in conjunction with a restaurant; any conditional use granted shall include conditions which assure that the sale of alcoholic drink is subsidiary to the sale of food.

5. Signs are regulated as in the C-1 zone.

6. For new construction on premises of 10,000 square feet or more and which is contiguous or across the street from an area zoned MD Mixed Density, a site development and landscaping plan must be approved by the City prior to issuance of a building permit, except that plans for rehabilitation for an existing building, or for additions which expand an existing building by less than 25%. A plan shall be approved only if found to conform to the University Neighborhoods Sector Development Plan and the Sycamore Metropolitan Redevelopment Plan.

NONCONFORMANCE REGULATIONS. The time that nonconformancy, as dealt with in Section 40.D.1. h. and i. of the Comprehensive City Zoning Code begins with the effective date of this resolution as to Lots 1 and 2, Block 33, Terrace Addition. Otherwise the provisions of Section 40D. apply.

SITE DEVELOPMENT PLAN AND REVIEW PROCESS

This Site Development Plan and Landscaping Plan review process will apply to all Site Development Plan reviews required in the Special Use, Mixed Density Residential, Mixed Commercial, and Central Mixed Use land use categories. Procedures and fee for this site review in these zones shall be as specified for an su-1 site development plan review in the Comprehensive City Zoning Code with the following exceptions:

1. In addition to the notification procedures for an SU-1 Site Development Plan review, upon receipt of an application for approval of a Site Development Plan, the City Planner shall immediately send a copy of the application form to the president and one additional duly authorized representative of any properly registered neighborhood association within the Sycamore Area.

2. The submittal requirements for its review. In addition to she SU-1 zone requirements, will be drawings, elevations, or other materials which illustrate the relationship of the proposed development to the existing adjacent sites (including structures and features).

3. The proposal will be reviewed for conformance with the University Neighborhoods Sector Development Plan and the Sycamore Metropolitan Redevelopment Plan.

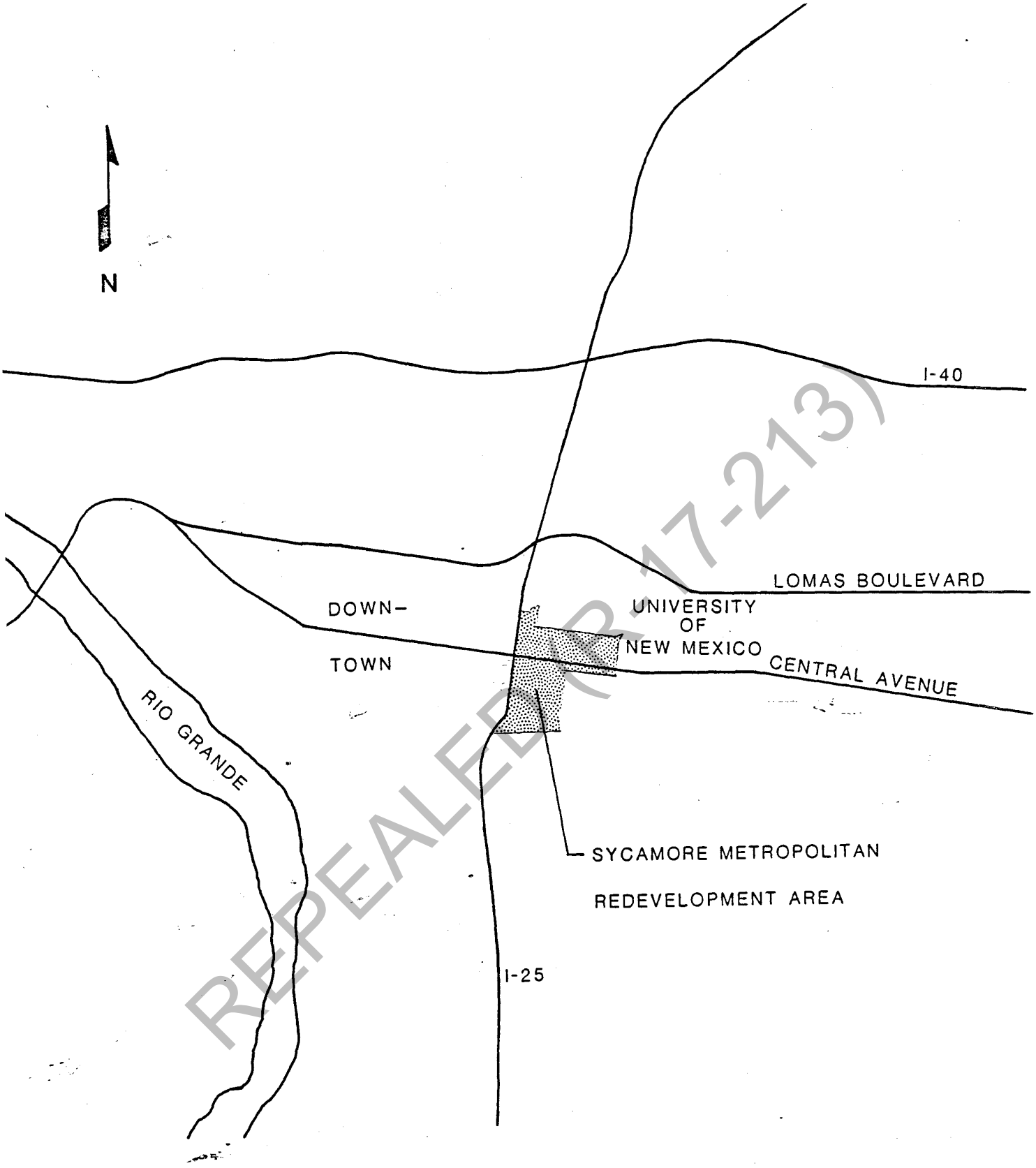
4. A Site Development Plan for a specific building shall become void two years after approval unless a building permit for the structure has been issues. The City Planner may give one six-month extension to each two-year approval; this extension may be given without public notice or hearing but the City Planner shall record it in his files; extension may be given when the City Planner finds that a building permit for all or a major part of approved development will probably be obtained within the six months and that there is no public purpose in holding a hearing on the Site Development Plan prior to such extension.

APPENDIX 5

SYCAMORE

METROPOLITAN REDEVELOPMENT PLAN

FINAL DRAFT



Map 1. **LOCATION**

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Jesse Alderete
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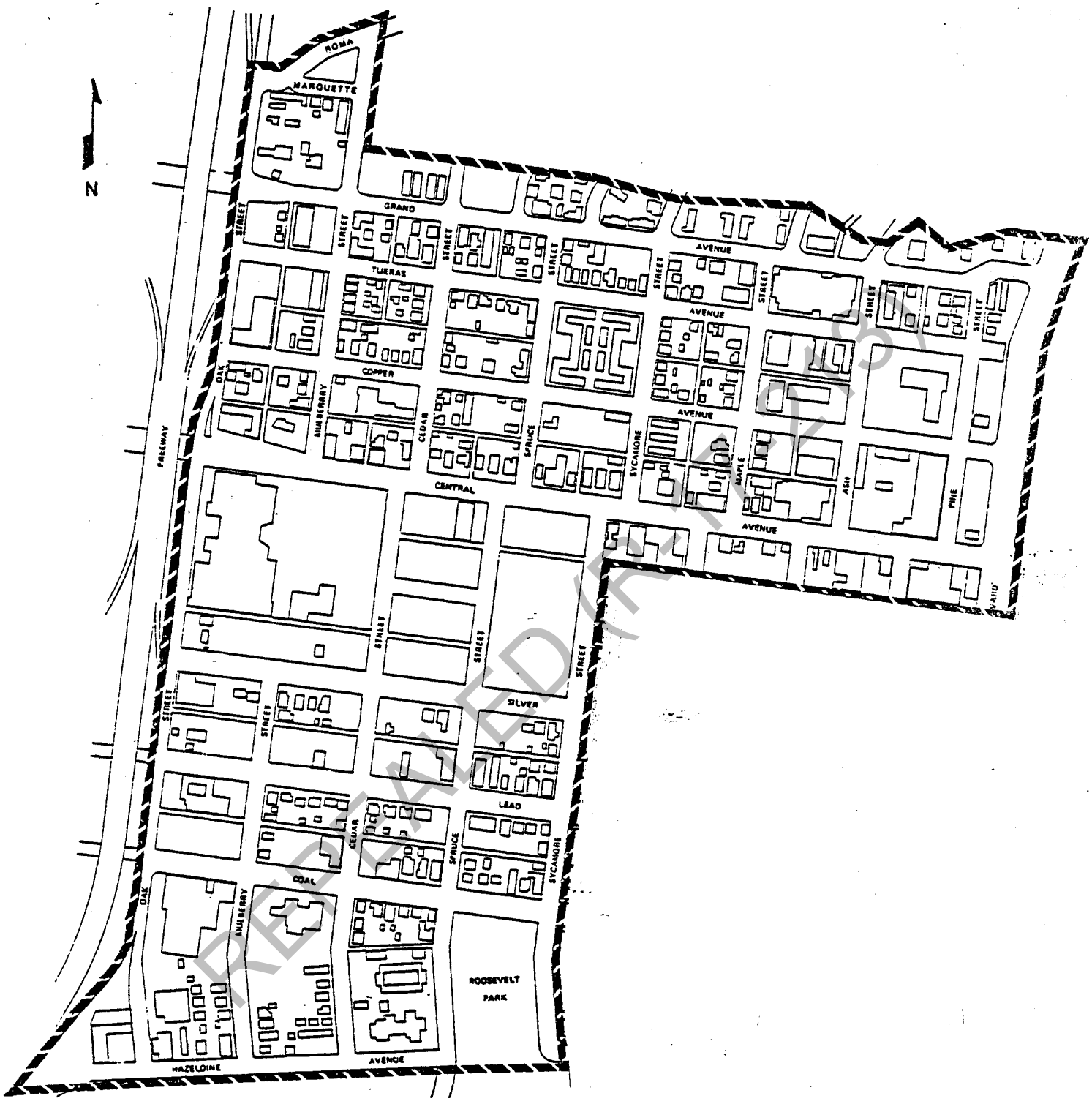
Preface

The Sycamore Metropolitan Redevelopment Plan has been prepared pursuant to the Metropolitan Redevelopment Code of the State of New Mexico, Sections 3-60A-1 to 3-60A-48 N.M.S.A. 1978 (Supp. 1980) and Albuquerque Third City Council Resolution R-401-1979.

