

2005
Central/Highland/Upper Nob Hill



Metropolitan Redevelopment Plan



CITY of ALBUQUERQUE

FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-72 ENACTMENT NO. 82-2002SPONSORED BY: Hess Yntema

RESOLUTION

1
2 DESIGNATING THE HIGHLAND CENTRAL METROPOLITAN AREA, MAKING
3 CERTAIN FINDINGS AND DETERMINATIONS PURSUANT TO THE
4 METROPOLITAN REDEVELOPMENT CODE, AND AUTHORIZING AND
5 DIRECTING THE METROPOLITAN REDEVELOPMENT AGENCY TO ISSUE A
6 REQUEST FOR PROPOSALS FOR THE PREPARATION OF A METROPOLITAN
7 PLAN FOR THE AREA MAKING AN APPROPRIATION.

8 WHEREAS, the New Mexico Legislature has passed the Metropolitan
9 Redevelopment Code (herein "Code"), Sections 3-60A-1 to 3-60A-48 Inclusive,
10 NMSA, 1978 as amended, therein Section 3-60A-8 states: "A municipality shall
11 not prepare a metropolitan redevelopment plan for an area unless the governing
12 body by resolution determined the area to be a slum area or a blighted area, or a
13 combination thereof, and designated the area as appropriate for a metropolitan
14 redevelopment project"; and

15 WHEREAS, the City of Albuquerque ("City") and the Metropolitan
16 Redevelopment Agency of the City and their employees and agents, have for
17 some time engaged in a study of blighted areas within the City, and have
18 submitted their findings and recommendations concerning the area as shown in
19 exhibit A to this resolution and incorporated herein by reference; and

20 WHEREAS, pursuant to the Code, the Council caused to be published in the
21 Albuquerque Journal, a newspaper of general circulation in the metropolitan
22 redevelopment area hereinafter identified, a notice containing a general
23 description of the proposed metropolitan redevelopment area and the date, time
24 and place where the Council will hold public hearings to consider the adoption

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1 of this resolution and announcing that any interested party may appear and
2 speak to the issue of the adoption of this resolution; and

3 WHEREAS, the Albuquerque Development Commission held an advertised
4 public meeting on November 15, 2001, took testimony from the public, and
5 recommended to the Council the designation of the Highland-Central
6 Metropolitan Redevelopment Area, as set forth in the Staff Report attached to
7 this resolution as Exhibit B; and

8 WHEREAS, the Land Use Planning and Zoning Committee of the Council
9 meet at the time and place designated in the published notice of hearings, to
10 hear and consider all comments of all interested parties on the issue of the
11 adoption of this resolution; and

12 WHEREAS, the Council has considered the findings and determinations set
13 forth in the Staff Report attached as Exhibit B; the Highland-Central Boundary
14 Designation Report attached to this resolution as Exhibit C; and all comments
15 made at the public hearing concerning the conditions which exist in the
16 proposed Highland-Central Metropolitan Redevelopment Area.

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

19 Section 1. The Council finds and determines that the area surrounded by
20 Copper between Carlisle and San Mateo; on Carlisle between Copper and Silver;
21 on Silver between Carlisle and Aliso; on Aliso between Silver and Lead-Zuni; on
22 Lead-Zuni between Aliso and San Mateo; and on Zuni; on Lead-Zuni between
23 Aliso and Morningside; on Morningside between Lead-Zuni and Coal; on Coal
24 between Morningside and Valverde; on Lead-Zuni between Valverde and San
25 Mateo; and on San Mateo between Zuni and Copper as shown on the map
26 attached to this Resolution as Exhibit A, is by reason of the presence of a
27 substantial number of deteriorated structures, unsafe conditions, deterioration of
28 site and other improvements, lack of adequate zoning enforcement, obsolete
29 and impractical planning and platting, and low levels of commercial activity and
30 redevelopment which substantially impair and arrest the sound growth and
31 economic well being of the City; constitute an economic and social burden and
32 a menace to the public health, safety, and welfare in its present condition and

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1 use, is determined to be blighted, and appropriate for a metropolitan
2 redevelopment project or projects and is hereby designated the Highland-Central
3 Metropolitan Redevelopment Area.

4 Section 2. The Council finds that the rehabilitation, conservation,
5 development, and redevelopment of and in the Highland-Central Metropolitan
6 Redevelopment Area is necessary in the interests of the public health, safety,
7 morals and welfare of the residents of the City.

8 Section 3. The Metropolitan Redevelopment Agency is hereby authorized
9 and directed to prepare or to cause to be prepared a Metropolitan
10 Redevelopment Plan or Plans for the Highland-Central Metropolitan
11 Redevelopment Area which, without limitation, shall seek to eliminate the
12 problems created by the blighted conditions in the area, shall conform to any
13 general plan for the City as a whole, and shall be sufficient to indicate the
14 proposed activities to be carried out or encouraged in the area and the Plan's
15 relationship to defined local objectives respecting land use, improved traffic
16 patterns and controls, public transportation, public utilities, recreational and
17 community facilities, housing facilities, commercial activities or enterprises, and
18 other public improvements.

19 Section 4. The amount of \$100,000 is appropriated from the balance of
20 the Metropolitan Redevelopment Fund to the Highland Central Metropolitan
21 Redevelopment project to implement the recommendations of the Plan.
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1 PASSED AND ADOPTED THIS 12th DAY OF MAY, 2003
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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Yes: 7

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Excused: Gomez, Winter

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APPROVED THIS 23rd DAY OF May, 2003

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Bill No. R-03-230

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ATTEST:

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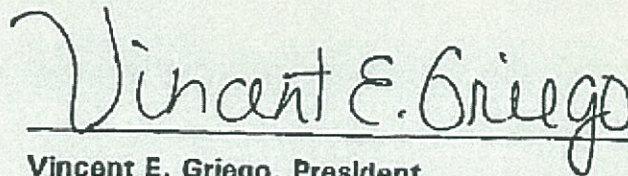
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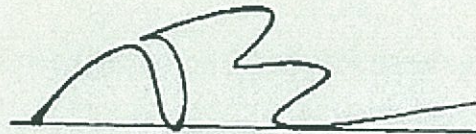
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Vincent E. Griego, President

City Council



Martin Chávez, Mayor

City of Albuquerque

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City Clerk

CITY of ALBUQUERQUE

FIFTEENTH COUNCIL

COUNCIL BILL NO. **R-03-230** ENACTMENT NO. **46-2003**

SPONSORED BY:

*Hess Untema
Vincent E. Bruego*

RESOLUTION

1
2 APPROVING THE HIGHLAND CENTRAL METROPOLITAN REDEVELOPMENT
3 PLAN.

4 WHEREAS, the Metropolitan Redevelopment Code (herein "Code"),
5 Sections 3-60A-1 to 3-60A-48 Inclusive NMSA, 1978 as amended, permits
6 the City of Albuquerque ("City") to prepare metropolitan redevelopment
7 plans and to undertake and carry out metropolitan redevelopment projects;
8 and

9 WHEREAS, the City Council, the governing body of the City, after notice
10 and a public hearing as required by the Code, duly passed and adopted
11 Council Resolution No. R-02-72 Enactment No. 82-2002, finding, among
12 other things, that one or more slum areas or blighted areas exist in the City
13 and that the rehabilitation, conservation, development and redevelopment of
14 the area designated as the Highland Central Metropolitan Redevelopment
15 Area ("Area") is necessary in the interest of the public health, safety, morals
16 and welfare of the residents of the City; and

17 WHEREAS, the City Council by Resolution No. R-02-72 Enactment No. 82-
18 2002 made certain findings which declare the Highland Central Metropolitan
19 Redevelopment Area to be blighted, has designated the Area as appropriate
20 for a Metropolitan Redevelopment Project and has called for the preparation
21 of a Metropolitan Redevelopment Plan identifying the activities to be carried
22 out to eliminate the present conditions; and

23 WHEREAS, the Albuquerque Development Commission ("Commission"),
24 which acts as the Metropolitan Redevelopment Commission under the

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1 provisions of City Council Ordinance 14-8-4-1994, recommends approval of
2 the Highland Central Metropolitan Redevelopment Plan ("Plan") for the
3 redevelopment of the Area, as required by the Code; and

4 WHEREAS, the City Council has conducted a hearing, after proper notice
5 as required by the Code, on the Plan; and

6 WHEREAS, the Plan proposes acquisition and redevelopment of certain
7 sites within the project area; and

8 WHEREAS, the Plan proposes a coordinated redevelopment of several
9 public and private projects in the area which will meet the objectives of the
10 Code and will benefit the City's efforts to revitalize the Highland Central
11 Metropolitan Redevelopment Area; and

12 WHEREAS, this Plan for the projects will promote the local health,
13 general welfare, safety, convenience and prosperity of the inhabitants of the
14 City and will benefit the City's effort to revitalize the area.

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

17 SECTION 1. The City Council, after having conducted a public hearing,
18 pursuant to the Code, finds that:

- 19 A. The Plan and the proposed redevelopment of the Highland
20 Central Metropolitan Redevelopment Area will aid in the
21 elimination and prevention of blight or conditions, which lead
22 to the development of blight.
- 23 B. The Plan does not require the relocation of any families or
24 individuals from their dwellings; therefore, a method for
25 providing relocation assistance is not required for the project.
- 26 C. The Plan complements the Albuquerque/Bernalillo County
27 Comprehensive Plan and affords maximum opportunity
28 consistent with the needs of the community for the
29 rehabilitation and redevelopment of the Highland Central
30 Metropolitan Redevelopment Area by public activities as public
31 purposes and needs.

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1 D. The Plan, attached as Exhibit A, and made a part hereof, is
2 approved in all respects.

3 SECTION 2. If any section, paragraph, clause or provision of the
4 Resolution shall for any reason be held to be invalid or unenforceable, the
5 invalidity or unenforceability of such section, paragraph, clause or
6 provision shall not effect any of the remaining provisions of this
7 Resolution.

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1 PASSED AND ADOPTED THIS 12th DAY OF MAY, 2003
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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Yes: 7

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Excused: Gomez, Winter

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APPROVED THIS 23rd DAY OF May, 2003

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Bill No. R-03-230

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ATTEST:

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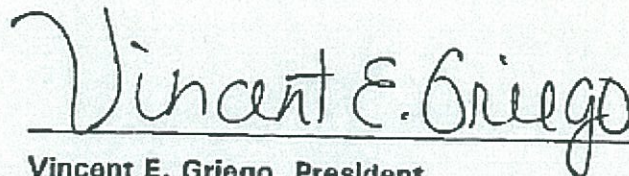
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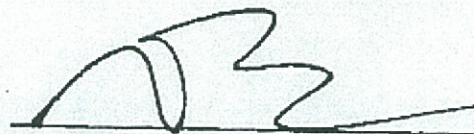
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Vincent E. Griego, President

City Council



Martin Chávez, Mayor

City of Albuquerque

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City Clerk

CITY of ALBUQUERQUE
SIXTEENTH COUNCIL

COUNCIL BILL NO. R-05-377 ENACTMENT NO. 176-2005

SPONSORED BY: Martin Heinrich

RESOLUTION

1
2 AMENDING THE HIGHLAND/CENTRAL METROPOLITAN REDEVELOPMENT
3 AREA (MRA) PLAN AS THE CENTRAL-HIGHLAND-UPPER NOB HILL MRA
4 PLAN; AND SPECIFICALLY INCLUDING THE ENTIRE CENTRAL-HIGHLAND-
5 UPPER NOB HILL MRA FOR PURPOSES OF TAX INCREMENT FINANCING.

6 WHEREAS, the New Mexico Legislature has passed the Metropolitan
7 Redevelopment Code (herein "Code"), Sections 3-60A-1 to 3-60A-48 NMSA
8 1978, which authorizes the City of Albuquerque, New Mexico ("City") to
9 prepare metropolitan redevelopment plans and to undertake and carry out
10 metropolitan redevelopment projects; and

11 WHEREAS, the City Council, the governing body of the City ("City
12 Council"), after notice and a public hearing as required by Code, has duly
13 passed and adopted Council Resolution No. F/S R-72, Enactment 82-2002,
14 finding, among other things, that one or more slum areas or blighted areas
15 exist in the City and that the rehabilitation, conservation, development, and
16 redevelopment of the area designated as the Highland/Central MRA is
17 necessary in the interest of the public health, safety, morals and welfare of the
18 residents of the City; and

19 WHEREAS, the City Council, the governing body of the City, after notice
20 and a public hearing as required by Code, has duly passed and adopted
21 Council Resolution No. F/S R-230, Enactment 46-2003, approving a
22 Highland/Central MRA Plan; and

23 WHEREAS, the Albuquerque Development Commission ("Commission"),
24 which acts as the Metropolitan Redevelopment Commission under provisions
25 of Section 14-8-4 ROA 1994 at their meeting on August 10th, 2005, after notice,

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1 conducted a public hearing on the Central-Highland-Upper Nob Hill MRA Plan
2 and after the public hearing recommended approval of the Plan; and

3 WHEREAS, the following findings were presented to the Albuquerque
4 Development Commission for the Central-Highland-Upper Nob Hill MRA Plan;
5 and

6 WHEREAS, the Plan will promote the local health, general welfare, safety,
7 convenience and prosperity of the inhabitants of the City.

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

10 Section 1. The City Council, after having conducted a public hearing
11 pursuant to the Code, adopts the Central-Highland-Upper Nob Hill MRA Plan,
12 as attached hereto and incorporated herein, as an amendment to the
13 Highland/Central MRA Plan.

14 Section 2. The entire Central-Highland-Upper Nob Hill MRA is specifically
15 included for purposes of tax increment financing.

16 Section 3. The City Council, after having conducted a public hearing
17 pursuant to the Code, finds that:

- 18 A. The Plan proposes activities for the redevelopment of the Central-
19 Highland-Upper Nob Hill MRA that will aid in the elimination and
20 prevention of slum and blight; and
21 B. The Plan does not require the relocation of any families and
22 individuals from their dwellings and a method for providing
23 relocation assistance is not needed; and
24 C. The Plan conforms to and complements the Albuquerque/Bernalillo
25 County Comprehensive Plan; and
26 D. The Plan affords maximum opportunity consistent with the needs of
27 the community for the rehabilitation for redevelopment of the
28 Central-Highland-Upper Nob Hill MRA by private enterprise or
29 persons, and the objectives of the Plan justify the proposed
30 activities as public purposes and needs.

31 Section 4. The City shall support efforts to establish programs such as a
32 Business Improvement District, a Community Development Corporation,

1 Mainstreet and/or Transit Related Development programs, and other
2 programs.

3 Section 5. The City shall support these programs in providing technical
4 assistance to businesses within the Central-Highland-Upper Nob Hill MRA for
5 the purpose of obtaining funding for redevelopment activities and providing
6 guidance and technical assistance to businesses wishing to open, operate
7 and/or expand with the Central-Highland-Upper Nob Hill MRA.

8 Section 6. All resolutions, or parts thereof, in conflict with this Resolution
9 are hereby repealed; this repealer shall not be construed to revive any
10 resolution, or part thereof, heretofore repealed.