This Plan complements the policies established for the area by the Albuquerque/Bernalillo County Comprehensive Plan and the University Neighborhoods Sector Development Plan.

This plan may be amended in accordance with the provisions of the New Mexico Metropolitan Redevelopment Code.

* * *



Map 2 METROPOLITAN REDEVELOPMENT AREA

INTRODUCTION

A. SYCAMORE PLANNING PROCESS

On July 20, 1981, the City Council appointed a special Citizens' Task Force to consider the issue of designating the Sycamore area a Metropolitan Redevelopment Area. The Task Force was composed of twelve members who are property owners or residents, a chairman who has no financial interest in the area, and an ex-officio member from the Metropolitan Redevelopment Commission (see page ii for a list of the members). Out of three options provided by the City Council for pursuing their task, the Task Force chose the following option:

> "to plan for the neighborhood and decide which areas within the neighborhood should be declared Metropolitan Redevelopment Areas depending on how they could benefit. The planning process would serve to define the community needs and purposes of designation and the redevelopment activities permitted prior to actual designation."

The Sycamore Citizens' Task Force met weekly to develop this plan from July of 1981 through April of 1982 and solicited neighborhood participation in these weekly meetings.

The first proposal to designate the Sycamore Area a Metropolitan Redevelopment Area had been prepared for Presbyterian Hospital by Herbert M. Denish & Associates in August of 1980. On May 14, 1981, the Metropolitan Redevelopment Commission recommended designation to the City Council. The City Council appointed the Task Force to assist them in making a final decision on designation.

At one of their first meetings, the Task Force adopted the following Governing Policy: "The integrity of neighborhoods and the people who comprise them is a hallmark of a free society. Throughout the deliberations of this Task Force, therefore, the rights and interests of each individual property owner and tenant of the area will be respected, and his or her opinions will be solicited." This policy reflected the Task Force's sensitivity to residents and property owners.

Because condemnation of property was the major fear of neighborhood property owners, the Task Force recommended that the City Council not excercise its power of condemnation pursuant to the New Mexico Metropolitan Redevelopment Code to acquire real property within the proposed Sycamore Metropolitan Redevelopment Area. The Task Force's intention was to protect the property owners and make area designation more acceptable to the neighborhood.

Much of the information necessary for preparing a plan had been gathered for the designation report prepared for a smaller area by Min Kantrowitz & Associates or is available in the University Neighborhoods Area Sector Development Plan (UNASDP) adopted for a larger area in 1978. The first step in gathering further information about the area was to survey all the property owners and residents within the "Study Area" proposed by the Task Force (see Map 3). The survey was delivered to every address within the

study area and mailed to the property owners who did not live within the area. The results of this survey, discussed in Section II.A., determined the boundaries of the study area and identified area needs for commercial services, housing, social services, and public improvements. In addition, the Community Relations staff of Presbyterian Hospital undertook a survey of St. Joseph and Presbyterian Hospitals employees and physicians to ascertain needs for housing and commercial services which the neighborhood might provide.

During the planning process, the Task Force was made aware of uncertainties regarding the future viability of both redevelopment bonds and the tax increment program, which are the other basic tools of the Metropolitan Redevelopment Code.

With this base information, the Task Force began the preparation of a plan including public improvements, land use and zoning, and the tools needed for redevelopment. Once these portions of the plan were decided upon, the Task Force held two neighborhood meetings on January 10 and 21, attended by approximately 140 people.

From this extensive public participation, surveys, other available information, and adopted City plans and policies, the Task Force, with the assistance of City Redevelopment Planning Staff, prepared this final document to be submitted to the City Council.

STUDY AREA

MAP 3

B. SUMMARY OF PLAN CONCEPT

The Sycamore Redevelopment Area is one of the most diverse areas of the city in terms of land use, property ownership, and population. Within the eight-block area north of Central Avenue designated "Mixed Density Residential" in the Land Use Concept of the Plan (see Map 4) residential densities range from single-family houses to large apartment complexes. In the area south of Lead, land uses include a mortuary, a church, a health education center for Presbyterian Hospital, single-family homes, duplexes, offices, warehousing, and other industrial uses. Within the Area designated "Central Avenue Redevelopment" (see Map 4), commercial uses include offices, ambulance services, a motel, and a plasma donor center.

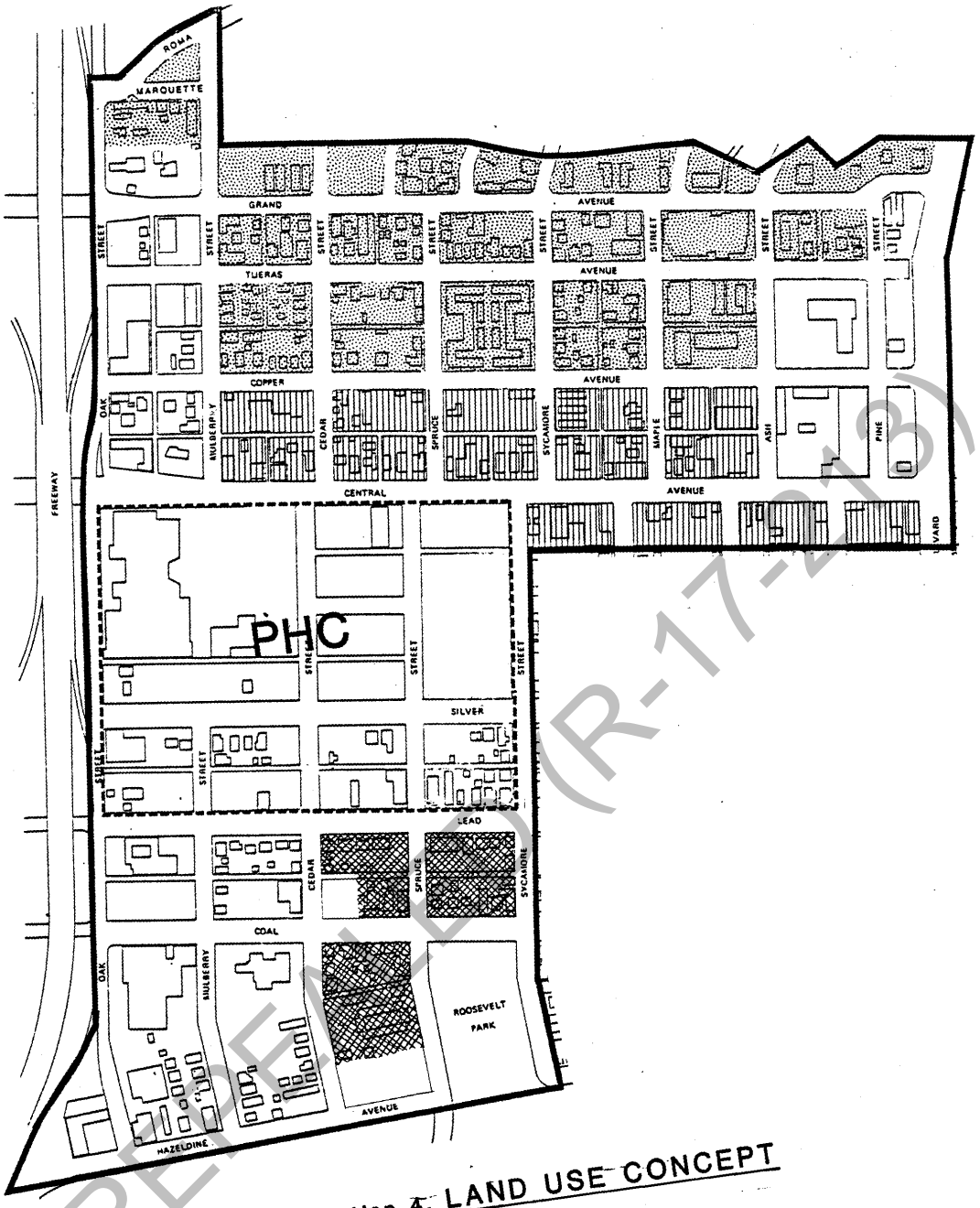
The Redevelopment Area is also diverse in property ownership and population. Resident homeowners and the Hospital each own approximately one-fourth of the real property. The rest of the property is owned by absentee owners. Most of the tenants are students attending a nearby educational institution (UNM or TVI) and plan to live in the area less than three years; most of the resident homeowners are long-time residents who plan to live in the area indefinitely (Source: Sycamore Citizens' Task Force Survey).

The Land Use Plan and zoning changes proposed in this Plan have not attempted to change this basic mixed-use character, because it is one of the development characteristics advocated in the City's official Comprehensive Plan. Rather, the intent of the Sycamore Plan is to encourage more compatible relationships between uses. The methods of achieving more compatible relationships differ for each area shown on the Land Use Concept.

Generally speaking, the Plan advocates "transition" areas to buffer residential from non-residential areas, and proposes tying different use areas together through a pedestrian network. Only areas that are now predominantly residential are proposed as single-use areas to ensure a desirable residential environment. Continuance of "mixed-density" development patterns within predominantly residential areas is proposed to encourage appropriate residences for the present population and additional residents.

For Central Avenue, the basic redevelopment intent is to upgrade commercial uses, some of which presently have a negative effect on both the neighborhood immediately to the north and the Hospital. The Central Avenue Redevelopment Area is proposed to become more oriented to the neighborhood, both in terms of providing support and commercial services to the residential area immediately to the north and in terms of providing ancillary services to the Hospital and its employees.

Areas which have mixed use characteristics are encouraged to develop compatible relationships between related uses while buffering incompatible uses.



Map 4. LAND USE CONCEPT

- Mixed Density Residential
- Central Avenue Redevelopment
- Roosevelt Parkside Redevelopment Area
- Mixed Commercial Development
- Proposed SU-1 Hospital Area

The Sycamore Redevelopment Area is also very "urban," in the sense of having many pedestrians, traffic congestion, noise and parking problems common to urban areas (source: Sycamore Citizens' Task Force Neighborhood Survey). The Plan takes into account this basic character and recommends emphasizing the positive aspects of Sycamore as an urbanized and urbanizing area. Public improvements to be undertaken in the area are intended to enhance its use for pedestrians and make it a more pleasant place to walk, both along Central Avenue as a shopping street and to Roosevelt Park, one of the city's finest landscape amenities.

Presbyterian Hospital is the largest single landowner in the area, and the hospital campus is a dominant feature of the neighborhood. At several neighborhood meetings, concerns were expressed about further expansion of the hospital campus. The plan designates the 12-block area bounded by I-25, Central, Sycamore and Lead as SU-1 for Hospital which requires that certain SU-1 hospital development plan guidelines be followed. The Plan recommends that primary hospital buildings be located in the SU-1 zone. It is anticipated that auxiliary services housed in smaller structures will continue to be located outside the SU-1 zone as they are now (e.g., ambulance service and accounting annex on north side of Central; education department on Silver, educational complex on Hazeldine, etc.). However, the Plan recommends that Hospital campus parking be allowed only within the 12-Block campus area.

The Sycamore Planning Area is unique because of its setting and natural topography. It is located directly to the east of I-25 and between two major urban centers. North of Central, hills remain which provide excellent views to the West Mesa and Sandia Mountains. The small area along Central Avenue between Spruce and Cedar, where houses are perched on top of hills with steps up the slope, presents a distinctive "face" to the street and contrasts to the rest of the Central Avenue commercial strip. Across the street, to the South, however, Presbyterian Hospital has graded and levelled most of the land for surface parking. The Plan follows the Comprehensive Plan policy to "respect the natural topography" in its guidelines proposed for site planning north of Central Avenue.

The Sycamore Redevelopment Area is a relatively small planning area, comprising only a portion of the University Neighborhoods Area Sector Development Plan area. The plan proposes application of the special financial tools of redevelopment, as well as any innovative financial incentives the City of Albuquerque may formulate, such as the possible use of State of New Mexico surplus funds, other Federal grants or programs, as well as funds from the private sector, to attain the redevelopment objectives outlined in the plan.

C. SYCAMORE AREA HISTORY

The areas included in the Sycamore Metropolitan Redevelopment Plan were the first Albuquerque neighborhoods built on the sandhills east of the Rio Grande Flood Plain. Two of the subdivisions in the Plan boundaries were platted early, the Terrace Addition (Silver Hill) in 1881 and Brownewell & Lail's Highland Addition (Sycamore) in 1886, but little building took place until about 1910, after the Huning Highland neighborhood was completely developed.

The first buildings in the Sycamore area were constructed along Central Avenue, and the neighborhoods grew slowly, first to the South and then North. Among the first buildings were the cottages that comprised Southwestern Presbyterian Sanatorium (now Presbyterian Hospital) which opened to house 30 patients in 1908. In 1911 an administration building and another patient cottage were added. In 1913 two additional wings and an operating room were added to the administration building. Service buildings, a dormitory for nurses and another cottage were all added prior to 1920.

In the early 1920s a two-story infirmary and an 18-room nurses home were built, and the Sanitary Laundry Co. was built and equipped by the Sanitorium. In the late 1920s the Maytag family of Iowa contributed funds to build a research building for tuberculosis; in the 1930s an addition including more patient rooms, surgical suites, and maternity services was constructed. During the early years, the Sanitorium acquired and sold properties all over Albuquerque, including not only lots near the hospital campus but also a farm in the Sandia Mountains, the Sanitary Laundry property and homes in the Old Town area of Albuquerque.

The World War II years saw minor additions to the hospital campus, but immediately following the war the Ruth Hanna McCormick wing was built to house maternity patients. The 1950s brought a major construction project to Presbyterian Hospital with the replacement of some of the smaller buildings with a 450-bed hospital which opened in 1961. For the next eight years, the growth of the Presbyterian Hospital Center system was outside the Sycamore neighborhood campus; Anna Kaseman Hospital was built and several other hospitals around the state of New Mexico were added to the PHC group. In 1979 Presbyterian undertook the largest hospital construction project in the history of the state of New Mexico, adding a $22 million wing to Presbyterian Hospital and raising its patient capacity to 520 beds.

Most of Sycamore's older homes were built during the 1920's and reflect the styles prevalent in Albuquerque then--predominantly bungalows, Mediterranean homes, and early examples of the Pueblo Revival style. In the Terrace Addition, stylish homes were built along Silver and Gold Avenues; most of these were builder-designed, while in the still more fashionable Country Club addition north of Grand Avenue, architect design was required. Several builders, notably J. T. Benton, Harvey Basher, and J. T. Harwood, were responsible for a large number of homes in the neighborhood.

Brownewell and Lail's Addition was filled in a few years later than Terrace, and developed with small homes by a variety of builders. Some of these have been replaced by more recent apartment building, especially along Grand, which acquired some southwestern styled apartment buildings in the 1930's and 1940's.

The Sycamore neighborhood has always been associated with health institutions and with the University of New Mexico. Murphy's Sanitorium, The Albuquerque Sanitorium, and Methodist Deaconess Hospital, as well as existing Presbyterian, St. Joseph and Memorial Hospitals were work locations for many neighborhood residents. Alley houses often rented to University students, as they still do today.

While the traditional platting of these neighborhoods, with a grid of north-south and east-west streets, took little advantage of the dramatic natural topography, the Silver Avenue median strip and Roosevelt Park (a 1934 WPA Project) remain major Albuquerque landscapes.

PLANNING FRAMEWORK

A. AREA PROBLEMS AND NEEDS

According to the New Mexico Metropolitan Redevelopment Code Section 3-60A-4, a Metropolitan Redevelopment Plan shall "seek to eliminate the problems created by a slum area or blighted area." This plan seeks to eliminate the following problems which have been identified through a Community Needs Assessment (CNA) consisting of three parts:

(1) a study of blighted conditions entitled The Proposed Sycamore Redevelopment Area: Facts Relating to Designation Criteria by Min Kantrowitz & Associates, June 1981;

(2) a mail-in survey of residents and property owners conducted by the Sycamore Citizens' Task Force with the assistance of City Planning staff; and,

(3) a survey of Presbyterian and St. Joseph Hospital employees and physicians conducted by Presbyterian Hospital Community Relations staff.

In addition, two neighborhood meetings and persons attending Task Force meetings (all of which were open to the public) have assisted the Sycamore Citizens' Task Force in identifying community problems and needs to be addressed through this plan.

1. Commercial Needs

The Kantrowitz study found that commercially zoned areas were underdeveloped, that three times as many businesses closed from 1976-80 as compared to 1970-75, and that more businesses closed than opened during the last five years.[1] These factors point to a general pattern of commercial decline, and support the conclusion that the area exhibits "low levels of commercial. . . activity or redevelopment" as a basis for requiring special assistance.

These low levels of activity exist despite the demand for neighborhood commercial services evidenced by planning surveys. Both the neighborhood survey and the survey of hospital employees and physicians identified a grocery store, restaurant, drugstore and bank as the commercial services most needed.

Other commercial services desired by Hospital employees and physicians responding to the survey include a clothing store, beauty shop, laundromat, cleaners, gift shop, uniform shop, and child care center.

[1] Kantrowitz, pp. 31-33.

The area currently meets few of these needs; the only two restaurants closed in 1979 and 1980, according to Kantrowitz. The existing commercial activity along Central Avenue, with the exception of one 31-unit motel and other motels adjacent to the area, is largely unrelated, or in some cases detrimental, to Hospital and neighborhood functions. These low levels of commercial activity exist despite the area's location between two major urban centers and its large concentration of employees, suggesting excellent potential for attracting supportive and ancillary services.

2. Residential Needs

The area's proximity to both the hospitals and educational institutions, with large employee and student populations, suggests a significant demand for housing. The survey of the hospital employees and physicians undertaken as part of this planning process provides evidence which supports this conclusion. Forty percent of those responding indicated that they would or might be interested in moving to the area if housing suitable to their needs, income and taste were available near the Hospital. Most of those who stated that they would be interested in moving to the area wanted single-family homes or townhomes; only thirteen percent of those preferred higher density housing (duplexes, triplexes, fourplexes, or apartments) as their first choice.

Of the twenty-five percent of respondents who presently rent housing, a much higher percent (71%) said that they would or might be interested in moving to the area if housing suitable to needs, income and taste were available. Approximately one-fourth of this group said that they would prefer housing in the higher density category ranging from duplexes to apartments. Almost sixty percent of the group who presently rent stated that they would rent rather than buy housing in the area. One-half of those who currently rent pay $150-230 per month; approximately forty percent rent housing costing $230-350 per month; thus, ninety percent of those who rent pay less than $350 per month for housing. These statistics suggest a demand for moderately priced rental housing.

The neighborhood houses a relatively large number of people who work or attend school nearby. According to the neighborhood survey, a high percentage (53%) of renters living in the area are either employed by the University of New Mexico or attend educational insittutions in the area; only one-fourth or twenty-nine percent of neighborhood residents and owners are employed elsewhere in the City.

Of the resident homeowners responding to the survey, a majority (56%) have lived in the area ten years or more, and a high percentage (79%) plan to live in the area indefinitely. This contrasts to the rental population, a majority (55%) of which plans to live in the area less than three years. The fact that only twenty-nine percent of the property in the area is owner-occupied suggests a general picture of neighborhood diversity and instability, with Presbyterian Hospital owning a substantial portion of the area and thirty-six percent tenant-occupied.