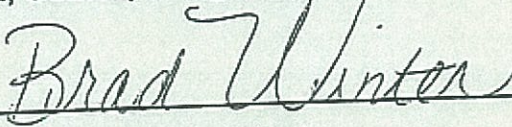
11 Section 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
12 clause, word, or phrase of this resolution is for any reason held to be invalid
13 or unenforceable by any court of competent jurisdiction, such decision shall
14 not affect the validity of the remaining provisions of this resolution.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

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1 PASSED AND ADOPTED THIS 7th DAY OF November, 2005
2 BY A VOTE OF: 5 FOR 0 AGAINST.
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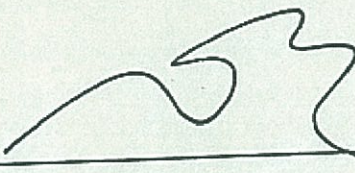
4 Excused: Cadigan, Gomez, Griego, Mayer

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7 Brad Winter, President
8 City Council
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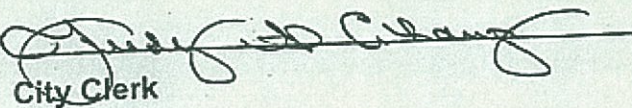
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11 APPROVED THIS 10 DAY OF November, 2005
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14 Bill No. R-05-377
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18 Martin J. Chavez, Mayor
19 City of Albuquerque

20 ATTEST:

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23 City Clerk
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City Administration

Mayor

Martin J. Chavez

Chief Administrative Officer

James B. Lewis

Chief Financial Officer

Gail D. Reese

Chief Operations Officer

Ed A. Adams

Chief Public Safety Officer

Nicholas S. Bakas

City Council

Council President, District 4

Brad Winter

Council Vice President, District 1

Miguel A. Gomez

District 2

Debbie O'Malley

District 3

Eric Griego

District 5

Michael J. Cadigan

District 6

Martin Heinrich

District 7

Sally Mayer

District 8

Craig Loy

District 9

Tina Cummins

ACKNOWLEDGEMENTS

MR Plan prepared by:

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Director, Planning Department, City of Albuquerque
Cynthia Borrego, MPA
Manager, Metropolitan Redevelopment Agency, City of Albuquerque
Kim Calendar, MCRP
Project Manager, Metropolitan Redevelopment Agency, City of Albuquerque

Master Plan prepared by:

Bill Dennis, David Day, Xiajiam He, Zeke Mermell
Moule & Polyzoides Architects and Urbanists
Peter Swift, Transportation Planner
Swift Associates, LLC
Bob Gibbs, Retail Strategist
Gibbs Planning Group

Key Support provided by:

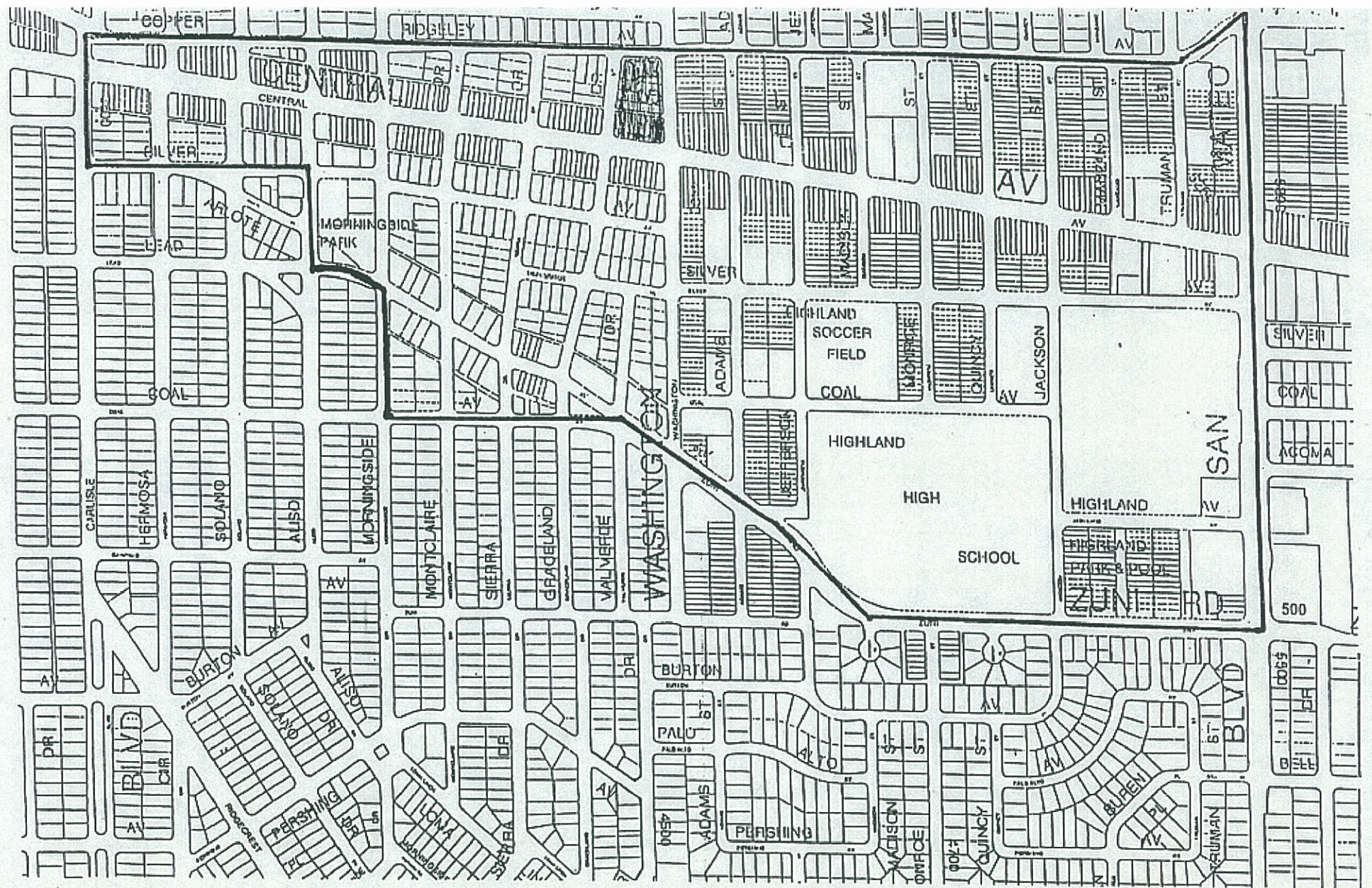
Nob Hill-Highland Renaissance Corporation
Rob Strell, President; Will Gleason, Vice President; Michelle Negrette, Secretary; Orville Pratt, Treasurer; Page Coleman, Laura Cordova, Richard Macpherson,
Nick Manole, Jon Messier
Claude Morelli, AICP
Planning Consultant
Marianne Dickinson
Public Involvement and Outreach Consultant
New Mexico Mainstreet Program
Rich Williams, Director; Susan Freed, Program Associate; Jan Kindel, Program Associate

With the assistance of:

Norm Gagne
Highland Business and Neighborhood Association
Nob Hill Neighborhood Association
Nob Hill Business Association
Walk Albuquerque
Albuquerque Alliance for Active Living

Prepared for the Albuquerque Development Commission:

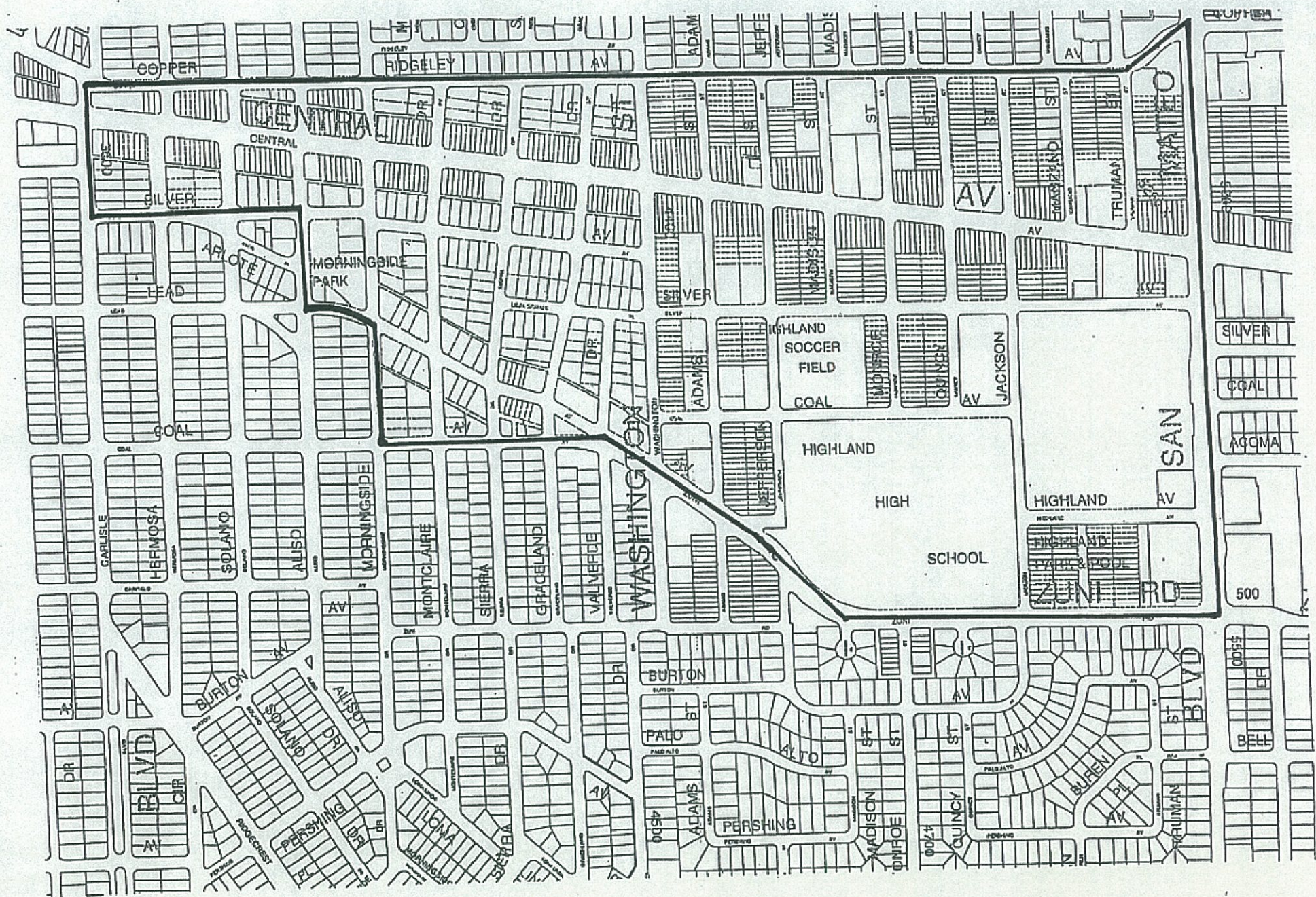
Alex Romero, Chairman
Vangie Gabaldon
Doug Turner
Will Ferguson



Highland-Central MRA

Exhibit "A"





Central/Highland/Upper Nob Hill MRA

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	1
VISION STATEMENT AND PLAN GOALS.....	4
INTRODUCTION.....	5
MR Code & Plan Purpose	
Context and History	
THE NEED FOR REVITALIZATION.....	7
Low Levels of Commercial	
Aging Motels as a Blighting Factor in the Area	
Current State of Commercial Development in the MRA	
Constraints and Opportunities	
IMPLEMENTATION & FUNDING SOURCES.....	11
Streetscape Implementation	
MR Plan Tools for Implementation	
Funding Sources	
CATALYTIC PROJECTS.....	21
De Anza Motor Lodge	
Summary of the De Anza Market Study	
POSSIBLE FUTURE PROJECTS.....	23
COMMUNITY ISSUES THAT REQUIRE FURTHER DISCUSSION.....	24
AUTHORIZING LEGISLATION.....	25
Resolutions Designating MR Area and Adopting MR Plan	
2003 MR Plan with Exhibits	

APPENDIX A

THE MASTER PLAN

The Illustrative Plan (The Vision).....	7
Two Catalytic Projects.....	9
Principles of Great Streets & Neighborhoods.....	13
Retail Strategy.....	15
Great Streets.....	19
Park Once and Walk.....	29
Landscape.....	31
Affordable Housing.....	33

IMPLEMENTATION

Principles of the Plan.....	35
Urban Principles.....	37
Frontage Types.....	39

APPENDICES

Principles of the New Urbanism.....	41
Pedestrian Environment Analysis.....	42
Traffic Analysis.....	44

EXECUTIVE SUMMARY

A Metropolitan Redevelopment Area (MRA) has been created in a "blighted" portion of the Central/Highland/Upper Nob Hill area. The MRA covers an area from Carlisle to San Mateo and from Copper to Zuni, the western portion of which is also in the Nob Hill Sector Development Plan area (see map on previous page). The Metropolitan Redevelopment (MR) Code defines blight as an area where "a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area". The Central/Highland/Upper Nob Hill area boundaries were approved as an MRA in 2002. There are now numerous powers available to a city under the MR Code that can be used for the purpose of redevelopment. These powers consist mainly of the right to acquire property by purchase or eminent domain then authorizes the lease or sale of the property to a qualified developer to redevelop it in accordance with a request for proposals issued by the city.

This MR Plan is an update to the MR Plan that was adopted in 2003 by City Council. The updated plan, with the addition of the Master Plan developed by Moule and Polyzoides Architects/Urbanists, provides two essential ingredients for redevelopment in the Central/Highland/Upper Nob Hill area:

1. A vision for what the area could look like in 5 to 20 years.
2. Tools to implement the appropriate type of development.

The goal is to create a place that is both identifiable for its unique Route 66 character and is a livable, walkable, mixed-use and vibrant economic and residential part of Albuquerque.

The MR Plan, including the attached Master Plan, is the culmination of a public design process and previous planning efforts by City government, businesses, and residents. It includes information from the 2003 MR Plan, the De Anza Market Study, the Albuquerque Bernalillo County Comprehensive Plan, the Nob Hill Sector Development Plan, and a design workshop held in the winter of 2004. The Master Plan analyzes the assets and liabilities of the project area and then offers recommendations and regulations that can be applied to the properties in the area to guide and encourage redevelopment.

The design and regulations shown in the attached Master Plan are only recommendations in the adoption of the Metropolitan Redevelopment Plan. The design and regulations, after further discussion, can be revised and implemented as part of the Nob Hill Sector Development Plan update. Customized design regulations for the area along Central Avenue, between Carlisle Boulevard and Washington Street, will be developed in the Sector Plan update process.

Key elements of the attached Master Plan include:

- Illustrative map: Vision for the area
- Suggested catalytic projects: De Anza Motel and Hiland Theater areas.
- Master Plan components: retail, streets and sidewalks, parking, landscaping, and affordable housing strategies.
- Implementation strategies: such as regulations and form-based development code.

These elements are critical building blocks for development of a great place.

Moule and Polyzoides Architects/Urbanists, along with a nationally respected transportation engineering specialist, brought their expertise in designing urban environments to develop the Master Plan in cooperation with area residents and businesses at the design workshop. Development of the Master Plan was guided by a set of New Urbanist design principles that follow the philosophy of restructuring urban places to become more oriented to pedestrians, high-quality public transit, and a diverse mix of living, working, and shopping opportunities.

The Master Plan incorporates a form-based approach to design. The form-based approach represents a distinct departure from the status quo approach to development, which segregates land uses (i.e., prohibits land-use mixing) and is generally oriented much more to automobiles than pedestrians.

The Master Plan reflects opinions expressed by a large number of people who participated in a design workshop process that took place in February of 2004. Through a series of exercises and feedback loops, their hopes and concerns were incorporated directly into the Master Plan. Sentiments expressed by a majority of the participants included:

- *Mixed-Use Development and Design Character.* Mixed-use development is desirable, with new construction at a somewhat higher density than in Nob Hill. A generic "anywhere America" quality should be avoided and the "Route 66" character should be preserved along Central Avenue.
- *Shopping Opportunities.* The Upper Nob Hill/ Highland neighborhood should become a walkable and shop-able place again. Many existing stores, motels, streets and sidewalks are in poor condition, and there is currently a lack of stores serving routine shopping needs.
- *Traffic and Streets.* Speeding traffic and high levels of traffic noise are problems. Busy streets create undesirable divisions through the neighborhood.

- *Pedestrians and Bicycles.* There is a great need to improve walkability and bicycling. Pedestrians and bicyclists face many difficulties crossing streets and circulating through the area. Sidewalks and civic spaces are currently degraded or hazardous.
- *Public Transit.* There is a need for higher quality public transit service and station/ stop facilities in the area.
- *Parking.* There is not enough on-street parking along Central Avenue for businesses and customer parking in residential areas is problematic.
- *Housing and Residential Impacts.* More housing opportunities are needed, but affordability should be preserved and existing residential areas should be buffered from commercial ventures.

The Master Plan offers a design that addresses these concerns in a holistic, interconnected manner. It must therefore be understood as a whole. First, the Illustrative Master Plan and Regulations recommend moving mixed-use buildings to the sidewalk, locating parking along the streets and at the rear of lots, and allowing a modest increase in the heights of buildings. Houses and businesses are mixed on the main corridors so as to enable a variety of incomes and businesses to move into the area. And, businesses of similar types are encouraged to congregate in groups to focus shopping energy and create districts within the larger neighborhood that add character.

The Master Plan calls for the reconstruction of Central Avenue based on a new design that includes four traffic lanes, on-street parking, roundabouts, wider sidewalks, and a new centrally located alameda. The design is intended to ensure that traffic moves at reasonable speeds, while maintaining the number of cars the road can carry and greatly improving the aesthetics and economic vitality of the roadway corridor. Other street improvements are offered to help walkability and reduce speeds throughout the rest of the neighborhood. These recommendations may be altered with the implementation of the Rapid Transit Plan.

The Master Plan recommends establishing a Park-Once District to address the parking issue. Parking would be included on the streets, in parking courts, and (eventually) in structures. Parking ratios are reduced to reflect shared parking opportunities and the reduced need for parking that results from a mixed-use, walkable, and transit-oriented area.

The Master Plan recommends landscape changes that involve the re-creation of major streets into the public realm with alamedas, street trees, and roundabouts as markers on Central. Existing open spaces are to be improved by partnerships between the City and Highland High School. Several new parks are also proposed.

The Nob Hill community west of this area has had considerable success in creating and maintaining a pedestrian oriented shopping destination of boutiques, bakery/cafes, restaurants, and entertainment venues that are active into the evening. Central Avenue, east of Carlisle, however, has been characterized by auto oriented and pedestrian unfriendly uses. Constraints to development for the commercial corridor include public perception problems, a relatively high rate of adult businesses in the area, and competition from neighboring big box retailers. Opportunities for the MRA include its location along historic Route 66, the high per capita income in the surrounding residential area and its proximity to tourist destinations in Nob Hill.

Earlier planning efforts through the Main Street Program, with community support and participation, were instrumental in stimulating revitalization of the Nob Hill area. Community and non-profit organizations such as the Highland Business & Neighborhood Association, Nob Hill Neighborhood Association, Nob Hill Business Association, Nob Hill/Highland Renaissance Corporation, and the Main Street Program are active in the Highland/Central/Upper Nob Hill MR Area and are making valuable contributions towards redevelopment.

The adoption of the MR Plan will allow the City to set development policy for the targeted area, will meet certain statutory obligations and open new development opportunities as stated in the State Metropolitan Redevelopment Code, Article 60A.