Notwithstanding the possible demand for housing because of the presence of large institutions nearby, the survey of neighborhood residents and property owners reveals a resistance to increasing densities. The majority of resident homeowners (64%), property owners (52%), and renters (68%) presently living in the area who responded to the survey believed that no additional housing was needed. Overall, the thirty-two percent of owners and residents who did want additional housing selected apartments, followed by townhouses and single-family residences, as the most needed housing types.

Within the group who favored additional housing, preferences varied by category of respondent. Homeowners wanted more single-family housing and townhouses; property owners felt there was a need for more townhouses, apartments, condominiums and elderly housing; renters wanted more apartments, townhouses and rental units in fourplexes or duplexes. It must be emphasized, however, that sixty-four percent of those responding to the neighborhood survey opposed any additional housing, perhaps feeling that increasing densities would lead to instability and redevelopment pressures threatening neighborhood character.

This opposition to additional housing may have a real basis in the type of new residential development that has been occurring in the recent past. According to the Kantrowitz study, several new apartment complexes and four-plexes have been built in the past five years, but most are cheaply constructed, poorly landscaped, and do not blend well into the existing neighborhood (Kantrowitz, p. 31).

Needs for rehabilitation are somewhat inconclusive. According to the Kantrowitz study, approximately forty percent of the residential structures can be classified as "substandard," but only if the category of "slight" deterioration (minor repairs needed) is included in the definition. Kantrowitz finds that eleven percent qualify as moderately or extremely deteriorated. These percentages are the same with respect to single-family or multi-family categories. Kantrowitz concludes that housing conditions are not severely deteriorated enough to warrant a "blighted" designation on the basis of housing alone. On the other hand, members of the Sycamore Citizens Task Force have noted deteriorating housing conditions and voiced dissatisfaction with the quality of residential redevelopment.

3. Physical Improvement Needs

Physical improvements most desired by area residents and property owners included trash cleanup, weed removal, and noise control, with improved alley appearance, landscaping of private properties, street resurfacing, and improvement of specific buildings also high on the list of improvements desired. Off-street parking was clearly viewed as a problem, particularly by homeowners; almost ninety percent of respondents favored on-street parking restriction, while sixty-one percent wanted more off-street parking. Other traffic improvements most desired were bus stop shelters and pedestrian crossings. Kantrowitz also identified poor neighborhood access to Roosevelt Park which is located south of four major streets without pedestrian crossings.

4. Social Service Needs

The largest number of respondents (22%) favored a crime prevention program as the single most needed social service. However, a total of 60% mentioned either a community center or services which a community center could provide, including recreational facilities, health programs, elderly social programs, and day care services, as their highest priority.

B. CONFORMANCE TO THE ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN

The needs of area residents, property owners, and employees have helped to define a Planning Framework for improving the neighborhood for those who live and work there.

The Albuquerque/Bernalillo County Comprehensive Plan provides a further source of planning concepts in the context of a city-wide perspective. Conformance to the Comprehensive Plan is required by the New Mexico Metropolitan Redevelopment Code Section 3-60A-4, which states that a Metropolitan Redevelopment Plan must "conform to the general plan for the municipality as a whole."

1. Area Designation. The Comprehensive Plan designates the Sycamore Area as a Redeveloping Urban Area, defined as an "infill area appropriate for redevelopment at mixed densities." The Comprehensive Plan commits the city to "continue and expand" its redevelopment and rehabilitation activities (Policy A.2.a).[1]

   The Sycamore Planning Area is a unique Redeveloping Urban Area because it combines the characteristics and needs of both Metropolitan Redevelopment and Community Development areas. As discussed in Section II.A., it contains both commercial areas in need of revitalization, and residential areas which could benefit from rehabilitation and new construction on vacant property.

   Although the Sycamore Area has been designated a Community Development Area, it has received no funds for housing rehabilitation. Therefore, there is a need to develop other financing mechanisms for neighborhood assistance in upgrading housing.

   The Sycamore Redevelopment Plan therefore carries out the intent of the Comprehensive Plan by proposing additional redevelopment and rehabilitation mechanisms made possible by designating the area as a Metropolitan Redevelopment Area.

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[1]The City presently has two programs for carrying out this mandate for continued redevelopment and rehabilitation: (1) The Federal Community Development Block Grant, which provides housing rehabilitation loans in low-income areas and low interest financing for the rehabilitation of commercial properties in the vicinity of Central Avenue from Rio Grande to University, including the Sycamore Area; and (2) the New Mexico Metropolitan Redevelopment Code, which offers the equivalent of industrial revenue bond financing for larger-scale commercial development or rehabilitation within a designated Metropolitan Development Area, and mandates that property tax increases resulting from new development be earmarked for a special "tax increment" fund to finance public improvements within the same area, if approved by a majority of affected governments.

2. Infill. A basic concept of the Comprehensive Plan is that vacant land within the City limits should be developed to alleviate pressure for continued outward expansion of the city limits and reduce the costs of extending city services. Therefore, the Comprehensive Plan proposes that densities closer to the center city will be higher than those at the fringe, and calls for a "mixed density" type of development pattern within older Redeveloping Areas, such as Sycamore.

   While advocating infill, the Comprehensive Plan also requires the protection of existing neighborhoods. To ensure this protection, the Comprehensive Plan states: (1) that higher density housing will be permitted only where a mixed dwelling type of pattern is already established, and (2) that densities over 30 du/acre will be permitted only where access is directly available to a collector or arterial street (Policy A.2.g.). Since the Sycamore Area between Central and Grand is already a "mixed density" area, with development on many blocks ranging from single-family houses to R-3 density apartment complexes (see Existing Land Use Map in the UNASDP), the Sycamore Redevelopment Plan reinforces this mixed-density character.

   In order to permit and adequately control the mixed density development called for in the Comprehensive Plan, the City has instituted a special zoning district (SU-2) which requires a Sector Development Plan to guide land use. The Sycamore Redevelopment Plan therefore includes proposed amendments to the University Neighborhoods Area Sector Development Plan which includes the Sycamore Area.

3. Mixed Use. Encouragement of mixed-use development patterns within Redeveloping and Developing Urban areas is another basic policy of the Comprehensive Plan. Mixed-use is defined as the provision of neighborhood commercial services within walking distance of residences; provision of housing accommodations closer to employment centers; and allowing mixtures of uses (e.g., commercial, office, and residential) within a single new complex designed so as to create complementary relationships between those different uses (Policies A.2.h., A.5.a.). This concept is a significant departure from typical development patterns which tend to segregate use by rigid zoning categories. The Sycamore Plan implements this policy by creating special mixed-use zones, while at the same time providing safeguards necessary to ensure that mixed-use areas do not negatively impact residential neighborhoods.

4. Preservation and Reuse. The Comprehensive Plan encourages the preservation and reuse of "buildings and areas which explain our past and give Albuquerque identity, individuality and cultural richness." (Policy A.2.b.) Although the Task Force has not considered the subject, houses with noteworthy architectural style have been identified by the Historic Landmarks Survey of the City of Albuquerque as special historic structures in order to encourage their rehabilitation and re-use. These structures are identified on Map 10 in the Appendix.

5. Design. The Comprehensive Plan calls for "quality architectural design" in all new development. The Sycamore Plan implements this policy by requiring site plan review for new development within specified zones and proposing general review criteria and policies to be used in the site plan review process. This requirement applies to transitional areas and to any larger residential or mixed-use developments, as well as to the Hospital campus. As a guide to new development within residential areas, the Plan illustrates successful design features within existing multi-family developments (see Illustration 5). These examples are intended to encourge sensitive site planning so that new residential development enhances neighborhood character and quality.

6. Balanced Circulation. The Comprehensive Plan seeks to discourage exclusive reliance on the automobile by creating urban environments which encourage public transit, bicycling and walking (Policies A.5.a., B.1.a.). The Sycamore Plan complements this policy by proposing public improvements designed to create a more balanced transportation system. Transit is encouraged through the provision of bus shelters along Central Avenue; walking is encouraged by the provision of a north-south pedestrianway or landscaped street along Sycamore leading to Roosevelt Park. Bicycle lanes are proposed for Grand Avenue to facilitate safe bicycle travel to and from the Downtown and University urban centers.

This Plan is divided into separate categories addressing each area defined on the Land Use Concept (Map 4) individually. This approach is necessary because of the great variety of development patterns, problems and needs exhibited within the Planning Area. Only Circulation and Redevelopment Activities are addressed on an area-wide basis.

The basic objectives of this Plan are as follows:

1. To improve the existing "mixed-use" characteristics of the area by encouraging compatible relationships between related uses and buffering incompatible uses.

2. To improve pedestrian, transit and bicycle circulation by providing better internal connections within the neighborhood and improving connections to nearby urban centers.

3. To prevent neighborhood decline by stimulating private reinvestment, while providing sufficient controls and guidance to ensure mutually beneficial relationships between existing and new development.

A. MIXED DENSITY RESIDENTIAL AREA

Summary of Needs and Objectives

Continuing the variety and mix of residential densities which now exist.

Upgrading the character and quality of new multi-family complexes.

Provision of desirable housing close to major employment concentrations.

Implementation of Comprehensive Plan infill policies.

Obtaining financing for smaller projects.

Facilitating mixed-use by providing residential support for neighborhood commercial development.

POLICY ONE: REDEVELOPMENT WITH MID-RISE APARTMENTS AND TOWNHOUSES SHALL BE ENCOURAGED.

IMPLEMENTATION

1. Implement re-zoning as recommended in Amendments to the University Neighborhoods Sector Development Plan (See UNASDP).

2. The City will actively seek to develop a specific mechanism for the use of redevelopment bonds for new residential development.

POLICY TWO: THE REHABILITATION OF SOUND RESIDENTIAL STRUCTURES SHALL BE ENCOURAGED.