VISION STATEMENT

The Metropolitan Redevelopment Plan for the Central-Highland-Upper Nob Hill Area seeks to create a place that is both identifiable for its unique Route 66 character and is a livable, walkable, mixed-use and vibrant economic and residential part of Albuquerque.

PLAN STRATEGIES

1. Improve the aesthetics, vitality, and public image of the plan area.
2. Encourage the development of a fine-grained mix of pedestrian-oriented land uses, including both residential and commercial.
3. Attract public and private investment to stimulate commercial revitalization.
4. Attract businesses that compliment and expand the range of existing goods and services.
5. Redevelop or find adaptive re-uses for vacant and underutilized properties.

6. Provide a wide range of viable transportation choices, including high-quality public transit, walking, bicycling, and vehicular systems.
7. Provide a safe and secure environment for residents, businesses, and visitors.
8. Identify and preserve the existing desirable characteristics of adjacent residential areas.
9. Recognize and preserve buildings and areas of architectural and environmental significance.

INTRODUCTION

Metropolitan Redevelopment Code and Plan Purpose

The State Metropolitan Redevelopment Code (3-60-1 to 3-60A-48 NASA 1978) provides cities in New Mexico with the powers to correct conditions in areas or neighborhoods within municipalities, which substantially conflict or arrest the sound and orderly development in the city. These powers can help reverse an area's decline and stagnation; however, they can only be used within the designated Metropolitan Redevelopment Areas.

Designation of a Metropolitan Redevelopment Area is based on findings of slum or blighted conditions, as defined in the Metropolitan Redevelopment Code (3-60-8). The criteria for a blighted area in the Code can be divided into two major groups: physical conditions and economic conditions. An area is considered blighted when it contains "the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary conditions, deterioration of the site or improvements, and diversity of ownership". Also highlighted in the definition of blight is an area where "a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area, low levels of commercial or industrial activity or redevelopment.

The Central/Highland/Upper Nob Hill Metropolitan Redevelopment Area (MRA) boundary was created in 2002 which, as a designated blighted area, qualified it as appropriate for redevelopment projects under the City's Metropolitan Redevelopment Code. Metropolitan Redevelopment projects are activities designed to eliminate slums or blighted areas that conform to an approved plan for rehabilitation and conservation.

A very basic Central/Highland/Upper Nob Hill Metropolitan Redevelopment Area (MRA) Plan was adopted in 2003 that is now being updated with this addendum. The Plan proposes to eliminate problems created by blight and indicates activities recommended for the area including land acquisition, demolition, zoning and land uses, traffic controls, recreational and community facilities, housing, commercial and industrial facilities, and public transportation.

The MR Plan provides tax incentives that include a wide variety of mechanisms to encourage redevelopment through the use of public taxation tools. These often take the form of tax credits or tax deferrals. By crediting or deferring taxes to be paid on property, income, or sales, governments create incentives for businesses to act on redevelopment opportunities. Conversely, special tax programs can be used specifically to fund improvement in the area benefited by the tax. The City can take advantage of either option, but would choose the approach that would provide the best benefit to the community.

The powers afforded a city under the Metropolitan Redevelopment Code are numerous, but mainly consist of the power to acquire property (which is tax-exempt as long as the city owns it) by purchase or eminent domain, refurbish or replace it, and then lease or sell the new or remodeled property to a qualified developer in response to a request for proposals issued by the city. The city may issue tax-exempt revenue bonds or may employ tax increment financing to finance the redevelopment project.

Context and History

History of Motels along Route 66

The history of Albuquerque's Central Avenue motels, including those within the Near Heights MTA, is the history of Route 66 and America's love affair with the private automobile. In 1910, two years after auto pioneer Henry Ford introduced the "Model T", there were almost half a million registered motor cars in the United States. By the 1920's the U.S. Department of Agriculture saw a need to connect the east and west coasts of the North American continent with a highway that could be traveled by the sixteen million cars then owned by Americans. Advocates of good roads, among them Oklahoma State Highway Commissioner Cyrus Avery, sought to devise new routes and to create a federal highway commission to guide their construction and maintenance. Route 66 was largely Avery's brainchild, born of his expressed desire to improve the road network, mostly in the West, where it was an archaic hodgepodge of tracks, trails, lanes, and paths established over time by the Native Americans, Hispanics, and Anglo settlers, and French and American traders.

Not surprisingly the new road would pass through Avery's home of Oklahoma, bringing with it the hope of prosperity to communities along the right of way. The Great Depression intervened. Combined with droughts and sandstorms, the economic downturn of the thirties drove millions from the Oklahoma's Dust Bowl onto the route in the direction of California.

John Steinbeck recounted this period in 1939 in "The Grapes of Wrath," the saga of the Joad family's journey from Oklahoma to California. In the novel, Steinbeck dubs Route 66 the "Mother Road."

By 1938, pavement along Route 66 was complete. With the Great Depression ebbing and propositions for war on the horizon, prosperity did come to communities through which the new highway passed. What were once livery stables or blacksmith shops and even private homes became automobile repair stations and roadside oases for weary travelers. The displacement caused by the mobilization for the Second World War and the advent of the automobile created a new breed of nomads free to explore the North American continent. Fuel tanks thirsty for gasoline and radiators in need of water inspired entrepreneurs to serve the needs of auto travelers.

As early as the 1920s, many towns along Route 66 set up organized roadside camps to accommodate travelers who chose to spend the night. The next innovation in overnight shelter was the roadside cabin. Often very simple, four walls and a roof with outdoor restroom facilities, thousands of cabin clusters were built along the highways by the 1930s, along with mom and pop restaurants that served box lunches and fried chicken for the road. West Coast architect Arthur Heinemann is credited with combining the words "Motor" and "Hotel" to create the name for the most popular destination of the American motorist by the 1950s, the ever present motel lit up with a neon-sign. The new roadside architecture and neon signage would evolve quickly into particularly American art forms. With the continued improvement of the interstate highway system and the phenomenal prosperity of the American economy in the mid-twentieth century, a fierce competition began between roadside marketers. Larger and more elaborate signs and more peculiar buildings were needed to attract tourists.

A stable post war economy brought with it increased prosperity and more leisure and mobility to many Americans. Route 66 soon became too narrow to accommodate the increase in traffic, and accidents along the highway were numerous. In 1956, the Interstate Highway Act heralded the replacement of the old roads by Interstate Highways with several lanes, inspired by the German Autobahns that had impressed American troops with their efficiency during the war. The interstate system was the death knell for many commercial areas situated between the larger cities and for many of the roadside businesses along Route 66. In Albuquerque, Route 66 was replaced by Interstate 40, and new commercial centers were located near exits and entrances to the new highway.

THE NEED FOR REVITALIZATION

The MRA was established in the Central/Highland/Upper Nob Hill neighborhoods to combat problems that undermine the economic and social vitality of the community. The MRA exhibits a combination of factors that contribute to a blighted condition.

Low Levels of Commercial

Upper Nob Hill and Highland central business districts, located along Central Avenue between Carlisle and San Mateo, share many similar characteristics with aging main streets across the country. A result of the "Route 66" migration, the area flourished as it responded to the demands of passing motorists. Later, as the residential areas of Albuquerque expanded eastward, stores, theaters, and restaurants as well as other business enterprises began to dominate Central. However, as development trends shifted, many of the small local businesses in the area began to have difficulty competing with larger and newer national businesses. As a result, many have closed their doors and blight throughout the area persists. These factors, when taken together, form a persuasive argument for revitalization efforts in the area.

Aging Motels as a Blighting Factor in the Area

The prevalence of motels along Central Avenue is an issue the entire city is facing. Most motels along Central were built in response to a demand for rest stops for weary motor travelers along the historic Route 66. The motels are a remnant and celebration of the American love affair with the automobile. Many are typical highway tourist cabins and motor courts of the 1930s and 1940s. However, when interstate highways replaced smaller roads as the primary means for traversing the country, Route 66 became more of a nostalgic icon than a highly traveled byway. As a result, the motels became underutilized and aging structures. Individual aging Route 66 motels have at times become the base of operations for prostitution and drug trafficking, causing the Albuquerque City Council in 1997 to expand its definition of properties contributing to "nuisance" activities. Criminal activities at specific motel locations as well as the age of the motels contribute to the dampened economic conditions in the area. Newer chain hotels that are located conveniently near interstate ramps and are competitively priced hurt motel business in the MRA, forcing owners to lower their rates. There is only a small margin for dropping rates while remaining profitable, however, and this competition adds to the economic downward trend already evident in the area. Implementing niche marketing strategies to bolster the existing hospitality industry, renovating historic motel properties, or alternatively, finding new uses for the historic buildings are key to economic revitalization of the area.

Current State of Commercial Development in the MRA

The commercial areas of the MRA run along Central Avenue (the historic Route 66). The community west of the area, known as Nob Hill, has had considerable success becoming a pedestrian oriented shopping destination of boutiques, bakery/cafes, restaurants, and entertainment venues that are active into the evening. Central Avenue east of Carlisle, however, is characterized by auto oriented and pedestrian unfriendly uses.

Constraints and Opportunities

Constraints to development for the commercial corridor include public perception problems, a relatively high rate of adult businesses in the area, and competition from neighboring big box retailers. Opportunities for the MRA include its location along Central Avenue and its proximity to tourist destinations in Nob Hill.

Constraints

Public Perception

Constraints to commercial development in the area include a historic and perceived high crime rate and associated negative press coverage.

Adult Businesses

Another constraint for development related to public perception of the area is the high concentration of adult businesses in the area. Historically in Albuquerque, adult entertainment venues clustered in specific areas and targeted patrons outside the immediate area. In 1980, the City of Albuquerque regulated the location and concentration of adult entertainment businesses through the amended Zone Code. The Zone Code states that there must be 1000 feet between adult entertainment establishments and that there must be 500 feet between an adult entertainment establishment and a school, church or residentially zoned property. This applied to any business coming to the area after 1980. However, within the Metropolitan Redevelopment Area, there are some non-conforming uses that pre-date the code. Under a settlement between the businesses and the City, these businesses were allowed to remain in place, leading to a higher concentration of adult businesses in the MRA than in newer areas of the city.

Big Box Retailers

Regardless of products being sold, all merchants in the area are vulnerable to competition from larger "superstores" nearby and outside the neighborhood, including Wal-Mart, Target, Home Depot, and others off Eubank and I-40. Neighborhood merchants are vulnerable particularly because these types of stores are newer, are open longer, are more accessible to highway traffic, have free and available parking, and provide "one-stop" shopping. The MRA covers a more developed part of Albuquerque, where stores are older and maintenance costs higher. Stores are limited to on-street parking, in many cases, and have no capacity to stay open for 24 hours or to sell a wide variety of merchandise.

Opportunities

The MRA's neighbor to the west, the Nob Hill area, has capitalized on aspects that make small, locally owned retail shops more attractive to consumers than big box retail. Through revitalization, façade improvements, and retailers who serve a unique and specialized market niche, Nob Hill has boomed with successful retail, restaurants and services. A similar opportunity could be present for the Central/Highland/Upper Nob Hill MRA. An upgrade to the City's transit system utilizing a modern streetcar/light rail system is being designed at this time with Central Avenue as a one of the proposed locations. This type of transit system has spurred revitalization and boosted property values in many cities and could act as a catalyst for redevelopment in the MRA.

Route 66

Another strength to build upon is the MRA's central transportation feature, historic Route 66. Used as a thoroughfare since 1926, when U.S. Highway 66 was first established, Central Avenue has served as an icon of the automobile and cross-country travel. It has figured prominently in Albuquerque's history and was celebrated at the Route 66 Jubilee in the summer of 2001. The Jubilee attracts tourism and may serve as an impetus for revitalization all along Central Avenue. There is a possibility that the Jubilee could be an annual event thus adding to revitalization opportunities. In addition, an overall streetscape theme for East Central Avenue would benefit the neighborhood businesses and could be realized with participation in the Façade Improvement Program or the Scenic Byway Program. Historic preservation advocates have lobbied the National Parks Administration to establish Route 66 as an historic monument.

Targeting the Tourist Population

Specialty shopping centers, like the one in San Diego's Old Town (which is roughly equivalent to Albuquerque's Old Town in terms of ambiance), primarily target tourists. These specialty highly themed developments are successful when they are marketed within the context of a broader tourist program. The location of such developments and their proximity to tourist attractions is an important factor to their success. The proximity of the De Anza Motor Lodge site to the Nob Hill area makes the attraction of day tourists to the center a possibility. If this area is going to attract the necessary amount of day-tourist and visitor traffic for success, shoppers will want to feel safe and security will need to be highly visible.

Prevailing Conditions

Land Use and Zoning

Half of the project area is governed by the Nob Hill Sector Plan (between Carlisle Boulevard and Washington Street) and is zoned primarily for SU-2 (Special Neighborhood Zone) with OR (Office Residential) and CCR (Community Commercial Residential) zoning designations that promote mixed-use. The part of the MRA that is outside the Nob Hill Sector Development Plan is predominately zoned C-2. There is a need for rezoning in this area that allows for mixed-use.

Characteristics

The area encompasses 235 acres of developed and vacant land, some of which has as a blighting influence on the area. The Highland-Central area has a high incidence of vacant and blighted buildings. In order to be sustainable, the many antique furniture shops need additional traffic generated from other viable businesses in the area.

Transportation

Central Avenue is designated as a Major Transit Corridor in the Centers and Corridors Plan and is an important part of the proposed upgrade to the City's transit system. The site and its surroundings are currently not pedestrian oriented. If clustered parking is provided and sympathetic master planning undertaken, the site could become a park-once type of destination.

IMPLEMENTATION AND FUNDING SOURCES

Streetscape Implementation

The City should begin by undertaking the streetscape and other public improvements described above to create a more appealing and pedestrian-friendly shopping environment.

It is important that both the neighborhoods affected by this plan and Metropolitan Redevelopment Agency, the sponsors of this redevelopment effort, coordinate the objectives of this plan with those of the city's Capital Improvements Program.

- The cost of the streetscape improvements, including design fees, on Central Avenue from Carlisle to San Mateo are roughly estimated at \$6 million to \$8 million. Currently \$450,000 has been appropriated by the State for these streetscape improvements. Some funding may be available through a cost sharing agreement with the Capital Improvements Program.

Additional financing sources to complete the project could be made available through funds generated by General Obligation Bonds that would be approved by the electorate in 2005. Financing sources for smaller elements of the project or accessory projects (bus shelters, public arts projects, or street furniture, for example) include the Capital Improvements Programs funded through General Obligation Bonds. Approximately \$2,000,000 of CIP funds is set aside in each cycle for competitive applications by neighborhood associations. Additional money is available for small-scale, culturally oriented projects through the Urban Enhancement Trust Fund, also administered by CIP. Funding for maintenance of the existing street infrastructure, transit related development, and the provision of trails could also be available from the ¼ of a cent optional gross receipts tax for roads.

Metropolitan Redevelopment Tools for Implementation

1. Zoning (relates to strategy #2)

- Modify current C-2 zoning so that live/work use is allowed. Artisan manufacturing, artist lofts, cottage industries, and food production, such as catering & bakeries should be encouraged.
- Modify allowable setbacks so that new buildings create a street wall. Building entrances should face the primary street and be pedestrian accessible. Parking should be in the rear or in new parking structures. Existing businesses with front lots should be allowed to create front patios that cater to pedestrians.
- Reduce the number of required on-site parking spaces for new businesses. Parking needs should be met with on-street parking and shared parking structure facilities whenever possible. Parking lot access should be from side streets and the number of curb cuts limited so that sidewalks are safe for pedestrians.

2. Streetscape (relates to strategies #1, #2 & #6)

- Make the street more pedestrian friendly by bringing back on-street parking, design for safe pedestrian street crossings, utilize traffic-calming techniques, widen sidewalks, add street furniture, and install landscaping and pedestrian scale lighting. A modern streetcar/light rail system is being designed at this time, therefore all streetscape features should be evaluated for compatibility with the proposed rail system. Institute a Façade Improvement Program that includes design guidelines.

3. Building Design Standards (relates to strategies #1, #3, & #8)

- Develop design regulations for the Highland-Central MRA using the Nob Hill Sector Plan design guidelines as a model and define building types that are already in the area. Develop landscaping requirements that encourage the use of southwestern/xeric plants. Develop a street tree plan, including designs that avoid conflict with utility lines. Use design standards to encourage use of shade as part of the building design with canopies, awnings, overhangs, and walls. Establish and enforce glazing minimums for the ground floor of buildings. Encourage the retention and rehab of historic signs and neon. Review the sign ordinance to determine whether scale and spacing of signs can be improved for better readability. Improve on-site lighting requirements, maintenance and enforcement.

4. Historic Preservation (relates to strategies #9 & #5)

- Preserve buildings by remodeling for appropriate new uses. The Zia Lodge, De Anza Lodge, Desert Sands Motor Hotel, former Whites Department Store, former J.C. Penny store, Highland Theater complex, GEM Building and the Highland Swing Miniature Golf all have historic value. Other buildings that are worth noting because of their design or landmark qualities are the Firestone Store, First Security Bank tower, Albuquerque National Bank, and New Chinatown.