IMPLEMENTATION

1. The City should continue efforts to develop a residential rehabilitation program utilizing Metropolitan Redevelopment tools.

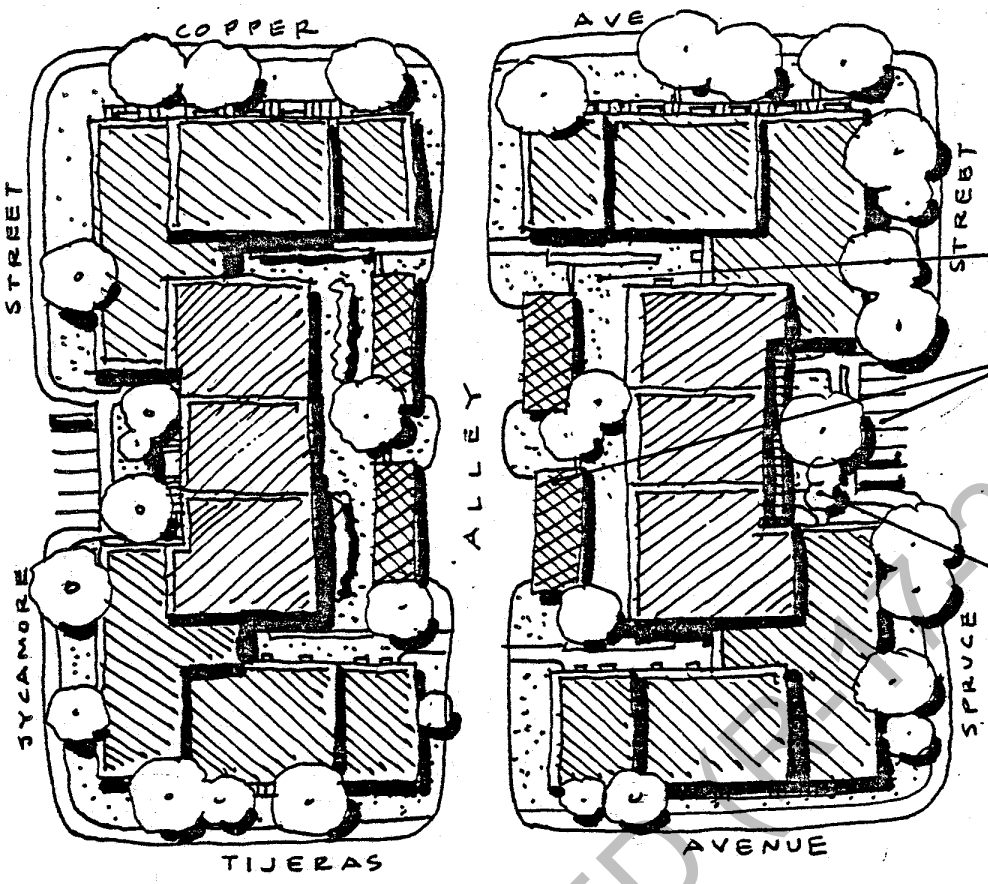
2. The City should actively seek to develop a mechanism to assist in obtaining new construction and rehabilitation loans for projects under $500,000 (e.g. use of an umbrella loan guaranteed by the City whereby title releases would be extended to each individual property owner as the loans were paid off).
3. The City should attempt to "package" smaller rehabilitation projects which could serve as security for a portion of a redevelopment bond or other financing tool issued for the area.

POLICY THREE: NEW DEVELOPMENT SHALL SERVE TO PRESERVE THE NEIGHBORHOOD CHARACTER AND TO IMPROVE ITS QUALITY.

IMPLEMENTATION

1. Institute Site Plan review requirements for developments utilizing Redevelopment Bonds or other public assistance.

Illustration 5. MECHENBERG APTS CIRCA 1940



PLAN (NO SCALE)

COMPACT PLAN

USE OF TOPOGRAPHY TO CREATE PRIVACY, VIEWS AND VARIETY

OPEN SPACE USED FOR GARDENS, PLAY AREAS

PARKING IN CLOSE PROXIMITY TO INDIVIDUAL UNITS

VERTICAL SEPARATION FROM STREET WHERE POSSIBLE

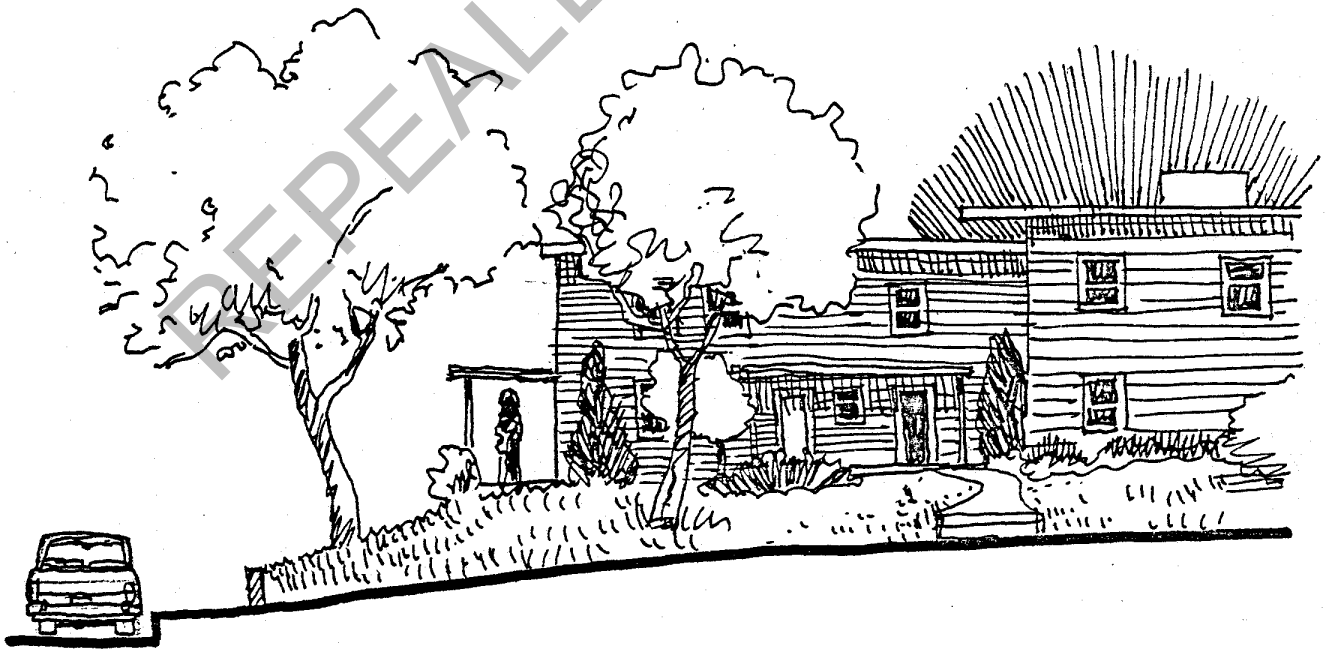
ORNAMENTAL LANDSCAPING

RESIDENTIAL UNITS ARE DESIGNED WITH GOOD AIR VENTILATION, LIGHT AND ACOUSTICAL PRIVACY

QUALITY INTERIOR DETAILS

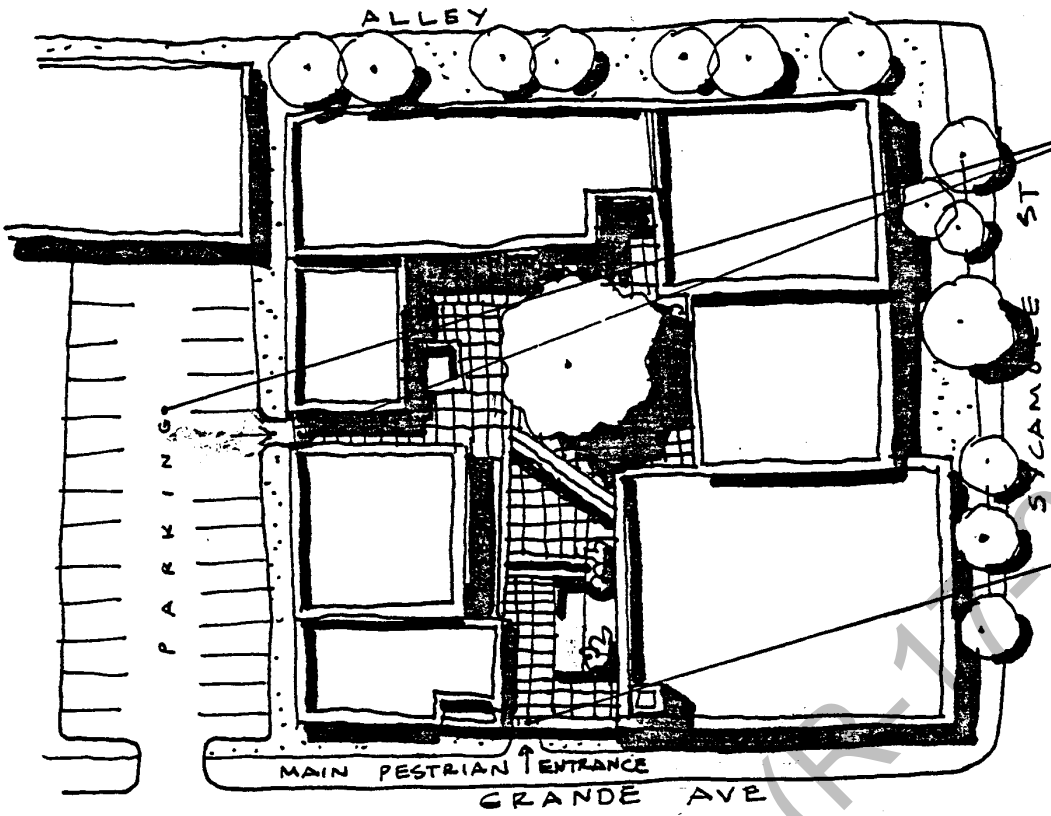
SPLIT LEVEL PLAN - DOUBLE ENTRANCES

PORCH/SUN SCREEN



ELEVATION (NO SCALE)

Illustration 5. EL PORVENIR APTS 1938



PLAN (NO SCALE)

OFF STREET PARKING WITH SECONDARY ENTRANCE/EXIT

COURTYARD THAT SERVES ALL UNITS YET IS MULTI-LEVELED

INTERIOR COURTYARD INCLUDES LANDSCAPING

BUILDING IS SITED CLOSE TO STREET THEREBY CREATING MORE COMMON SPACE

DECORATIVE ENTRANCE GATEWAY WITH DOORS

STEPPED UP PLAN THA OPTIMIZES SLOPING SITE

DIVERSITY OF APARTMENT TYPES

POSSIBILITY OF COMMON TRASH ACCESS IN ALLEYWAY

ELEVATION (NO SCALE)

2. Institute Site Plan review requirements for larger developments (see Appendix Exhibit A).

3. New multi-family residential development should have desirable design features including provision and good siting of open space, effective landscaping, attractive street facades and entrances, off-street parking in close proximity to individual units, convenient access and circulation, and preservation of views along with compatibility with topography (See Illustration 5). These features will be evaluated in the site plan review process.

POLICY FOUR: NEW DEVELOPMENT WITHIN THIS AREA SHOULD RESPOND TO THE UNIQUE OPPORTUNITIES OF THE AREA'S TOPOGRAPHY AND VISTAS.

IMPLEMENTATION

1. Through the Site Plan review process, development should be encouraged to preserve and utilize all appropriate vistas including vistas to the west mesa and Sandias, and to preserve existing topography.

POLICY FIVE: THE STABLE SINGLE-FAMILY CHARACTER OF SPRUCE PARK SHALL BE PRESERVED BY CREATING A TRANSITION AREA BETWEEN THE SPRUCE PARK NEIGHBORHOOD AND THE MIXED-DENSITY SYCAMORE REDEVELOPMENT AREA SOUTH OF GRAND.

IMPLEMENTATION

1. Stimulate redevelopment of vacant land on the north side of Grand by including it within the Redevelopment Area.
2. Include the north side of Grand within the University Neighborhoods Area Sector Development Plan and re-zone it to ensure development compatible with Spruce Park (see UNASDP).

3. Through the site development plan review process, the impacts of potentially negative elements, such as traffic, noise, and the blocking of solar access from potential new multi-family development along the north side of Grand Avenue on the adjacent single family residential neighborhood shall be reviewed and minimized through designated Transition Areas. (See Map 6) .

B. HOSPITAL CAMPUS DEVELOPMENT (within SU-1 Hospital Zone)

Summary of Needs and Objectives

Definition and containment of Hospital campus

Adequate provision for Hospital expansion needs

Intensification of development within the hospital campus

Provision of structured parking

Improved vehicular access

POLICY ONE: VISUAL AND FUNCTIONAL EDGES TO THE HOSPITAL CAMPUS SHALL BE ESTABLISHED.

IMPLEMENTATION:

1. Boundaries of SU-1 zoning for Hospital use should be expanded to include the proposed SU-1 Hospital Area outlined in the Land Use Concept but should not be expanded beyond those limits (see Map 4).

2. Through the SU-1 Hospital Site Plan review process, the City will encourage the Hospital to develop an attractive "edge" to the eastern Hospital campus along Sycamore which can buffer and serve as a transition to the Silver Hill neighborhood; this eastern boundary should include installation of street-scaping along Sycamore and limiting development heights to the SU-1 height guideline pursuant to Section 30.D. of the Comprehensive City Zoning Code along the eastern edge of the campus.

3. Outside the proposed SU-1 Hospital zone, surface parking for Hospital campus uses should be allowed only for those tracts presently used for Hospital campus parking as of the date of adoption of this Plan, or for ancillary Hospital uses located outside the SU-1 Hospital zone.

4. Through the Site Plan review process, require buffering of intensive development from adjacent residential areas through designated Transition Areas (See Map 6).

POLICY TWO: ACTIVITIES, USES AND DENSITIES SHALL BE ENCOURAGED WITHIN THE HOSPITAL CAMPUS SU-1 ZONE THAT BENEFIT THE NEIGHBORHOOD, BREAK DOWN HOSPITAL - NEIGHBORHOOD BARRIERS, AND REDUCE PRESSURES FOR HOSPITAL CAMPUS EXPANSION.

IMPLEMENTATION:

1. Through SU-1 Hospital Site Plan review process, the City should encourage the Hospital to intensify landscaping and provide recreational and park space benefitting the community.

2. Silver west of Sycamore should not be vacated unless assurances are made that the median landscaping will be maintained by the Hospital.

3. Through the Site Plan review process, development should be encouraged to preserve and utilize all appropriate vistas including vistas to the west mesa and Sandias.

4. Through the SU-1 Hospital Site Plan review process, the City should encourage the Hospital to develop mixed-use facilities within the campus; potential uses include medical office, support commercial, recreational facilities for employees and the public.

5. The Hospital should be encouraged to develop parking structures or parking facilities within other new structures rather than surface lots and as soon as practicable should construct a parking structure for Hospital campus parking.

POLICY THREE: DEVELOPMENT OF ANCILLARY INSTITUTIONAL USES RELATED TO THE HOSPITAL SHALL BE ENCOURAGED TO THE SOUTH OF THE HOSPITAL CAMPUS, TO THE NORTH OF THE CAMPUS ADJACENT TO I-25, AND ALONG CENTRAL AVENUE. RATHER THAN TO THE EAST SO AS TO REDUCE INSTITUTIONAL IMPACT ON EXISTING RESIDENTIAL AREAS.

IMPLEMENTATION:

1. Implement mixed-use zoning south of the Hospital campus as recommended in the proposed amendments to the University Neighborhoods Area Sector Development Plan (UNASDP).

2. Ambulance services should eventually be moved to an area more compatible to the neighborhood (e.g. near the intersection of Lead and Coal and I-25).

C. CENTRAL AVENUE REDEVELOPMENT

Summary of Needs and Objectives

Provision of neighborhood commercial services, such as restaurants, grocery store, drugstore, bank, as identified in neighborhood and employee surveys.

Upgrading of commercial uses.

Efficient planning of access and off-street parking.

Development of new mixed-use complexes incorporating residential use.

Improvement of the pedestrian shopping environment.

Preservation of unique topography and buildings which contribute significantly to neighborhood character.

POLICY ONE: REDEVELOPMENT WITH COMMERCIAL/MIXED USES SERVING THE NEIGHBORHOOD AND EMPLOYEE POPULATIONS SHALL BE ENCOURAGED ALONG CENTRAL AVENUE.

IMPLEMENTATION

1. Enhance development feasibility by including Central Avenue in the proposed Metropolitan Redevelopment Area.

2. Use of the subsidized Downtown Development Loan Pool Program administered by Albuquerque Center, Inc., or other similar programs, should be encouraged.

POLICY TWO: NEW DEVELOPMENT SHALL SERVE TO UPGRADE NEIGHBORHOOD CHARACTER AND QUALITY

IMPLEMENTATION

1. Implement requirements for Site Plan review as recommended in proposed amendments to the University Neighborhoods Area Sector Development Plan (UNASDP).

2. Mixed-use zoning should include a full block on the north side of Central Avenue to allow more flexibility in design for new commercial/ mixed-use projects.

3. Through the Site Plan review process, require buffering of intensive development from adjacent residential areas through designated Transition Areas (see Map 6).

POLICY THREE: DEVELOPMENT ALONG CENTRAL AVENUE SHALL BE ORIENTED TO A PEDESTRIAN SCALE AT GROUND LEVEL

IMPLEMENTATION

1. Through the Site Plan review process, require ground floor design and landscaping treatments which enhance the pedestrian-scale visual experience along Central Avenue.

2. In general, parking should be located to the rear of development rather than in front of development and rather than at corner sites along Central Avenue.

D. MIXED COMMERCIAL AREAS

Summary of Needs and Objectives:

Revitalization of the area with office, commercial, and possibly residential development to serve the neighborhood and the institutions in the area (Presbyterian Hospital, UNM, TVI).

Sensitivity in design of new development to adjacent residential areas.

Higher intensity development adjacent to the major streets.

Provision of potential expansion area for ancillary uses related to the Hospital.

POLICY ONE: BLOCKS ON THE PERIPHERY OF THE SYCAMORE AREA ADJACENT TO MAJOR STREETS SHOULD DEVELOP IN A MIXTURE OF MEDIUM DENSITY OFFICE, COMMERCIAL, AND RESIDENTIAL USES.

IMPLEMENTATION:

1. Re-zone these areas to allow commercial development and prevent further expansion of industrial uses. (see UNASDP)

POLICY TWO: THE ADJACENT RESIDENTIAL AREAS SHOULD BE BUFFERED FROM DEVELOPMENT IN THE MIXED USE AREAS.

IMPLEMENTATION:

1. Through the site plan review process, the impacts of potentially negative elements, such as traffic, noise, and the blocking of solar access from new development on the adjacent residential areas should be reviewed and minimized through designated Transition Areas (See Map 6).

2. Through the site plan review process, require non-residential development to include landscaping along the street where the other side of the street is zoned residentially (i.e., Cedar SE, Mulberry NE, and Pine NE).

E. ROOSEVELT PARKSIDE REDEVELOPMENT AREA

Summary of needs and objectives

Revitalization which enhances Roosevelt Park.

Encouragement of residential redevelopment.

Revitalization with higher density apartments.

POLICY ONE: THE AREA IN THE VICINITY OF ROOSEVELT PARK SHOULD DEVELOP AS HIGHER DENSITY APARTMENTS WHICH ORIENT TO THE PARK.