5. Community Centers and Social Services Linkages (relates to strategies #1, #3, #5 & #7)

- Clarify how to best meet the needs of the homeless population in the area by providing a professional assessment of established social service agencies, such as the Red Cross and YWCA. Evaluate how established centers of community activity such as the Highland Senior Center, the Highland High School, and the Highland Pool can be linked to strengthen their services.

6. Land Development (relates to strategies #3, #4, #5, & #8)

- Target new construction for properties that are vacant, underutilized or do not have structures with historic character.

7. Housing (relates to strategies #2, #4, #5, #6 & #7)

- Increase residential density along Central Avenue in the commercial corridor and transition areas in order to promote Central Avenue business revitalization and pedestrian character of the area. A comprehensive housing analysis should be done that shows how a niche market can be created that meets housing needs in the area. Develop a variety of housing types; include an affordable component that is indistinguishable from the market rate housing.

8. Linkages (relates to strategies #2, #6 & #9)

- **Transportation:**
Build on existing nodes of activity that already exist in the Highland/Central area. Utilize transportation systems along Central Avenue to link other nearby nodes of activity such as Nob Hill, the University and Downtown to the West as well as the Hiland Theatre, State Fair Grounds and the International Market Place to the East. Central Avenue is designated as a Major Transit Corridor in the Centers and Corridors Plan and is one of the alignment alternatives being evaluated in the City's proposed Rapid Transit Project. A light rail system that runs along Central could act as a catalyst for redevelopment in the area.
- **Central Avenue and its History:**
Capitalize on the unique historic character of Route 66 as a way to capture tourism and utilize as a potential strategy for commercial revitalization in the area. Promote New Mexico's Route 66, designated as a State Scenic Byway in December of 1994, and the unique neighborhood character that is an important part of this community's identity.
- **Pedestrian Orientation:**
Increase pedestrian activity at the street level by improving the quality of design in the built environment, creating a mix of uses, and locating of those uses within walking distance of each other.
- **Collaboration:**
Develop a network of services and programs that create a strong program for successful revitalization. Target public sector dollars and partner private sector efforts that are entrepreneurial and market driven, with non-profit community based economic development organizations.

Funding Sources

A number of funding sources from local, State and Federal agencies have been identified as potential opportunities to finance the implementation of the Central/Highland/Upper Nob Hill MR Plan.

Public/Private Partnerships

There are a number of opportunities for partnerships to occur between these various entities. Partnerships hold the highest potential for redevelopment opportunities to occur in the Central/Highland/Upper Nob Hill area. The City can provide incentives through public financing, land holdings, or eminent domain authority, to serve as incentive/collateral for groups such as the NM Community Development Loan Fund, Accion, Wesstcorp, Small Business Association and private developers.

New Mexico Community Development Loan Fund

The New Mexico Community Development Loan Fund is a private, non-profit organization that provides loans, training and technical assistance to business owners and non-profit organizations. Their services support the efforts of low-income individuals and communities to achieve self-reliance and control over their economic destiny. Loans are available to new and existing small businesses for such needs as equipment, inventory, building renovations and operating capital. They provide loans to non-profits for such needs as bridge financing against awarded private and public contracts, capital improvements and equipment, and loans to non-profits that develop affordable housing.

This program provides loans of up to \$250,000 to municipalities and counties to construct or implement projects necessary to encourage the location or expansion of industry, in order to create jobs, stimulate private investment, promote community revitalization, and expand the local tax base. Eligible uses include infrastructure improvements, rehabilitation or installation of public facilities, site improvements and utilities, and commercial or industrial buildings or structures and other commercial or industrial real property improvements.

Tax Increment Financing Districts

Tax increment financing is created through a local government's property tax assessment. The incremental difference in tax is used to finance the improvement within the district. In NM, tax increment financing is enabled in forms though the Metropolitan Redevelopment Code, Enterprise Zone Act and the Urban Development Law. The City of Albuquerque uses tax increment financing within its designated Metropolitan Redevelopment Areas (MRA). Creating a TIF District of the entire Central/Highland/Upper Nob Hill MRA could be beneficial, although additional research and analysis are needed.

Capital Improvement Plan

The City of Albuquerque's Capital Improvement Plan (CIP) is to enhance the physical and cultural development of the City by implementing the Albuquerque/Bernalillo County Comprehensive Plan and other adopted plans and policies. Through a multi-year schedule of public physical improvements, CIP administers approved Capital Expenditures for systematically acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment. In practice, the CIP develops, and sometimes directly implements, diverse projects and improvements to public safety and rehabilitation of aging infrastructure such as roads, drainage systems and the water and wastewater network, public art projects, libraries, museums, athletic facilities, parks and trails, and Senior, Community and Multiservice Centers.

Industrial Revenue Bonds (IRB)

An IRB is a form of tax-exempt municipal bond issued by a state or local government entity to finance the acquisition, construction or equipping of a facility. IRB tax-exempt financing for manufacturing projects has been restored under the federal Revenue Reconciliation Act of 1993 on a permanent basis. Today IRBs continue to provide companies with an important alternative to conventional financing of manufacturing projects. Cities, public agencies, development authorities, and similar entities can issue tax-exempt, private-activity, industrial revenue bonds for manufacturing projects. All issuances are subject to state-wide volume caps. Some states offer umbrella programs to finance several smaller projects from a single issue; this is the case in Albuquerque, where revenue bonds could promote local economic development by encouraging local businesses and making it a priority to hire a higher wage local work force.

The City can issue IRBs to finance privately-operated development projects. The project financed is actually owned by the City and leased to the private company under a finance lease; the lease payments cover the cost of the debt service. The principal benefit to the company is exemption from property taxes for the term of the lease as well as certain gross receipts taxes.

IRB financing can be used for headquarter office buildings, warehouses, manufacturing facilities, service-oriented facilities not primarily engaged in the sale of goods and commodities at retail, health care facilities, warehouse and distribution facilities, irrigation systems, and office buildings in certain instances. Facilities primarily for the sale of goods at retail within the boundaries of a municipality are not eligible.

Transportation and Equity Act for the 21st Century (TEA-21)

Federal TEA-21 Enhancement funds, in excess of \$200 billion, is allocated to integrate transportation projects with environmental and community revitalization goals over a period of six years. TEA-21 funds are applicable beyond highways, road and transit maintenance – funds may also be used for relevant environmental restoration, pollution abatement, historic preservation, trails, bike paths and pedestrian infrastructure including aesthetic enhancements.

G. State Financing Programs

I. Business Loans

The State of New Mexico has several loan programs to support business expansion and relocation to the state.

- Business Bonds
- Private Activity Bonds for Manufacturing Facilities
- Real Property Business Loan
- Severance Tax Permanent Fund/Participation Interests in Business Loans
- Severance Tax Permanent Fund/Purchases of SBA/FMHA Obligations

H. Federal Financing Programs

Loans

1. EDA's Title IX

EDA's Title IX Program deals with two types of problems: "sudden and severe" economic dislocations (SSED), such as plant closings; and long-term economic deterioration (LTED) of the local economic base. SSED grants are used to prepare an adjustment strategy or carry out projects that will save jobs or create new ones for dislocated workers. By approaching SSED creatively, local officials could link Title IX resources to a number of financing needs present at Brownfield locations, especially at sites where a long-time industrial operation has just shut down. LTED grants typically are made to establish or recapitalize locally-managed revolving loan funds that support business development; these funds are designed to overcome specific capital market gaps and encourage business activity. EDA's participation in revolving loan funds through the Title IX program has been especially effective at retaining small companies in distressed areas; such funds could be designed to play a prominent role in helping companies set up or maintain operations at Brownfield sites.

2. HUD funds for local CDBG loans and "floats"

Community Development Block Grants are used to finance locally determined activities and can include coping with contamination and financing site preparation or infrastructure development. Eligible activities include planning for redevelopment, site acquisition, environmental site assessment, site clearance, demolition, rehabilitation, contamination removal and construction. Also, when a grant recipient can show that previously awarded CDBG funds will not be needed in the near term, it may tap its block grant account on an interim basis, using a "float" to obtain short-term, low interest financing for projects that create jobs. Money borrowed from grants in this way may pay for the purchase of land, buildings and equipment, site and structural rehabilitation (including environmental remediation) or new construction.

The City of Albuquerque receives an annual Community Development Block Grant from the U.S. Department of Housing and Urban Development to fund redevelopment activities in low and moderate income communities across the City. The City's consolidated plan, which specifies how the funds are to be spent over a five-year period, has established several programs that could support redevelopment activities in the Central/Highland/Upper Nob Hill MRA: Crime Prevention through Environmental Design (CPTED), which funds neighborhood improvements designed to reduce crime and enhance security; Acquisition of Nuisance Property, which funds the purchase of property creating conditions of slum and blight; Neighborhood Business Assistance Fund, which assists businesses with low-interest loans, façade improvements and technical assistance; and Job Training for Businesses in Low/Mod Areas, which provides funding for training employees,

EPA Revolving Loan Funds

The Albuquerque and Bernalillo County Brownfield's Cleanup Revolving Loan Fund Pilot (BCRLF) is administered through a Coalition of City of Albuquerque and Bernalillo County. The Metropolitan Redevelopment Agency is designated as lead agency and the New Mexico Community Development Loan Fund acts as fund manager. The Albuquerque and Bernalillo County BCRLF were awarded \$1 million in May of 2000. Use of BCRLF monies is restricted to Brownfield properties that have been determined to have an actual release or substantial threat of release of a hazardous substance. These loans are used for the environmental cleanup of the properties.

SBA Micro Loans

These loans are administered through responsible nonprofit groups, such as local economic development organizations or state finance authorities that are selected and approved by the SBA. The SBA loans the money to the nonprofit organization which then pools the funds with local money and administers direct loans to small businesses. SBA micro loans are administered much like a line of credit and are intended for the purchase of machinery and equipment, furniture and fixtures, inventory, supplies and working capital. The funds are intended to be dispersed with close monitoring of the recipient and a self-employment training program may accompany the loan. The maximum maturity for a micro loan is six years. The average loan size is \$10,000. The loan cannot be used to pay existing debts. They can be used to capitalize a Brownfield revolving loan fund.

SBA Section 504 Development Company Debentures

Small businesses can receive long-term capital for fixed assets from SBA-certified local development companies who issue notes backed by SBA. These resources can support up to 40 percent of a project's total costs, up to \$750,000. A private financial institution must provide 50 percent of the project financing, but has first claim on collateral. The remaining 10 percent of funding must be obtained from the developer, a non-federal economic development program, or owner equity.

Loan Guarantees

HUD Section 108 Loan Guarantees

Under Section 108, state and local governments receiving Cobs can receive federally guaranteed loans, often at lower interest rates, to cover the cost of multi-year development projects too large for single year financing with CDBG funding. City or state applicants can pledge up to five times their annual CDBG grants as collateral. State can also pledge their own CDBG allocation on behalf of their small cities.

SBA's Section 7(a) and Low-Doc Programs

Under Section 7(a), SBA will guarantee up to 90 percent of private loans of less than \$155,000 to small businesses and up to 85 percent of loans between \$155,000 and \$500,000. The Low-Doc Program offers SBA-backing of 90 percent and a streamlined application, review, and approval process for guarantees of loans of less than \$100,000.

Grants

HUD Brownfield Economic Development Initiative (BEDI)

HUD awards competitive BEDI grants to local and state governments in conjunction with Section 108 loan commitments. These grants may be used to provide additional security for the Section 108 loan, for project costs, or to reduce the interest rate.

Brownfield's EDI grants are targeted specifically to Brownfield projects and must be used to improve the viability of projects financed with new Section 108 commitments.

HUD/CDBG Grants

The CDBG program, one of the nation's largest Federal grant programs, is administered by the Department of Housing and Urban Development to promote the revitalization of neighborhoods and the expansion of affordable housing and economic opportunities. This includes activities that support the redevelopment of properties in distressed areas if such activity supports the mission of the program. CDBG is a "bricks and mortar" program, with the rehabilitation of affordable housing traditionally being the largest single use of CDBG funds.

EDA Title I and Title IX

Grants are available to government and nonprofit organizations in distressed areas to fund improvements in infrastructure and public facilities, including industrial parks.

Army Corps of Engineers (cost-shares services)

The Corps is a partner with the Environmental Protection Agency and other federal agencies in helping communities prevent, assess, safely clean up and sustainably reuse Brownfields. The Corps can lend its engineering and design services at low to no cost.

Equity capital**SBA's Small Business Investment Companies**

Licensed and regulated by the SBA, SBIC's are privately owned and managed investment firms that make capital available to small businesses through investments or loans. The use of their own funds plus funds obtained at favorable rates with SBA guaranties and/or by selling their preferred stock to the SBA.

Tax Incentives and Tax-exempt Financing**Historic Rehabilitation Tax Credits**

Investors can receive a credit against their total income taken for the year in which a rehabilitated building is put into service. Rehabilitation of certified historic structures qualifies for a credit equal to 20 percent of the cost of the work; rehabilitation work on non-historic structures built before 1936 qualifies for ten percent.

New Markets Tax Credits (NMTC)

The NMTC Program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Substantially all of the qualified equity investment must in turn be used by the CDE to provide investments in low-income communities. The credit provided to the investor totals 39% of the cost of the investment and is claimed over a seven-year credit allowance period. In each of the first three years, the investor receives a credit equal to five percent of the total amount paid for the stock or capital interest at the time of purchase. For the final four years, the value of the credit is six percent annually. Investors may not redeem their investments in CDEs prior to the conclusion of the seven-year period.

Low-income Housing Tax Credits (LIHTC)

The LIHTC program offers a ten year credit for owners of newly constructed or renovated rental housing and sets aside a percentage of the units for low-income individuals for a minimum of 15 years. The amount of the credit varies for new construction and renovation. The project must receive allocation of New Mexico State's annual credit ceiling or use multi-family housing tax-exempt bonds that receive allocation of New Mexico State's bond volume cap. Allocations are made on the basis of the New Mexico State Qualified Allocation Plan.

CATALYTIC PROJECTS

De Anza Motor Lodge

De Anza Motor Lodge is a historically significant property for the Nob Hill / Highland area, for the City of Albuquerque, for Route 66, and for the nation. The De Anza was developed by CG Wallace, an established trader in Zuni and Navajo artwork, later embellished by Zuni craftsmen, and the design renovation as completed by SMPC in the 1960s. Completed in 1939, the hotel was named after Spanish Lieutenant Juan Batista de Anza for his bravery in mounting a rescue mission to save the Hopi pueblo from starvation and attack. De Anza went on to become territorial governor of New Mexico from 1778-1788. The De Anza trail across the United State has also become the first National Historic Trail (www.nps.gov/tuma/Anzatrail.htm)

In 1951, Mr. Wallace commissioned Zuni tribe artist, Tony Edaakie to paint on the basement wall of the facility a series of Shalako dancers in a religious ceremony. This is the only piece of artwork of this quality that exists off the Zuni pueblo. The property is now listed on the National Register of Historic Places. The criteria for inclusion in this program include:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That has yielded or may be likely to yield, information important in prehistory or history.

Summary of the De Anza Market Study

Demographics Analysis

The De Anza sub-market is the second most viable retail market after the Uptown area, and has a larger population than the Downtown, Old Town, and Uptown markets.

Location Analysis

Based on a location analysis, the De Anza and its immediate area best supports a lodging use, followed by a residential, then office, and lastly retail. Industrial was not considered as it is a use that is not compatible with the area's zoning or existing uses.

Site Analysis

The property is situated on 2.05686 acres of CCR zoned land which allows uses similar to R-3/C-2. The improvements include an 88 unit motel. Built in 1939, the property's current physical layout and design is most conducive to being used as a lodging facility, then residential, retail and office.

Market Analysis

From a residential stand point, residential is the strongest possible use as the market is forecasted to be at 95% occupancy by the time the De Anza could be converted in use to residential. The weakest demand is for office space with a vacancy rate of 12.9%. Retail use is strong, but the property in its current state is not physically suitable for retail use. While suffering from the weakened national conditions, the lodging market is strong enough to support the continued use of De Anza as a motor lodge, but rents would need to be increased to support renovations at the property.

Based on the above analysis, residential and lodging were considered "go" decisions, and retail and office were considered "no-go" decisions for redevelopment.

Financial Analysis – Highest and Best Use

Based on estimated renovated costs and potential income and expenses, and assuming a purchase price of \$891,000, a residential redevelopment has the unlikely potential for a profit, while lodging has the potential to earn a development profit of \$711,368.

Based on neighborhood responses, focus groups and direct interviews, lodging is the preferred use.

Demographic Analysis of the De Anza Trade Area

As a measure of comparison for the De Anza trade area, this study compared a one mile radius around the middle of Old Town, Downtown, Uptown and the De Anza area to highlight any similarities between these trade areas, and discover possible demographic Gap's for the area. (Gap is an imbalance between two different areas that might be an indicator of demand for that demographic variable).

- The De Anza sub-market has a larger population, higher population density, higher income levels, and a larger concentration of white collar works.

- The De Anza submarket has fewer people per household than the rest of the submarkets, and an average income level per capita that is almost twice as high as the downtown sub-market.

Demographic Analysis – Retail

Interestingly enough, the De Anza demographic radius ranks 2nd only to Uptown in number of retail establishments.

The De Anza area also ranks 2nd only to Downtown in total employees, and in 3rd place in total establishments.

With total retail sales of \$408,533,000 the De Anza area is twice as large as Downtown's retail sales, almost three times as large as Old Town's retail sales, and 2nd only to Uptown in retail sales.

Based on the demographic information collected, the De Anza area is positioned to take advantage of the improving condition of the area.

The business summary below indicates that the De Anza area has the 3rd highest employment base, behind Downtown at 35,589 and Uptown at 18,367, with the second highest sub-market for retail sales, behind only the Uptown submarket.

POSSIBLE FUTURE PROJECTS

- De Anza Motor Lodge
- Hiland Theatre Area (see the Master Plan description & design for this area as a catalytic project - public comment requested additional research on this area)
- Antique Area (see the Retail Strategy in the Master Plan that includes this area - public comment requested that this area be developed as another catalytic project)
- Royal Motor Inn Block
- Iceland Bowl Block (renovate or build a new facility to house the International Indoor Soccer Games)
- Build a Parking Structure(s)
- Implement strategies that improve walk-ability and encourage transit-oriented development
- Re-stripe both sides of Central Avenue for on-street parking
- Move electric lines underground

FUTURE COMMUNITY ISSUES THAT REQUIRE FURTHER DISCUSSION IN THE SECTOR PLAN UPDATE PROCESS

- ✓ Master Plan designs for roundabouts, bulb-outs, landscaping, and parking need to be evaluated for compatibility with the proposed modern streetcar/light rail system.
- ✓ Best location for trees and type of trees to plant.
- ✓ Should the proposed future rail system be mixed in with traffic or have its own dedicated lane?
- ✓ Define difference in character for three areas along Central (Girard to Carlisle, Carlisle to Washington, & Washington to San Mateo) in order to customize design regulations.
- ✓ Tools that can be used to achieve design standards; advantages of an Urban Conservation Overlay Zone vs. a Design Overlay Zone.
- ✓ Current need for street furniture - bus shelters, trash receptacles, bike racks, sidewalk café seating areas and umbrellas.
- ✓ Current need for parking lagoons and structures.
- ✓ Possibility of implementing solar powered street lights as a Green Project.
- ✓ Create a link between Nob Hill and the MR Plan area by making improvement of the block from Carlisle to Hermosa a priority.
- ✓ Affordable housing:
 - ◆ Require 20% affordable housing when new market rate housing is constructed with developer incentives?
 - ◆ Set up a program for renovating existing homes?
 - ◆ Allow accessory units to be built only if owner resides on property?
- ✓ How can views from Central Avenue be preserved?
- ✓ Is the historic character significant enough to establish a Historic district? How can the area's identity be expressed/expanded/preserved?
- ✓ Should changes be made to the State alcohol ordinance to allow for desirable new development that is now prohibited near a church?

AUTHORIZING LEGISLATION

CITY of ALBUQUERQUE

FIFTEENTH COUNCIL

COUNCIL BILL NO. R-02-72 ENACTMENT NO. 82-2002SPONSORED BY: Hess Yntema

RESOLUTION

1
2 DESIGNATING THE HIGHLAND CENTRAL METROPOLITAN AREA, MAKING
3 CERTAIN FINDINGS AND DETERMINATIONS PURSUANT TO THE
4 METROPOLITAN REDEVELOPMENT CODE, AND AUTHORIZING AND
5 DIRECTING THE METROPOLITAN REDEVELOPMENT AGENCY TO ISSUE A
6 REQUEST FOR PROPOSALS FOR THE PREPARATION OF A METROPOLITAN
7 PLAN FOR THE AREA MAKING AN APPROPRIATION.

8 WHEREAS, the New Mexico Legislature has passed the Metropolitan
9 Redevelopment Code (herein "Code"), Sections 3-60A-1 to 3-60A-48 Inclusive,
10 NMSA, 1978 as amended, therein Section 3-60A-8 states: "A municipality shall
11 not prepare a metropolitan redevelopment plan for an area unless the governing
12 body by resolution determined the area to be a slum area or a blighted area, or a
13 combination thereof, and designated the area as appropriate for a metropolitan
14 redevelopment project"; and

15 WHEREAS, the City of Albuquerque ("City") and the Metropolitan
16 Redevelopment Agency of the City and their employees and agents, have for
17 some time engaged in a study of blighted areas within the City, and have
18 submitted their findings and recommendations concerning the area as shown in
19 exhibit A to this resolution and incorporated herein by reference; and

20 WHEREAS, pursuant to the Code, the Council caused to be published in the
21 Albuquerque Journal, a newspaper of general circulation in the metropolitan
22 redevelopment area hereinafter identified, a notice containing a general
23 description of the proposed metropolitan redevelopment area and the date, time
24 and place where the Council will hold public hearings to consider the adoption

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1 of this resolution and announcing that any interested party may appear and
2 speak to the issue of the adoption of this resolution; and

3 WHEREAS, the Albuquerque Development Commission held an advertised
4 public meeting on November 15, 2001, took testimony from the public, and
5 recommended to the Council the designation of the Highland-Central
6 Metropolitan Redevelopment Area, as set forth in the Staff Report attached to
7 this resolution as Exhibit B; and

8 WHEREAS, the Land Use Planning and Zoning Committee of the Council
9 meet at the time and place designated in the published notice of hearings, to
10 hear and consider all comments of all interested parties on the issue of the
11 adoption of this resolution; and

12 WHEREAS, the Council has considered the findings and determinations set
13 forth in the Staff Report attached as Exhibit B; the Highland-Central Boundary
14 Designation Report attached to this resolution as Exhibit C; and all comments
15 made at the public hearing concerning the conditions which exist in the
16 proposed Highland-Central Metropolitan Redevelopment Area.

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

19 Section 1. The Council finds and determines that the area surrounded by
20 Copper between Carlisle and San Mateo; on Carlisle between Copper and Silver;
21 on Silver between Carlisle and Aliso; on Aliso between Silver and Lead-Zuni; on
22 Lead-Zuni between Aliso and San Mateo; and on Zuni; on Lead-Zuni between
23 Aliso and Morningside; on Morningside between Lead-Zuni and Coal; on Coal
24 between Morningside and Valverde; on Lead-Zuni between Valverde and San
25 Mateo; and on San Mateo between Zuni and Copper as shown on the map
26 attached to this Resolution as Exhibit A, is by reason of the presence of a
27 substantial number of deteriorated structures, unsafe conditions, deterioration of
28 site and other improvements, lack of adequate zoning enforcement, obsolete
29 and impractical planning and platting, and low levels of commercial activity and
30 redevelopment which substantially impair and arrest the sound growth and
31 economic well being of the City; constitute an economic and social burden and
32 a menace to the public health, safety, and welfare in its present condition and

1 PASSED AND ADOPTED THIS 12th DAY OF MAY, 2003
2 BY A VOTE OF: 7 FOR 0 AGAINST.

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4 Yes: 7

5 Excused: Gomez, Winter

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16 APPROVED THIS 23rd DAY OF May, 2003

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18 Bill No. R-03-230

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24 ATTEST:

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Vincent E. Griego

Vincent E. Griego, President

City Council

Martin Chávez

Martin Chávez, Mayor

City of Albuquerque

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City Clerk

CITY of ALBUQUERQUE

FIFTEENTH COUNCIL

COUNCIL BILL NO. **R-03-230** ENACTMENT NO. **46-2003**

SPONSORED BY:

*Hess Untema
Vincent E. Brugo*

RESOLUTION

1
2 APPROVING THE HIGHLAND CENTRAL METROPOLITAN REDEVELOPMENT
3 PLAN.

4 WHEREAS, the Metropolitan Redevelopment Code (herein "Code"),
5 Sections 3-60A-1 to 3-60A-48 Inclusive NMSA, 1978 as amended, permits
6 the City of Albuquerque ("City") to prepare metropolitan redevelopment
7 plans and to undertake and carry out metropolitan redevelopment projects;
8 and

9 WHEREAS, the City Council, the governing body of the City, after notice
10 and a public hearing as required by the Code, duly passed and adopted
11 Council Resolution No. R-02-72 Enactment No. 82-2002, finding, among
12 other things, that one or more slum areas or blighted areas exist in the City
13 and that the rehabilitation, conservation, development and redevelopment of
14 the area designated as the Highland Central Metropolitan Redevelopment
15 Area ("Area") is necessary in the interest of the public health, safety, morals
16 and welfare of the residents of the City; and

17 WHEREAS, the City Council by Resolution No. R-02-72 Enactment No. 82-
18 2002 made certain findings which declare the Highland Central Metropolitan
19 Redevelopment Area to be blighted, has designated the Area as appropriate
20 for a Metropolitan Redevelopment Project and has called for the preparation
21 of a Metropolitan Redevelopment Plan identifying the activities to be carried
22 out to eliminate the present conditions; and

23 WHEREAS, the Albuquerque Development Commission ("Commission"),
24 which acts as the Metropolitan Redevelopment Commission under the

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1 provisions of City Council Ordinance 14-8-4-1994, recommends approval of
2 the Highland Central Metropolitan Redevelopment Plan ("Plan") for the
3 redevelopment of the Area, as required by the Code; and

4 WHEREAS, the City Council has conducted a hearing, after proper notice
5 as required by the Code, on the Plan; and

6 WHEREAS, the Plan proposes acquisition and redevelopment of certain
7 sites within the project area; and

8 WHEREAS, the Plan proposes a coordinated redevelopment of several
9 public and private projects in the area which will meet the objectives of the
10 Code and will benefit the City's efforts to revitalize the Highland Central
11 Metropolitan Redevelopment Area; and

12 WHEREAS, this Plan for the projects will promote the local health,
13 general welfare, safety, convenience and prosperity of the inhabitants of the
14 City and will benefit the City's effort to revitalize the area.

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

17 SECTION 1. The City Council, after having conducted a public hearing,
18 pursuant to the Code, finds that:

- 19 A. The Plan and the proposed redevelopment of the Highland
20 Central Metropolitan Redevelopment Area will aid in the
21 elimination and prevention of blight or conditions, which lead
22 to the development of blight.
- 23 B. The Plan does not require the relocation of any families or
24 individuals from their dwellings; therefore, a method for
25 providing relocation assistance is not required for the project.
- 26 C. The Plan complements the Albuquerque/Bernalillo County
27 Comprehensive Plan and affords maximum opportunity
28 consistent with the needs of the community for the
29 rehabilitation and redevelopment of the Highland Central
30 Metropolitan Redevelopment Area by public activities as public
31 purposes and needs.

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1 D. The Plan, attached as Exhibit A, and made a part hereof, is
2 approved in all respects.

3 SECTION 2. If any section, paragraph, clause or provision of the
4 Resolution shall for any reason be held to be invalid or unenforceable, the
5 invalidity or unenforceability of such section, paragraph, clause or
6 provision shall not effect any of the remaining provisions of this
7 Resolution.

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1 PASSED AND ADOPTED THIS 12th DAY OF MAY, 2003
 2 BY A VOTE OF: 7 FOR 0 AGAINST.

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Yes: 7

Excused: Gomez, Winter

Vincent E. Griego

Vincent E. Griego, President

City Council

APPROVED THIS 23rd DAY OF May, 2003

Bill No. R-03-230

Martin Chávez

Martin Chávez, Mayor

City of Albuquerque

ATTEST:

[Signature]
 City Clerk

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CITY of ALBUQUERQUE

SIXTEENTH COUNCIL

COUNCIL BILL NO. R-05-377 ENACTMENT NO. 176-2005

SPONSORED BY: Martin Heinrich

RESOLUTION

1
2 AMENDING THE HIGHLAND/CENTRAL METROPOLITAN REDEVELOPMENT
3 AREA (MRA) PLAN AS THE CENTRAL-HIGHLAND-UPPER NOB HILL MRA
4 PLAN; AND SPECIFICALLY INCLUDING THE ENTIRE CENTRAL-HIGHLAND-
5 UPPER NOB HILL MRA FOR PURPOSES OF TAX INCREMENT FINANCING.

6 WHEREAS, the New Mexico Legislature has passed the Metropolitan
7 Redevelopment Code (herein "Code"), Sections 3-60A-1 to 3-60A-48 NMSA
8 1978, which authorizes the City of Albuquerque, New Mexico ("City") to
9 prepare metropolitan redevelopment plans and to undertake and carry out
10 metropolitan redevelopment projects; and

11 WHEREAS, the City Council, the governing body of the City ("City
12 Council"), after notice and a public hearing as required by Code, has duly
13 passed and adopted Council Resolution No. F/S R-72, Enactment 82-2002,
14 finding, among other things, that one or more slum areas or blighted areas
15 exist in the City and that the rehabilitation, conservation, development, and
16 redevelopment of the area designated as the Highland/Central MRA is
17 necessary in the interest of the public health, safety, morals and welfare of the
18 residents of the City; and

19 WHEREAS, the City Council, the governing body of the City, after notice
20 and a public hearing as required by Code, has duly passed and adopted
21 Council Resolution No. F/S R-230, Enactment 46-2003, approving a
22 Highland/Central MRA Plan; and

23 WHEREAS, the Albuquerque Development Commission ("Commission"),
24 which acts as the Metropolitan Redevelopment Commission under provisions
25 of Section 14-8-4 ROA 1994 at their meeting on August 10th, 2005, after notice,

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1 conducted a public hearing on the Central-Highland-Upper Nob Hill MRA Plan
2 and after the public hearing recommended approval of the Plan; and

3 WHEREAS, the following findings were presented to the Albuquerque
4 Development Commission for the Central-Highland-Upper Nob Hill MRA Plan;
5 and

6 WHEREAS, the Plan will promote the local health, general welfare, safety,
7 convenience and prosperity of the inhabitants of the City.

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

10 Section 1. The City Council, after having conducted a public hearing
11 pursuant to the Code, adopts the Central-Highland-Upper Nob Hill MRA Plan,
12 as attached hereto and incorporated herein, as an amendment to the
13 Highland/Central MRA Plan.

14 Section 2. The entire Central-Highland-Upper Nob Hill MRA is specifically
15 included for purposes of tax increment financing.

16 Section 3. The City Council, after having conducted a public hearing
17 pursuant to the Code, finds that:

- 18 A. The Plan proposes activities for the redevelopment of the Central-
19 Highland-Upper Nob Hill MRA that will aid in the elimination and
20 prevention of slum and blight; and
21 B. The Plan does not require the relocation of any families and
22 individuals from their dwellings and a method for providing
23 relocation assistance is not needed; and
24 C. The Plan conforms to and complements the Albuquerque/Bernalillo
25 County Comprehensive Plan; and
26 D. The Plan affords maximum opportunity consistent with the needs of
27 the community for the rehabilitation for redevelopment of the
28 Central-Highland-Upper Nob Hill MRA by private enterprise or
29 persons, and the objectives of the Plan justify the proposed
30 activities as public purposes and needs.

31 Section 4. The City shall support efforts to establish programs such as a
32 Business Improvement District, a Community Development Corporation,

1 PASSED AND ADOPTED THIS 7th DAY OF November, 2005
2 BY A VOTE OF: 5 FOR 0 AGAINST.

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4 Excused: Cadigan, Gomez, Griego, Mayer

5 Brad Winter

6 Brad Winter, President

7 City Council
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11 APPROVED THIS 10 DAY OF November, 2005

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13 Bill No. R-05-377

14 Martin J. Chavez

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16 Martin J. Chavez, Mayor

17 City of Albuquerque

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20 ATTEST:

21 Judy S. Cadigan

22 City Clerk
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**HIGHLAND-CENTRAL
METROPOLITAN REDEVELOPMENT AREA (MRA) PLAN
Adopted in 2003**

I. INTRODUCTION

This redevelopment plan for the Highland-Central Metropolitan Redevelopment Area has been prepared pursuant to the Metropolitan Redevelopment Code of the State of New Mexico, Section 3-60A-48 N.M.S.A. 1978 and Albuquerque Ordinance 14-8-4-1-1994. This plan complements the policies established for the project area by the Albuquerque Bernalillo County Comprehensive Plan and the Nob-Hill Sector Development Plan. The purpose of this plan is to present strategies for the elimination of the blighting conditions found to exist within the project area set forth in Resolution No. R-02-72, enactment No. 82-2002, to identify projects and to indicate the means by which redevelopment will be carried out. This plan may be amended in accordance with the provisions of the New Mexico Metropolitan Redevelopment Code.

II. PLAN AREA

A. Description of Boundaries (Exhibit A)

The area surrounded by Copper (between Carlisle and San Mateo); by Carlisle (between Copper and Silver); by Silver (between Carlisle and Aliso); by Aliso (between Silver and Lead-Zuni); by Lead-Zuni (between Aliso and San Mateo); by Lead-Zuni (between Aliso and Morningside); by Morningside (between Lead-Zuni and Coal); by Coal (between Morningside and Valverde); by Lead-Zuni (between Valverde and San Mateo); and by San Mateo (between Zuni and Copper) as shown in Exhibit A on the map.

B. Prevailing Conditions

1) Land Use Zoning

The Metropolitan Redevelopment Area (MRA) between Carlisle Boulevard and Washington Street falls within the Nob-Hill Sector Development Plan. Goals that are stated in the Sector Plan still apply to this portion of the MRA:

- Promote neighborhood safety.
- Identify and preserve the existing character of the residential area.
- Encourage a mixture of compatible uses.
- Recognize and preserve buildings and areas of architectural and environmental significance.
- Provide adequate parking.
- Provide an efficient circulation network that includes transit, pedestrian and vehicular systems.
- Stimulate commercial revitalization.