IMPLEMENTATION

1. Re-zone the area to permit higher density apartments (See UNASDP).

2. Require site development plan review for apartment development in the vicinity of Roosevelt Park.

F. TRANSITION AREAS

Summary of Needs and Objectives

Sensitivity in design of new development to adjacent residential areas.

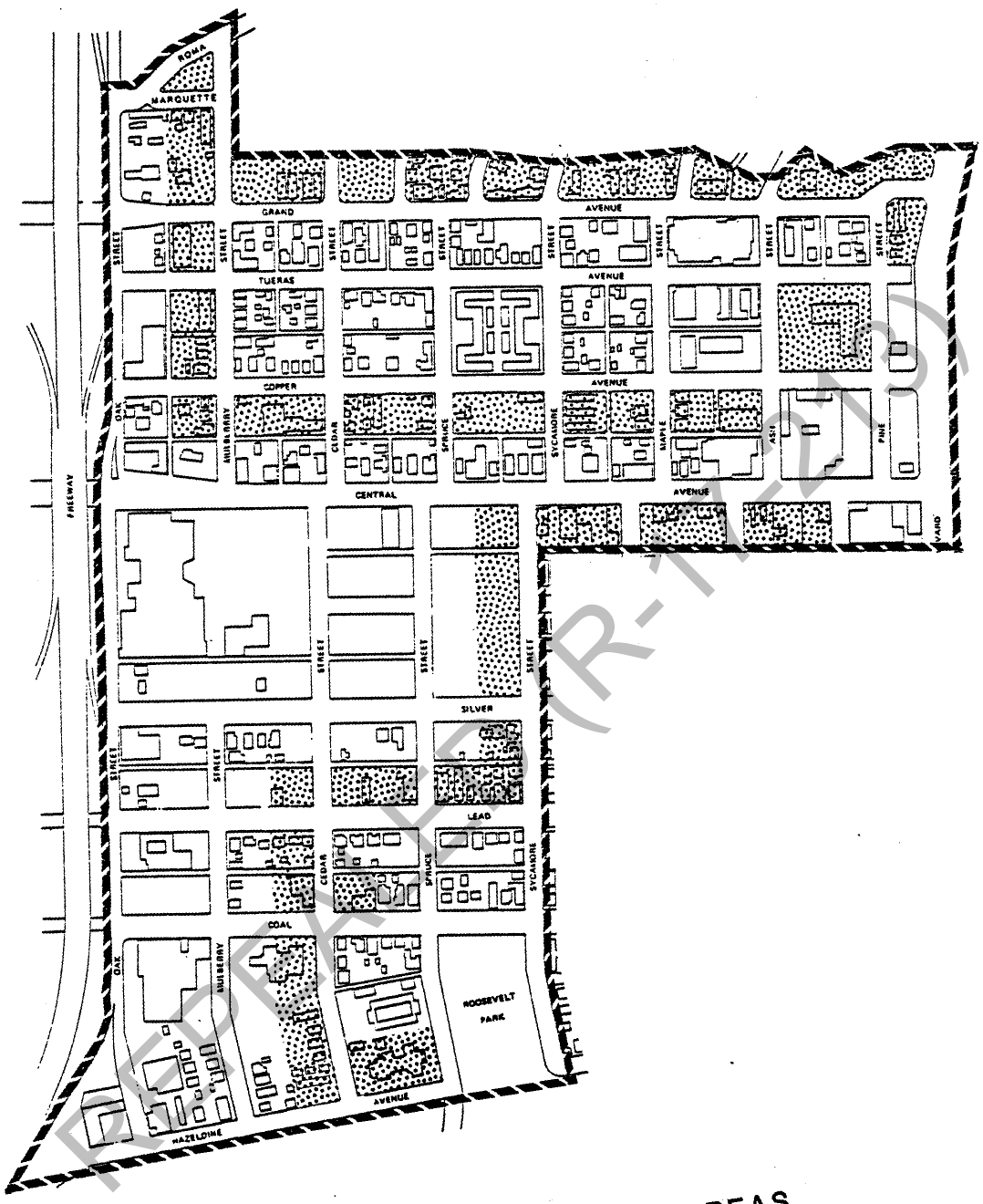
Expansion of commercial/mixed-use area along the north side of Central Avenue.

Buffering of the lower density Spruce Park and Silver Hill Neighborhoods from the higher density Redevelopment Area.

POLICY ONE: TRANSITION AREAS SHOULD PROVIDE A BUFFER BETWEEN RESIDENTIAL AND NON-RESIDENTIAL AREAS AND BETWEEN LOW DENSITY RESIDENTIAL AND MEDIUM DENSITY RESIDENTIAL DEVELOPMENT.

IMPLEMENTATION:

1. Development in the Transition Areas (see Map 6) shall be reviewed through the site development plan review process to minimize the potentially negative elements, such as traffic, noise, and the blocking of solar access from new development on the adjacent residential areas.



Map 6. TRANSITION AREAS

G. CIRCULATION

Summary of Needs and Objectives

Lessen the negative impacts of the large traffic volume on the neighborhood.

Lessen the negative impacts of the heavy usage of on-street parking by students and hospital employees.

Improve and create amenities for the many pedestrians and transit users.

POLICY ONE: THE PEDESTRIAN NETWORK WITHIN THE SYCAMORE AREA SHALL BE PRESERVED AND EXPANDED (see Map 7).

IMPLEMENTATION:

1. Grand Avenue should be re-designed to include streetscaping and a bicycle/jogging route.

2. Sycamore Street from Roosevelt Park to Grand Avenue should be re-designed and reconstructed to improve the streetscape for pedestrians. This re-design should include landscaping, pedestrian crossings (signals at major intersections), and steps on the steeper slopes (see Illustration 8 and Cost Estimate p. 40).

3. The City Parks and Recreation Department should continue to maintain the Silver Avenue landscaped median and should renovate the median to prevent run-off of irrigation water into the streets.

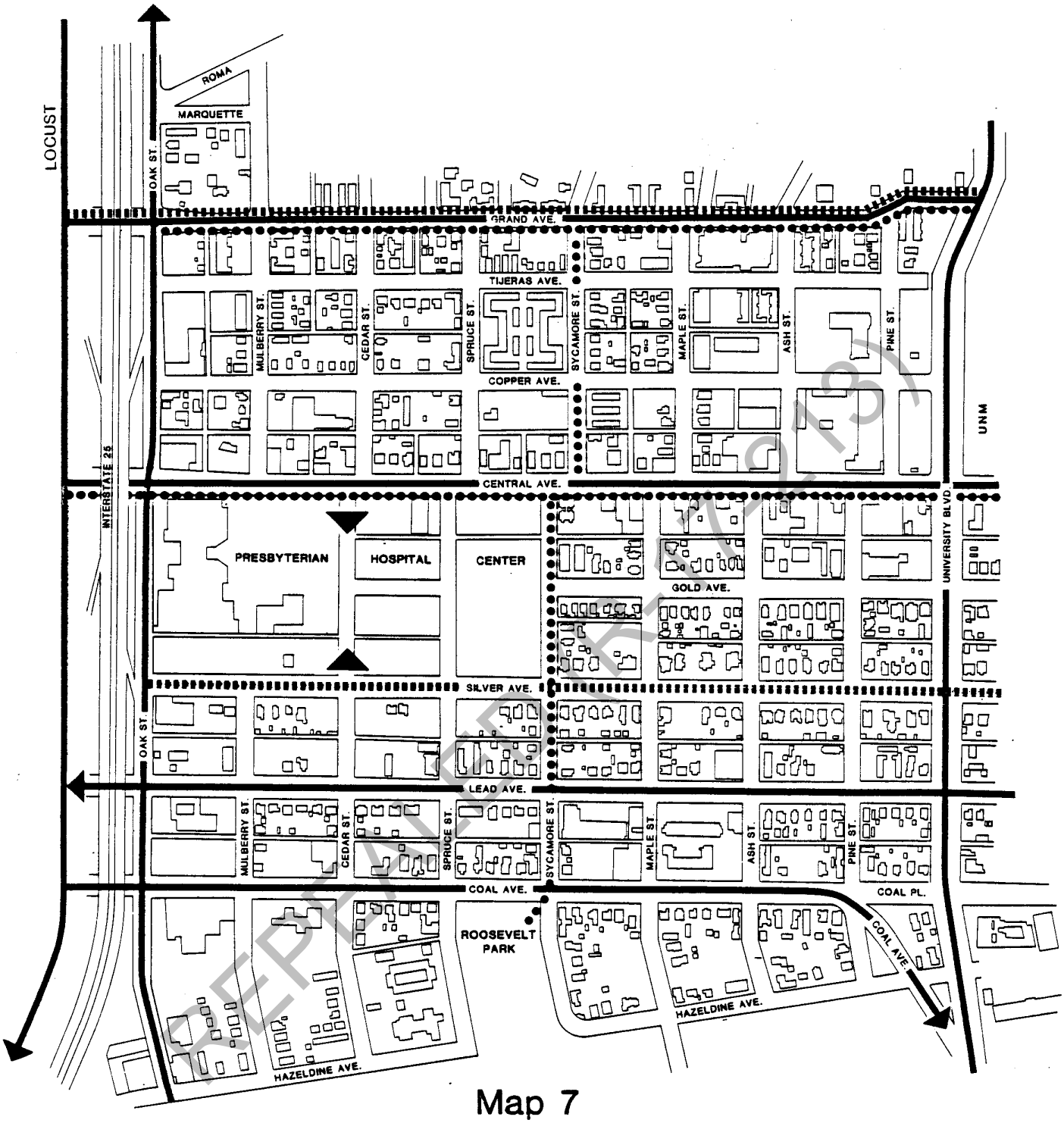
POLICY TWO: THE NEGATIVE IMPACTS OF VEHICLE PARKING AND CIRCULATION ON THE NEIGHBORHOOD SHALL BE REDUCED.