Within the No-Hill Sector Plan area, the central Avenue corridor is zoned SU-2 (Special Neighborhood Zone) with OR (Office Residential) and CCR (Community Commercial Residential) zoning designations that promote mixed-use. The part of the MRA that is outside the Nob-Hill Sector Development Plan is predominantly zoned C-2. There is a need for zoning in this area that allows for mixed-use.

2) General

The Highland-Central area has a high incidence of vacant and blighted buildings. In order to be sustainable, the many antique furniture shops need additional traffic generated from other viable businesses in the area.

III. THE PLAN

A. Objectives

To achieve revitalization of this area by attracting investment, improving the pedestrian environment, providing a safe and secure environment for businesses and residents, redeveloping vacant and under utilized property, finding adaptive reuses for underutilized and vacant buildings, attracting businesses that compliment and expand the range of existing goods and services, and encouraging mixed-use development.

B. Process

1) Zoning

- Modify current C-2 zoning so that live/work use is allowed. Artisan manufacturing, artist lofts, cottage industries, and food production, such as catering and bakeries should be encouraged.
- Modify allowable setbacks so that new buildings create a street wall. Building entrances should face the primary street and be pedestrian accessible. Parking should be in the rear or in new parking structures. Existing businesses with front lots should be allowed to create front patios that cater to pedestrians.
- Reduce the number of required on-site parking spaces for new businesses. Parking needs should be met with on-street parking and should be from side streets and the number of curb cuts limited so that sidewalks are safe for pedestrians. (See Nob-Hill Parking Study done by Garrett Smith Architects for the Nob-Hill/Highland Renaissance Corporation).

2) Streetscape

Make the street more pedestrian friendly by bringing back on-street parking, design for safe pedestrian street crossings, utilize traffic-calming techniques, widen sidewalks, add street furniture, and install landscaping and pedestrian scale lighting. Institute a Façade Improvement program that includes design guidelines.

3) Building Design Standards

Develop design guidelines for the Highland-Central MRA using the No-Hill Sector Plan as a model and define building types that are already in the area. Develop landscaping requirements that encourage the use of southwestern/xeric plants. Develop a street tree plan, including designs that avoid conflict with utility lines. Use design standards to encourage use of shade as part of the building design with canopies, awnings, overhangs, and walls. Establish and enforce glazing minimums for the ground floor of buildings. Encourage the retention and rehab of historic signs and neon. Review the sign ordinance to determine whether scale and spacing of signs can be improved for better readability. Improve onsite lighting requirements, maintenance and enforcement.

4) Historic Preservation

Preserve buildings by remodeling for appropriate new uses. The Zia Lodge, DeAnza Lodge, Desert Sands Motor Hotel, former Whites Department Store, former J.C. Penny Store, Highland Theater complex, GEM Building and the Highland Swing Miniature Golf all have historic value. Other buildings that are worth noting because of their design or landmark qualities are the Firestone Store, First Security Bank Tower, Albuquerque National Bank, and New Chinatown. (See Exhibit B)

5) Community Centers and Social Services

Highland Senior Center, Highland High School, and the Highland Pool are valued centers of community activity in the Highland/Central area. Established social service agencies, such as the Red Cross and the YWCA are assets to the area. A professional assessment is needed to clarify how to best meet the needs of the homeless population in the area.

6) Land Development

Target properties for new construction that are vacant, underutilized or do not have structures with historic character.

7) Housing

Increase residential density along Central Avenue in the commercial corridor and transition areas in order to promote Central Avenue business revitalization and pedestrian character of the area. A comprehensive housing analysis should be done that shows how a niche market can be created that meets housing needs in the area.

8) Linkages

A) Transportation:

Central Avenue is served well by city buses. This enables an easy link to other nearby nodes of activity such as Nob-Hill, the University and Downtown to the West as well as the Highland Theater, State Fair Grounds and the International Marketplace to the East.

Build on existing nodes of activity that already exist in the Highland-Central area. Refer to the Centers and Corridors Plan to see how this area is linked to overall development in the City.

- B) **Central Avenue History:**
Capitalizing on the unique historic character of Route 66 as a way to capture tourism has been identified as part of a series of potential strategies for commercial revitalization in the area. New Mexico's Route 66 was designated as a State Scenic Byway in December of 1994. The historic character of not only the roadway, but also adjacent commercial and residential buildings, provides a unique neighborhood character that is an important part of community identity.
- C) **Pedestrian Orientation:**
Pedestrian activity at the street level within the MRA is essential to the success of this Plan. The quality of design in the built environment, the mix of uses, and the location of those uses within walking distance of each other within the Plan Area, are all factors that will contribute to the success of its pedestrian environment.
- D) **Collaboration:**
Collaboration is the key to developing a network of services and programs that create a strong program for successful revitalization. Public sector dollars need to be carefully targeted and partnered with private sector efforts that are entrepreneurial and market driven and partnered with non-profit community based economic development organizations.

IV. PROPOSED PROJECT

A. DeAnza Motor Lodge Redevelopment

- A) **Objectives:**
 - 1) Develop a market study of possible reuse options that are financially feasible.
The City will purchase the property in order to create some incentive for private redevelopment.
 - 2) Preserve a historic motel that illustrates the history of Route 66 and contributes to neighborhood sense of place.
 - 3) Create a successful node of activity that will stimulate redevelopment in the surrounding area.

- 4) The Planning Department will prepare and the Administration will bring forward an application to make the DeAnza a City Landmark.

B) Request for Proposals (RFP) Process

- 1) An Advisory Committee will be formed that consists mainly of Nob-Hill/Highland residents and business owners.
- 2) The RFP will be issued after members of the Advisory Committee review it at their first meeting.
- 3) When issuing the RFP, Albuquerque Development Services (ADS) staff will notify the public through a legal ad in the newspaper and mail out post cards to developers who have previously expressed an interest.
- 4) There will be a mandatory Pre-Proposal meeting with potential developers before proposals are submitted.
- 5) Once proposals are submitted, there will be a second meeting of the Advisory Committee to review the proposals
- 6) There will be a third meeting with the Advisory Committee members where chosen developers will be asked to present their proposals. . Advisory Committee members will tabulate scores and make a developer recommendation to the Albuquerque Development Commission (ADC) that will be submitted in a staff report.
- 7) Upon ADC acceptance of the recommendation, ADS will start negotiations with the recommended developer.

C) Time Frame for Development

The Developer(s) of this parcel will be recommended by an Advisory Committee and approved by the Albuquerque Development Commission in approximately three months after the RFP is issued. Once the developer has entered into a Development Agreement with the City of Albuquerque, construction must begin within one year.

V. POSSIBLE FUTURE PROJECTS

- ❖ Royal Motor Inn Block redevelopment
- ❖ Iceland Bowl Block redevelopment
- ❖ Build a parking structure
- ❖ Implement strategies that improve walkability and encourage transit oriented development.

EXHIBIT B

Highland-Central MRA Historic Buildings and Sites

Registered historic buildings (National and/or State Register), unregistered historic buildings, and buildings of distinctive design that help set the visual and aesthetic character of the MRA are:

- 1) Zia Lodge, 4611 Central NE (eligible for SR/NR)
- 2) The Highland Swing Miniature Golf, 312 Adams SE (eligible for SR)
- 3) Desert sands Motor Hotel, 5000 Central SE (building and sign are eligible for SR and NR)
- 4) Aztec Motel (and neon sign), 3821 Central NE (listed SR and NR)
- 5) Premiere Motel Neon Signs, 3820 Central SE (eligible for SR and NR)
- 6) Modern Auto Court/Nob Hill Motel, 3712 Central SE (listed in SR and NR)
- 7) People's Flower Shop, 3700 Central DE (eligible for SR and NR)
- 8) Morningside Shopping Center, 4001 central NE (eligible for SR and NR)
- 9) DeAnza Motor Lodge, 4301 Central NE (eligible for SR and NR)
- 10) Immanuel Presbyterian Church, 114 Carlisle NE (eligible for SR and NR)
- 11) Octopus Car Wash (and sign), Central at San Mateo NE (eligible for SR and NR if/when 50 years old)

- 12) Office Building, 131 Adams NE (eligible for SR and NR if /when 50 years old)
- 13) Commercial Building Housing/Nob-Hill Shoe Repair, 4514 Central SE (eligible for SR and NR if/when 50 years old)
- 14) The Toddle House, 3718 Central SE (eligible for SR and NR if/when 50 years old)
- 15) The following three properties may constitute a historic district eligible for the State and National Registers by 2006. Together they make a leading example of mid-20th century suburban commercial development in Albuquerque.
 - ❖ White's Department Store (now Classic Century Square), 4616 central SE
 - ❖ Former J.C. Penney Store complex, 4700-4720 Central SE
 - ❖ Highland Theater Complex, 4800-4820 Central SE (probably not individually eligible for State or national Register due to recent remodeling of the entry, but it contributes to the district suggested above and has qualities that might justify a city landmark designation.

Other buildings and sites distinguished by their design and/or history and may be eligible for SR and NR:

- ❖ Firestone Store, 4601 Central NE
- ❖ Highland Senior center, 131 Monroe NE
- ❖ Highland High School, 4700 Coal SE
- ❖ Highland Swing Miniature Golf, 312 Adams SE
- ❖ Albuquerque National Bank Building(now Bank of America), 4601 Central NE
- ❖ Bank of Albuquerque, 4901 Central NE
- ❖ New Chinatown Restaurant, 5001 Central NE
- ❖ Highland Pool, 400 Jackson NE
- ❖ University Lodge, 3711 Central NE
- ❖ Motor Hotel, 5201 Central NE

APPENDIX A

MASTER PLAN FOR

CENTRAL- HIGHLAND- UPPER NOB HILL

ALBUQUERQUE, NEW MEXICO

The design and regulations shown in the attached Master Plan are only recommendations in the adoption of the Metropolitan Redevelopment Plan. The design and regulations, after further discussion, can be revised and implemented as part of the Nob Hill Sector Development Plan update. Customized design regulations for the area along Central Avenue, between Carlisle Boulevard and Washington Street, will be developed in the Sector Plan update process.

June 2004

MASTER PLAN FOR

CENTRAL- HIGHLAND- UPPER NOB HILL

ALBUQUERQUE, NEW MEXICO

Moule & Polyzoides, Architects/Urbanists
Swift Associates LLC, Transportation Consultant
Gibbs Planning Group, Retailing Consultant
for

Albuquerque Development Services
City Planning Department



DESIGN WORKSHOP SPONSOR

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Nob Hill-Highland Renaissance Corporation
Rob Strell, President; George Kenefic, Vice President;
Michelle Negrette, Secretary; Marianne Dickinson, Treasurer,
Susan Freed, Page Coleman. Laura Cordova, Will Gleason, Nick Manole, Orville Pratt
PO Box 8215
Albuquerque, NM 87198
www.rt66central.com

DESIGN WORKSHOP PARTICIPANTS & DONORS:

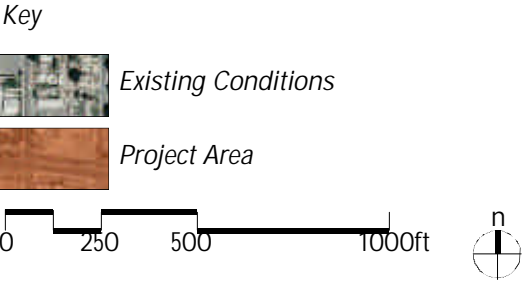
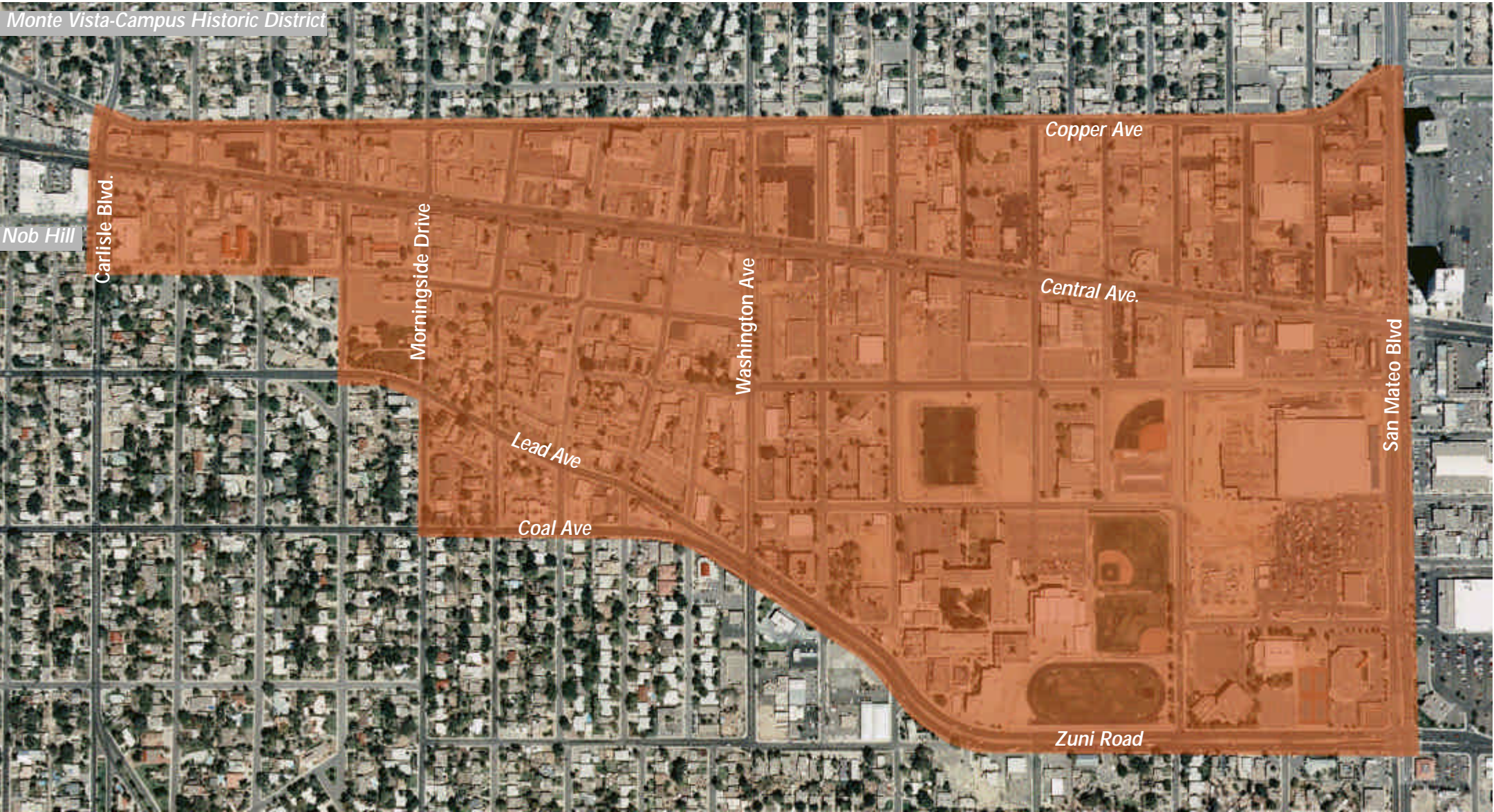
Many thanks to all who participated in the workshop and all of the following:
Alliance for Active Living
Celebro Clothing
Coleman Gallery Contemporary Art
Don Mickey Design/Print Plus
Flying Star Cafe
Highland Business & Neighborhood Association
Musical Theater Southwest/Hiland Theater
New Mexico Main Street
Nick's Place Restaurant
Nob Hill Business Association
Nob Hill Neighborhood Association
Nob Hill-Highland Renaissance Corporation
Ragin Shrimp
Robert Slattery Construction
Sign & Image Factory
Strell Design
Walk Albuquerque

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Existing Conditions- Aerial Photo of Central-Highland-Upper Nob Hill M.R.A. & project Boundaries [M.R.A.-Metropolitan Redevelopment Area]



City Map - Project is located in the center of town along Route 66, Central Ave.

TABLE OF CONTENTS

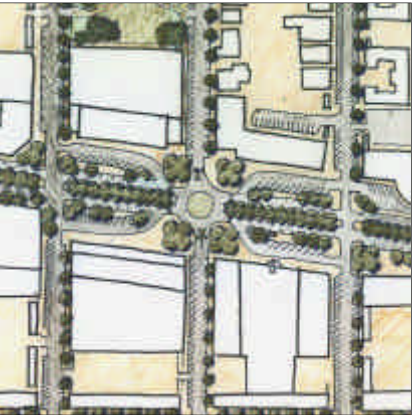
INTRODUCTION	PAGE
Summary.....	1-2
Charrette Process.....	3
Principles for Great Streets & Neighborhoods	4
Context & History.....	5-6
THE MASTER PLAN	
Illustrative Plan.....	7-8
Catalytic Projects.....	9-12
PLAN COMPONENTS	
Great Streets.....	13-22
Park Once & Walk.....	23-24
Landscape.....	25-26
Retail Strategies.....	27-28
Affordable Housing.....	29-30
IMPLEMENTATION	
Regulating Plan.....	31-32
Development Code	
- Urban Regulations.....	33-34
- Frontage Types.....	35-36
APPENDICES	
Pedestrian Environment Analysis.....	37-38
Traffic Engineering.....	39-42
General Retail Planning Guidelines.....	43-44
Principles of the New Urbanism.....	45-46



Charrette Process



Context



Illustrative Plan



Catalytic Projects



Great Streets



Affordable Housing



Regulating Plan



Development Code

INTRODUCTION
SUMMARY

This Master Plan provides two essential ingredients for the redevelopment of the Central-Highland-Upper Nob Hill area:

- 1) a vision of what the area could look like in 5 to 20 years, and,
- 2) tools to implement the appropriate type of development.

The goal of the Plan is to create a place that is identifiable for its unique Route 66 character, which can be a livable, walkable, mixed-use, vibrant economic and residential part of Albuquerque.

The Master Plan is the culmination of a public design process and previous planning efforts by the City Government, businesses, and residents*. It follows the M.R.A. Plan which was created to reverse blighted conditions in the area - a territory spanning from Carlisle Blvd. to San Mateo Blvd. along Central Ave. [see page i] and expanding to Copper and Zuni. The Plan analyzes the assets and liabilities of the project area and then offers recommendations and regulations that can be applied to properties in the area to guide and encourage redevelopment. Next steps for adoption of the regulations [as law] are also given. For, as having a shared vision for the area's physical being is important, having a set of rules for all players to follow is critical. Information in the Plan is grouped as follows:

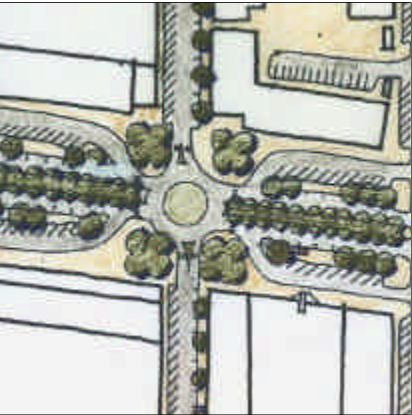
1. Introduction:	Summary [this section] Public Participation [Charrette Process] Principles of Design Context and History of the area
2. Master Plan:	Illustrative Plan - the vision Catalytic Projects - suggested 1st projects
3. Plan Components:	Streets and sidewalks Parking Landscape Retail strategies Affordable Housing
4. Implementation:	Regulating Plan Development Code

These subjects are critical building blocks for a great place. Moule and Polyzoides Architects and Urbanists, along with a nationally respected traffic engineering specialist and retail specialist, brought their expertise in designing urban environments to the table to meet with the residents and business owners in the area. It should be noted that design principles [page 4] used here follow a New Urbanist philosophy of restructuring urban places to those oriented more to pedestrians and mixed-use shopping/living buildings. It is a form-based approach to design, in opposition to the current status quo of use-based design which separates uses and generally dis-allows mixed-use. It was essential to the design team that the components which make up the streets, stores, and homes in the Central-Highland-Upper Nob Hill be analyzed, discussed, and changed if necessary though design. A design workshop process was used to gather the public's ideas and opinions. Through a series of exercises and feed-back loops, hopes and concerns of those affected by the plan were directly incorporated into this Master Plan document. While not every comment made it into this booklet, the majority of participant requests were honored in the designs for the plan.

A note on Master Plan Adoption - the City Planning process:

The following are suggested steps to review and approve the Master Plan's Development Implementation Process and create it as ordinance:

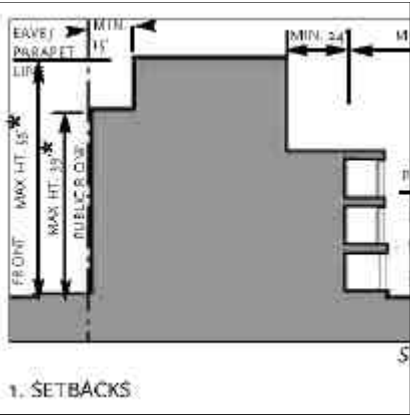
1. M.R.A. Plan - Albuquerque Development Commission review & approval .
2. Nob Hill Sector Development Plan - amend:
 - a. Sector Plan - extend to San Mateo in order to include this M.R.A.
 - b. Design Overlay Zone - [East of Carlisle] add with this form-based code.
 - c. Design Overlay Zone - [West of Carlisle] suggest future overlay zone be created by re-coding Sector Plan Design guidelines which are currently not ordinance.
3. E.P.C. approval
 - a. Zoning Change - from C-2 to C.C.R. [with amendments as necessary] along Central Ave. .
 - b. Design Overlay Zone - [East of Carlisle] including height [and other] amendments to C.C.R. Zone
4. City Council approval- review and approval of item 3 above.
5. B.I.D. or T.I.F. - businesses in the MRA should organize one or more of these associations to manage marketing, parking, and financing as a district.



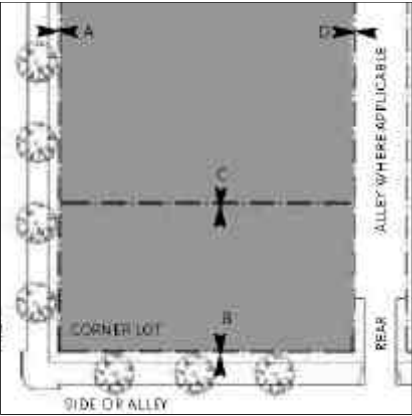
Vision



Vision



Tools



Tools



Principles: Great Streets



Principles: mixed-use buildings



Principles: transit



Principles: parking

People living and working in the area that participated in the workshops were very aware and sensitive to the role all parts of an urban fabric play in their neighborhood. Concerns common to the majority of residents and businesses included:

- stores that serve daily needs or general shopping needs are desired, but rare now
- stores and motels in the district, in general, are degraded [motels are nuisances]
- motels [existing] need to be refurbished, or removed & redeveloped
- business that have improved buildings see little investment in neighboring sites
- lack of development in general in the area is frustrating:“make something or anything happen” was uttered frequently
- streets and sidewalks have become neglected, are inhospitable, are too narrow
- street traffic is moving too fast [esp. at Central, near Highland High, Lead, Coal]
- street crossings are dangerous on Central, Zuni, Lead, & Coal due to speeding, creating divisions in the neighborhood
- street crossing makes it difficult to visit stores on opposite side of Central
- street traffic is loud and intimidating
- parking is difficult for Hiland Theater at large events
- parking is difficult for businesses on Central where on-street parking was removed
- sidewalks and other civic spaces in the area are degraded or hazardous
- bicycling is discouraged on major streets [no shoulders or lanes, speeding cars]
- transit issues - more routes, better vehicles, better stops desired
- housing options in the area are currently limited, more desired
- housing options should be increased, especially to keep mixed income feeling to area and trying to avoid gentrification
- housing should be buffered from commercial ventures nearby
- mixed-use buildings are desired, could be more dense than Nob Hill, use height or bench marks existing in neighborhood to gauge heights [not too high]
- character of neighborhood should be preserved and improved - more Route 66, avoid generic, anywhere America character esp. on Central
- create a plan that makes the neighborhood a walkable and “shop-able” place again

The Master Plan offers an design which addresses these concerns in a holistic, inter-connected manner, and therefore must be understood as a whole. Firstly, the Illustrative Plan and Regulations create a new form-based code which places mixed-use buildings at the sidewalk, moves parking to streets and rears of lots, and allows a modest increase in heights of buildings. The mixing of housing and business on the main corridors in the project will increase walkability and sustain more retail. A mix of building types will allow a variety of incomes and businesses to move into the area. Encouraging businesses of similar types to congregate in groups, as recommended, will focus the shopping energy and create districts within the larger neighborhood that add character.

Central Ave. streetscape should be built following a new design that allows 4 lanes of traffic, on-street parking, roundabouts, wider sidewalks, and a new centrally located alameda. This will keep traffic at more reasonable speeds [while maintaining the number of cars the road can carry] which greatly increases the aesthetics and economic vitality of Central. Other street improvements are offered to help walkability and reduce speeds throughout the remainder of the neighborhood.

A Park Once district is also recommended to handle parking issues [on-street, parking courts, and eventually in structures]. Parking ratios are changed to reflect shared-use and the mixed-use nature of this transit corridor. Landscape changes involve the recreation of major streets into the public realm with alamedas, street trees, and roundabouts as markers on Central. Existing open spaces are to be improved by partnerships between the City and Highland High School, and several new parks are proposed as well.

A Note on Phasing of Projects:

The following is the suggested phasing of projects for the Master Plan:

1. Streetscape - striping

Central Avenue should be striped and signed appropriately in order to allow on street parking per the street sections shown in this document. This would help to phase the full streetscape design, familiarizing motorists with the proposed design, help the pedestrians in the area, and allow crucial parking for many businesses in the corridor.

2. Streetscape

Central Avenue street design should be constructed including sidewalks, roundabouts, and utilities improvements [as necessary]. City Planning has designated 5 potential sites in the city for a prototype roundabout, and one of the intersections in this Plan as is one such potential pilot project. The City’s Rapid Transit Study and its recommended location [Central or Lomas] should be finalized as there are implications on Central Ave.’s design.

3. Catalytic Projects

City or County-owned properties shown in the Catalytic Projects 1 & 2 this plan should be developed into mixed-use properties by those institutions [with or without partners]. These include the City-owned De Anza Motel and the County-owned Hiland Theater.

4. Private Development [Mixed-use]

Businesses should be encouraged to remodel or develop in the Central Ave. corridor as suggested by the groupings shown in the Retail section of this report - Nob Hill extension area, Antiques area, Restaurant area, and Neighborhood/Community retail areas. While specific businesses cannot be required in a given property, developers should take advantage of creating business types which enhance, profit, or capitalize on similar types in near proximity. Housing should be included in these developments, to increase the livability and the economic success of individual properties as well as the entire district.

Note:a B.I.D. or T.I.F. Association should be set up by business owners to manage marketing and parking as a district and manage common funding solutions. [Business Improvement District, or Tax Increment Finance Association]

*Footnote:

Those efforts include the following:

- a) M.R.A. Plan [Metropolitan Redevelopment Area], September 2002, Metropolitan Redevelopment Code of the State of New Mexico, Section 3-60A-48 N.M.S.A. 1978 and Albuquerque Ordinance 14-8-4-1-1994. This plan gives strategies for the elimination of the blighting conditions found to exist in the project area [Resolution #R-02-72, Enactment #82--2002] to indentify projects, and to indicate the means by which redeelopmnet will be carried out, and;
- b)Albuquerque Bernalillo County Comprehensive Plan, and;
- c)Nob Hill Sector Development Plan.



Degraded retail



Sidewalk and traffic problems



Acres of surface parking lots



Degraded Motels



Proposed Mixed-use buildings



Proposed street improvements



Retail strategies



Housing variety

INTRODUCTION
DESIGN WORKSHOP PROCESS

The Master Plan was produced through the design workshop process. Residents, business owners, neighborhood associations, land owners, City governments departments, & other interested parties discussed issues over the course of three intensive days. During this period, the project site, the immediate neighborhood, and the community as a whole were analyzed and evaluated in many terms: environmental, social, economic, and as importantly, physical. The information gathered served as the base from which to understand what can [and should] occur in the project site. The results of the workshop are published in the form of a booklet - a buildable Master Plan. This booklet is the guiding vision [and eventually the legal document] for people building the neighborhood's future.

Focused sessions occurred each day of the event to help identify a design direction. Numerous smaller sessions with different groups helped build upon the base information while pursuing the larger goal: a master plan for the project site. The workshop process was very open and democratic, and stimulated enthusiasm and ideas, keeping participants motivated about concrete outcomes. The design team led the workshop, and included Moule & Polyzoides Architects & Urbanists and their retail and traffic engineering consultants. Participants' opinions about street/sidewalk design, traffic, open space, building types and massing, and desirable businesses were distilled and drawn in the Master Plan. Enforceable regulations were the end result of the efforts, and are contained in the Master Plan in the Regulations section.

The first day included 3 major events. First, a retail presentation, with about 50 attendees, laid out current concepts of national and local retail design and their relations to corridors such as Central Ave.. Second was a walking tour of the site noting opportunities and deficiencies. Two volunteer groups supplemented this tour by providing results of their audit of the pedestrian environment in the area. Third was the main event involving over 100 attendees sitting at tables together to discuss issues and offer design solutions. Each table chose a spokesperson who presented findings to the general audience. A consensus concerning retail desires, street designs, transit, housing, and building character began to take shape and directly informed the design team.

The second day found the design team distilling the public input into analysis drawings and plans. Individuals and groups worked with the design team as the plans were being drawn. Participants' desires for more pedestrian/bike-friendly streets, transit, open spaces, and mixed-use buildings and uses were shown on the plans. Consultants worked with participants and the design team to help ground dreams into buildable realities.

The third and final day culminated in presentation of the project to a public crowd of over 100 individuals. The Master Plan shown is the "road map" for potential development in the area and clearly shows what the area could look like within the next 4 to 20 years.

The Master Plan was put into booklet form in the months following the design workshop. Building heights and placement, street designs, transportation, and parking are given specific standards to be adopted as ordinance by the applicable City Departments to regulate future construction in the project area. In this way, property owners may construct or renovate their individual properties as part of an overall plan and strategy for the area. Owners can be assured that properties near theirs will be developed in an equitable and complimentary manner.

Note: A design workshop is a shorter version of a Charrette, which normally unfolds over a 5 to 8 day format.



Postcard to inform the public (front & back)
Courtesy of Nob Hill Highland Renaissance Corp & Susan Freed



Tour of the area



Public talks to consultants



Public design workshop



Public design workshop - sharing



Master Plan drawing



Public design workshop



Transit options



Presentation of Master Plan

INTRODUCTION
PRINCIPLES FOR GREAT STREETS & NEIGHBORHOODS

The Central-Highland-Upper Nob Hill workshop was guided by the design team’s New Urbanist philosophy which espouses the following principles:

1. Pedestrian First

- Wide sidewalks
- Outdoor dining
- Trees & Shade
- Pedestrian Lighting
- Inviting storefronts - buildings frame the street
- Street furniture, signage appropriate to pedestrians

2. Traffic Speeds for Safety & Retail

- Slower traffic but higher trip quality and higher capacity/volume
- Slower cars = more pedestrians, more business, more housing
- Slower traffic = better safety, fewer fatal accidents
- Citizen and tourist draw to area if walkable
- Bike safety

3. Park Once and Walk

- Strategy is to combine On-street, courts, and structures to accommodate cars:
- On-street parking - encourages retail, protects pedestrians
- Parking courts - 2nd level of easy parking, located behind buildings or at side streets
- Parking structures - shared for businesses and new housing, retail liners advantage
- Parking structures located every 3 blocks when development filled out
- Quality signage/wayfinding a must

4. Daily Needs within Walking Distance

- Balanced mix of local, regional & national tenants give neighbors services
- Commercial spaces along Central marketed, leased, and managed as a district
- Civic buildings at honored locations

5. Building Types & Housing Choices

- Vital communities need a mix of types:
- Lofts, Live / Work Buildings
- Apartments, Condominiums, Townhouses, & Courtyard Housing
- Duplexes, Tri-plexes, Quad-plexes
- Single Family Detached Houses & Garage apartments

6. Live Above Stores and Businesses

- Supports retail and commercial businesses - built-in customer base
- Extends day into night = safety & increased business
- Eyes on street = safety

7. Beautiful Public Spaces, Constantly Occupied

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

8. Quality Transit

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

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico



Pedestrian first



Traffic speeds for safety & retail



Park once and walk



Daily needs in walking distance



Building types & Housing choices



Live above stores & businesses



Beautiful public spaces occupied



Quality transit

INTRODUCTION
CONTEXT & HISTORY

Central-Highland-Upper Nob Hill contains an amazing cross-section of our country’s building history in its structures and streetscapes. At the area’s western edge, Nob Hill has been, and continues to be, one of the most fashionable shopping and living districts in Albuquerque. An antique district, Hiland Theater, Route 66 motels, and Highland High School still grace the center of this project area. Recent City-lead initiatives such as the designation of a Metropolitan Redevelopment Area [M.R.A.] and the purchase of the De Anza Motor Lodge have begun a renewed interest in this area. The project area’s pivotal location along Central Ave. is unique in that many of Albuquerque’s main civic institutions lie along this corridor - Old Town, Downtown, University of New Mexico., Nob Hill Shopping district, the State Fair Grounds, and a new Asian cultural center.

Albuquerque’s distinguished urban and architectural history began with the founding of Old Town in 1706 and was firmly established with the addition of New Town in 1880. The University was built shortly thereafter on the east edge of New Town. The 1920’s/30’s saw new neighborhoods such as Monte Vista and University Heights growing up on the vast mesa to the east of the University. Citizens of those eras travelled mostly via foot, streetcar, bus and much more rarely, by automobile.

Route 66, the Mother Road, came to prominence during 1930’s to the 1950’s and was one of the major routes from the East Coast to the West Coast. As it was aligned with Central Ave.. through Albuquerque, it stimulated great growth and prosperity along the corridor. As one traveled east on 66, the character of the city changed from the densely spaced pueblo-style buildings of Old Town, to the brick storefronts Downtown, to the Victorian-era homes of Huning Highland, and finally to the modern & pueblo-revival buildings that gave Rt. 66 its unique character . Motor court motels, road-side diners, gas stations & neon signs reflected our city’s growing dependence on the automobile.