IMPLEMENTATION:

1. The City should install "no parking" signs at intersections as recommended by the Traffic Engineer to improve driver visibility at the intersections.

2. Lead and Coal Avenues should be re-surfaced and re-engineered by the City within the next five years in accordance with their heavy traffic volume.

3. The traffic patterns of the vehicles which travel from the Encino Medical Plaza to the Hospital should be studied and methods recommended to lessen the impacts of this traffic on the Sycamore and Spruce Park Neighborhoods. This study cannot begin until the construction on Central Avenue is complete and traffic patterns have returned to normal.



Map 7

CIRCULATION

- Major Existing Vehicle Routes
- One Way Street
- Existing Pedestrian/Bicycle Streets
- Improvements to Streetscape
- Hospital Main Entrance/Exit

N

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4. Permit parking should be installed in the area around the Hospital Campus where needed. A parking study shall not be required within a two block radius of the Hospital Campus if the required percentage of property owners request permit parking.

POLICY THREE: THE AREA SHALL BE IMPROVED FOR TRANSIT USERS.

IMPLEMENTATION

1. Presbyterian Hospital Center should install bus shelters on the north and south sides of Central Avenue near Cedar.

2. The City Transit Division should consider Central Avenue between Interstate 25 and University Blvd. a high priority area in its analysis of bus shelter location.

POLICY FOUR: IMPROVE VEHICULAR ACCESS TO THE HOSPITAL CAMPUS.

IMPLEMENTATION

1. The main vehicular entrance/exit to the Hospital from the south on Cedar Street should be emphasized with signage and traffic signals.

POLICY FIVE: ALLEYS WITHIN THE SYCAMORE AREA SHOULD BE RETAINED AND UPGRADED FOR PARKING ACCESS OR ELIMINATED.

IMPLEMENTATION

1. Alleys should be paved if heavily used to reduce dust and erosion, or vacated if requested by a property owner and found to be unuseable for present or future parking access. Through traffic (going the length of one or more blocks) on unpaved alleys should be discouraged or eliminated.

SYCAMORE STREET IMPROVEMENTS
COST ESTIMATE*
(between Grand and Coal Avenues)

Removal of Existing Facilities (sidewalk, curb and gutter)	$16,000
Landscaping (trees, shrubs, irrigation)	20,000
New Facilities (curb and gutter, drivepass, sidewalk-exposed aggragate or pavers)	320,000
TOTAL CONSTRUCTION COST	$356,000
Professional Fees (7%)	$25,000
Administrative Costs (surveys, inspections)	11,000
Contingency (10%)	36,000
TOTAL DESIGN COST	$ 72,000
TOTAL ESTIMATED PROJECT COST	$428,000

Prepared by the City of Albuquerque's Municipal Redevelopment Department, Redevelopment and Economic Development Division with March 1982 Cost Estimates. Cost Estimate does not include signalization at any intersections.

H. METROPOLITAN REDEVELOPMENT ACTIVITIES

Summary of Needs and Objectives

Provide assistance to renovation and new construction.

Protect property owners from the fear of condemnation.

Generate public money for public improvements.

POLICY ONE: THE CITY SHALL NOT EXERCISE ITS POWER OF CONDEMNATION PURSUANT TO THE STATE METROPOLITAN REDEVELOPMENT CODE TO ACQUIRE REAL PROPERTY WITHIN THE SYCAMORE METROPOLITAN REDEVELOPMENT AREA IF SUCH CONDEMNATION WOULD RESULT IN INVOLUNTARY RELOCATION OF RESIDENTS OR BUSINESSES.

POLICY TWO: INCREASED TAX REVENUE FROM REDEVELOPMENT WITHIN THE SYCAMORE AREA SHOULD BE SPENT WITHIN THE SYCAMORE AREA.

IMPLEMENTATION

1. The City shall attempt to establish a Tax Increment Fund for the Sycamore Metropolitan Redevelopment Area and the funds spent for public improvements and/or a program of housing and/or commercial redevelopment within the area.

POLICY THREE: METROPOLITAN REDEVELOPMENT BONDS SHALL BE AVAILABLE WITHIN THE SYCAMORE AREA FOR PROJECTS WHICH CONFORM TO THIS PLAN.

IMPLEMENTATION

1. Projects requesting an inducement resolution from the City for Metropolitan Redevelopment Bonds must conform to this general Metropolitan Redevelopment Plan and the University Neighborhoods Area Sector Development Plan to be amended as recommended.

2. The City should attempt to "package" smaller rehabilitation projects which could serve as security for a portion of a redevelopment bond or other financing tool issued for the area.

3. The City should continue efforts to develop a residential redevelopment program utilizing Metropolitan Redevelopment Bonds (see Appendix Exhibit B).

POLICY FOUR: ALL ACTIVITIES OTHER THAN THOSE PREVIOUSLY ADDRESSED BY POLICIES IN THIS SECTION AS SPECIFIED IN THE NEW MEXICO METROPOLITAN REDEVELOPMENT CODE AND WHICH ARE NECESSARY TO IMPLEMENT THIS PLAN MAY BE UNDERTAKEN IN THE SYCAMORE METROPOLITAN REDEVELOPMENT AREA.

POLICY FIVE: EFFORTS SHALL BE MADE TO REPLACE PUBLIC WITH PRIVATE FUNDING SOURCES FOR PRIVATE DEVELOPMENT INCENTIVES.

IMPLEMENTATION

1. The City should assist the neighborhood in forming a private non-profit development corporation to provide private financial incentives for redevelopment (e.g., interest subsidies, loan pool).

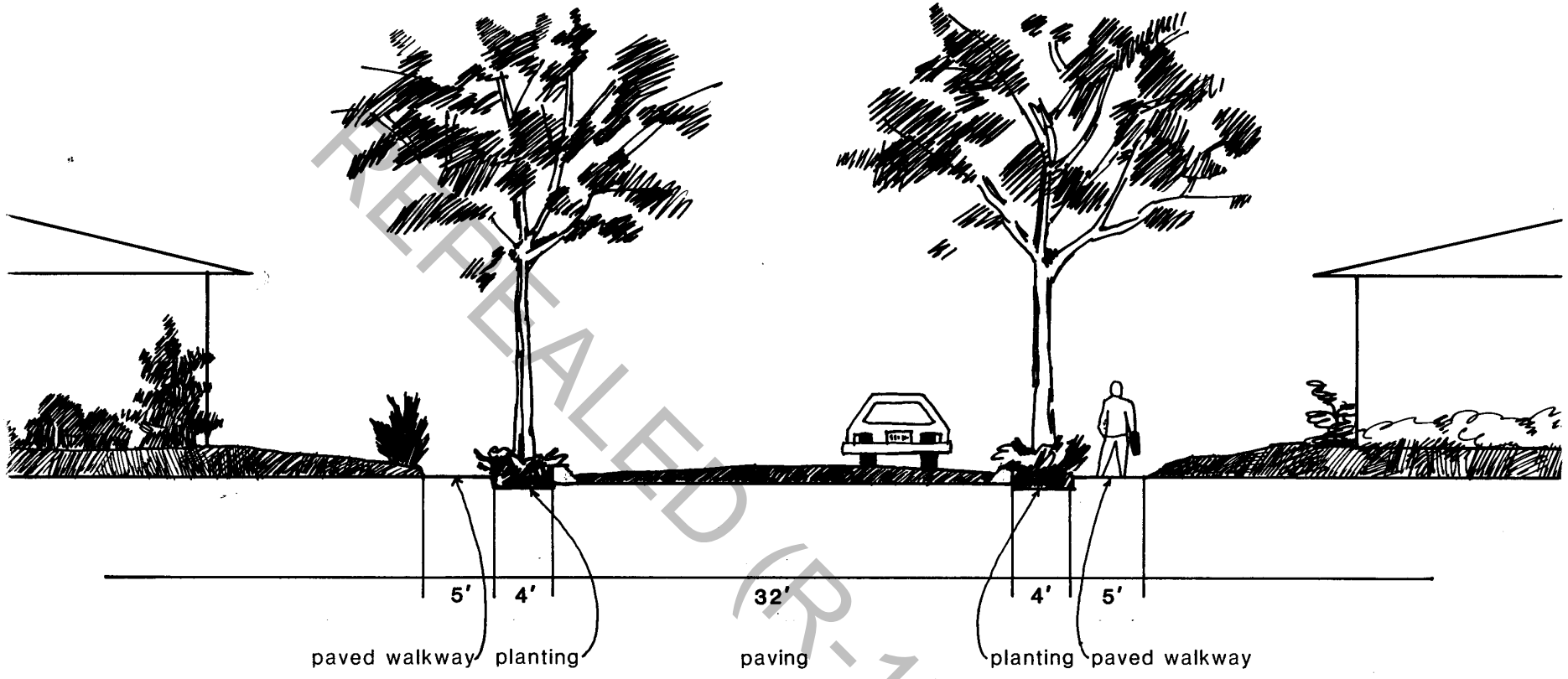
POLICY SIX: PRESERVATION OF HISTORICALLY SIGNIFICANT STRUCTURES SHALL BE ENCOURAGED THROUGH USE OF AVAILABLE PUBLIC FINANCIAL INCENTIVES FOR RESTORATION AND RENOVATION.

IMPLEMENTATION

1. Use of City Metropolitan Redevelopment Bonds shall not normally be permitted if a project would involve the demolition of any building which is on or has been designated as eligible for the State or National Registers.

2. Nominations of structures potentially eligible for the National or State Historic registers should be pursued by the City Historic Landmarks staff with owner consent. Projects involving the renovation of properties on or designated as eligible for the State or National Registers of Historic Places shall be exempt from requirements for maintaining pre-development taxes for a ten-year period after renovation.

3. The Historic Landmarks Survey staff should prepare a map identifying older buildings eligible for federal tax incentives for renovation.



SYCAMORE STREET

SCHEMATIC

STREETSCAPE IMPROVEMENTS

ILLUSTRATION 8