Late in the 1940’s, R. B. Waggoman bought land far east on the mesa and developed Nob Hill Business Center, one of the first modern shopping centers in the Western U.S.. This building, and those nearby, while designed for the modern age, still had the pedestrian foremost in mind. Facades framed the public space of the street. There were generous sidewalks and parking was placed at the side or rear of the buildings.

Zoning codes coming to the fore during the 1950’s and 60’s, however, created single use type buildings. The mixing of housing and businesses within one building was becoming a rarity. With this change, as well as with our increasing use of the auto, commercial buildings along Central Ave.. began to change and responded by moving themselves away from the street to provide for large parking lots. The pedestrian environment was mostly forgotten as a public space. The current state of Central Avenue, along with limited choices in housing, has contributed to the decline of business activity and vitality around the corridor.

The 1980’s brought revitalization of the Nob Hill area. Recently, City-lead redevelopment projects have created new interest in the Central-Highland-Upper Nob Hill area. There are many fine examples of Route 66 roadside and Modern 1950’s character buildings in the project area. The residential parts of the neighborhood also contain existing buildings which have an appropriate scale, density, and detail for a walkable district. The Metropolitan Redevelopment Area defined these areas and will facilitate desirable change here. On the next page is a map indicating historic and redevelopment assets within the Master Plan area [and beyond], courtesy of the Nob Hill Highland Renaissance Corporation. Properties noted in green or yellow indicate those with a character worth protecting and enhancing to maintain the character of this area.



De Anza Motor Lodge Postcard



Nob Hill Business Center beginnii



Hiland Theater



Central Ave. storefronts



Rt. 66 Neon signage



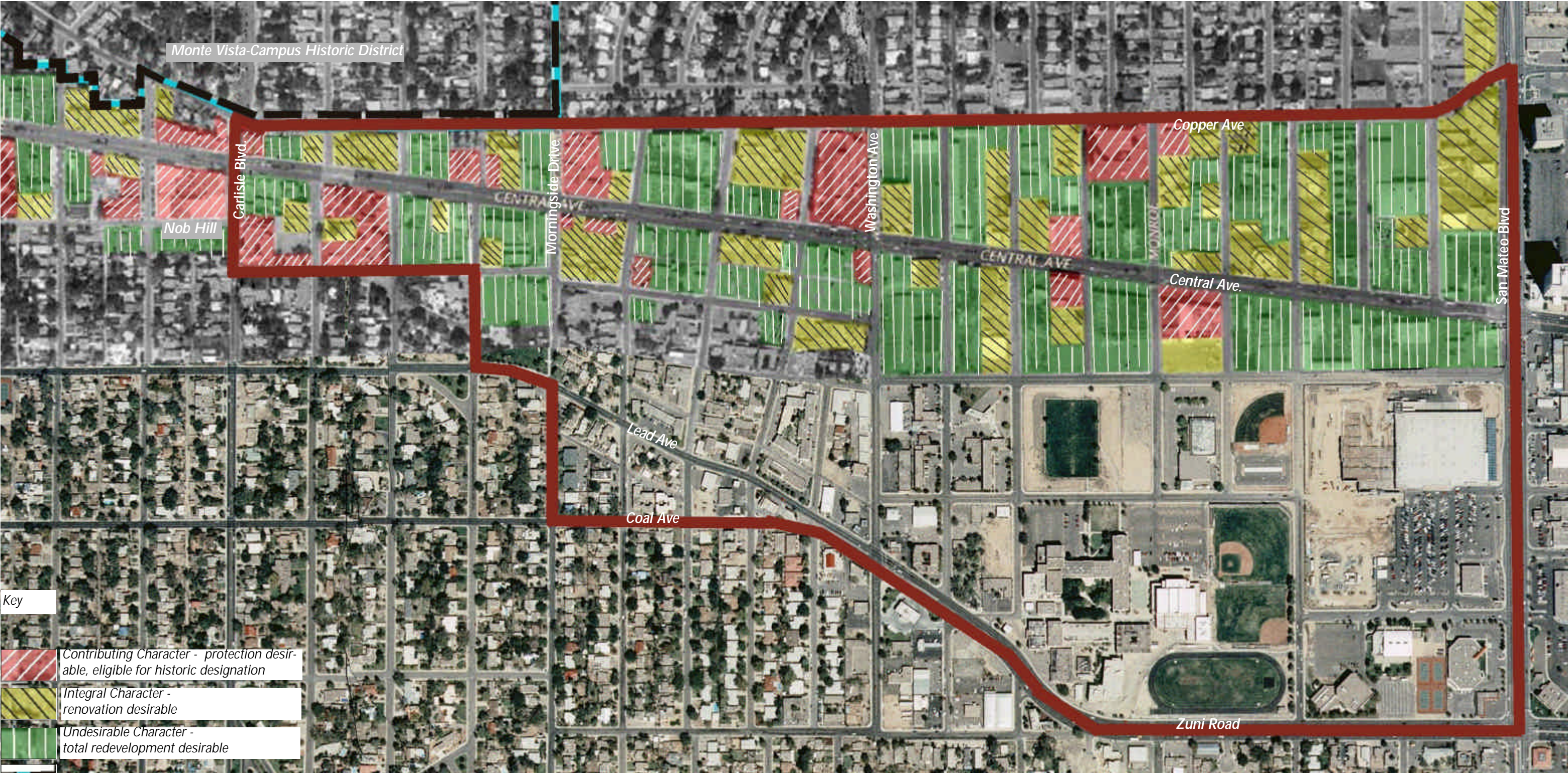
Duplexes



Central Ave. looking east



Highland High School



Key

- Contributing Character - protection desirable, eligible for historic designation
- Integral Character - renovation desirable
- Undesirable Character - total redevelopment desirable
- Monte Vista-Campus Historic District
- Master Plan Boundary

Historic & Redevelopment Assets Map

0 200 400 800ft

n

Historic Assets Map - courtesy of Nob Hill Highland Renaissance Corporation - identifies properties with contributing character, redevelopment opportunities, and/or nuisance properties.

THE MASTER PLAN | ILLUSTRATIVE PLAN

The Master Plan illustrates what the area could look like in 20 years time. Potential buildings shown represent the design team's interpretation of the interests and intentions of landowners, business owners, residents, potential developers and retailers. The goal of the Master Plan is the creation of a robust place which is a walkable, mixed-use district that features great main street shopping and new options for exciting living spaces. It is envisioned as a place that both enlivens the surrounding neighborhood and secures its future.

The most notable feature of the Master plan is the proposed placement of buildings along streets. Returning to the time-tested patterns seen in Nob Hill and Downtown, buildings meet the sidewalk again, framing the public space of the streets. The majority of the proposed buildings along Central Ave. are appropriate for smaller shops and offices with living spaces above. Other lots along Central are shown with larger footprint retail spaces, but their relationship to the streets is similar to the smaller buildings. Parking for the entire district would include a combination of on-street spaces on Central [to protect pedestrians and encourage retail], on-street and parking courts on side streets, and on-site parking at the rears of buildings. Some of these patterns are still visible near Hiland Theater. The Regulating Plan and the Development Code are the controlling documents for the array of various building placements and parking.

Another notable feature of this plan is the change in character of the major thoroughfare at the heart of the area, Central Avenue. The present design of this road creates a rift through the project area, and renders null and void any attempt at a pedestrian-friendly and commercially profitable district. Too many lanes of traffic moving much faster than the posted speed limit, combined with sub-standard sidewalks, creates an unfriendly environment for people. For vibrant retail and residential, a balance must be achieved of folks transporting themselves by many modes - by foot, bicycles, car and by transit - with no one method dominating. A new refined, shared public realm of Central Ave. [and other roads in the area] ensures the activity and accessibility necessary to sustain retail and office use, while keeping the speed and noise of motorized transport at low enough levels to allow un-encapsulated humans to happily inhabit the public realm. Central Avenue becomes a hybrid of a Main Street and a Parkway, with generous sidewalks and on-street parking supporting the retail on either side. Proposed roundabouts, along with an Alameda creating a linear park in the center of the avenue, help connect both sides of Central for the pedestrian. Traffic flows and amounts of traffic will continue as before, but the character of that flow will change. The plan will make the streets memorable and pleasant places.

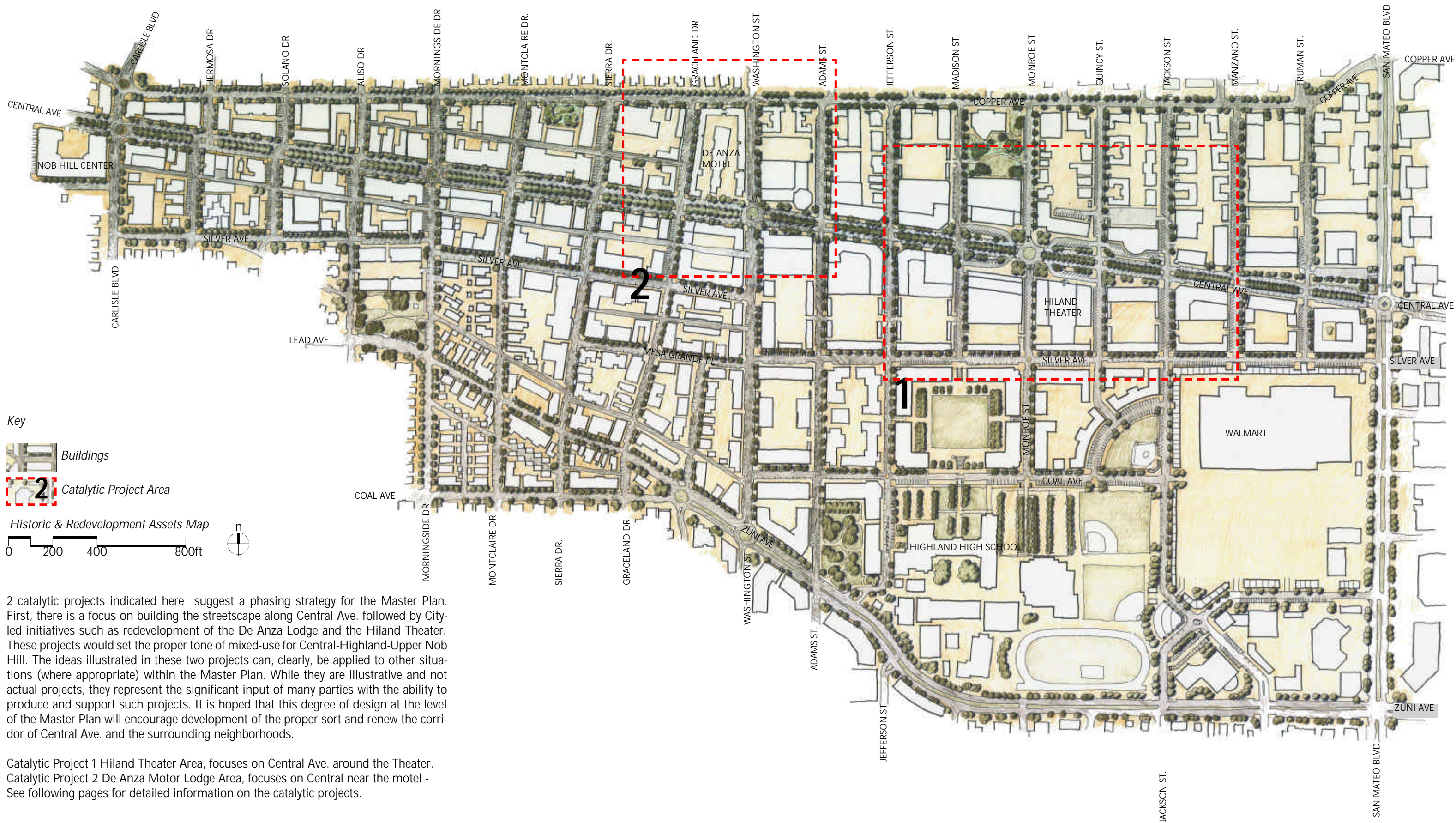
Intersections within the traditional grid pattern of Albuquerque are typically thought of only as places for crossing, either by car or on foot. This plan makes them focal points (and the defining gateways of the neighborhood) by creating modern roundabouts. This is essentially free space within the public realm, because the roundabout can handle the traffic flow admirably, while the space in the center of the intersection becomes available for visual delight. While not quite parks in the usual sense, these ovals and circles allow the placement of fountains, trees and monuments to give legibility to the civic character of the this unique neighborhood. Crossing for bicycles and pedestrians at such roundabouts is proven to be safer than traditional lighted intersections. These character and safety improvements will help re-connect the 2 sides of Central Ave. for shoppers and neighbors. Smaller roundabouts [circlets] near Highland High School will help pedestrians there by controlling traffic speeds.



Central Avenue - looking east toward Hiland Theater

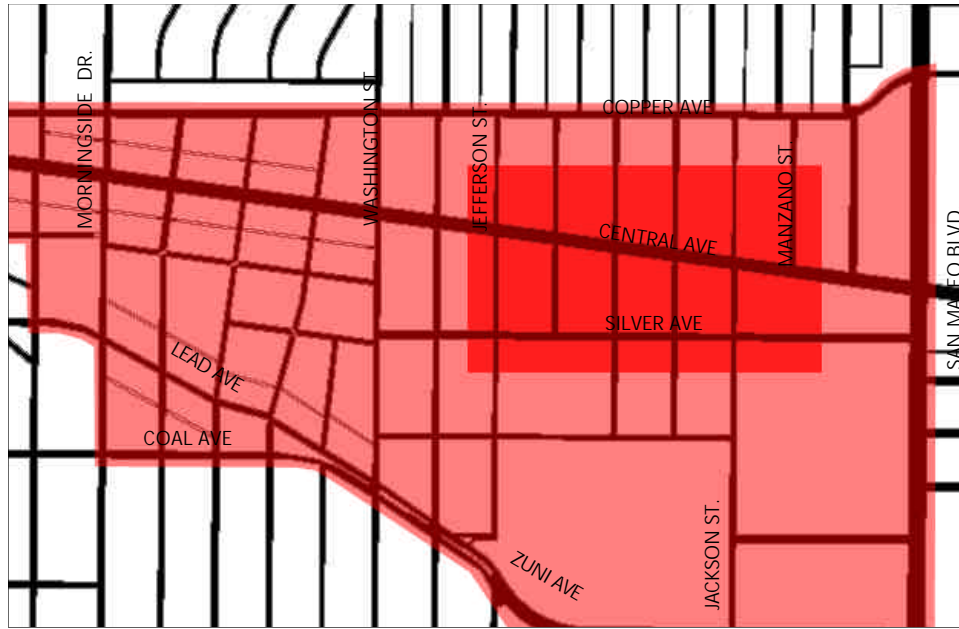


Central Avenue - looking West towards Washington St. and the De Anza Motel



2 catalytic projects indicated here suggest a phasing strategy for the Master Plan. First, there is a focus on building the streetscape along Central Ave. followed by City-led initiatives such as redevelopment of the De Anza Lodge and the Hiland Theater. These projects would set the proper tone of mixed-use for Central-Highland-Upper Nob Hill. The ideas illustrated in these two projects can, clearly, be applied to other situations (where appropriate) within the Master Plan. While they are illustrative and not actual projects, they represent the significant input of many parties with the ability to produce and support such projects. It is hoped that this degree of design at the level of the Master Plan will encourage development of the proper sort and renew the corridor of Central Ave. and the surrounding neighborhoods.

Catalytic Project 1 Hiland Theater Area, focuses on Central Ave. around the Theater.
 Catalytic Project 2 De Anza Motor Lodge Area, focuses on Central near the motel -
 See following pages for detailed information on the catalytic projects.



Context Map

THE MASTER PLAN | CATALYTIC PROJECT 1 HILAND THEATER AREA

Note: Catalytic Projects 1 and 2, along with the street improvements along Central Ave., are the suggested first phases of construction to help spur further development. These 2 project illustrate, at a finer scale than the Illustrative Master Plan, the possibilities and potential that the Master Plan will allow to be built in the next 2 to 15 years.

Catalytic Project 1 illustrates the improvements of the streetscape along Central Ave. and potential building around the Hiland Theater [County-owned]. Currently, zoning in the area does not encourage a mix of uses, which has relegated it to single-use types of commercial buildings used only during daylight hours. Residential uses on the corridor, or just off of it, is mostly non-existent. The hope would be to allow for several different uses in the area, including housing and small retail or live/work that would enliven the neighborhood at all hours of the day and evening.

Buildings proposed would include 2nd and 3rd floors for new construction or addition to existing single story buildings. Mixed uses such as office, live/work, lofts, apartments, etc. would add to the potential for ground floor retail. Lofts and townhomes are shown along Silver Ave. People living in the new structures support the retail created, provide security by providing eyes on the street, and add vitality to the area. The scale and placement of the buildings frames the street, creating a humanely-scaled, memorable place.

The pedestrian environment will be improved dramatically, which will encourage walking, biking, and retail shopping in the area. Traffic is calmed by the proposed on-street parking, central alameda [median], roundabouts, and enlarged sidewalks. Proper lighting, landscape, & street furniture would also encourage walking.

Parking is provided on-street along Central, and at all side streets in the form of parallel and head-in parking. Additional parking is located to the rears of buildings. Existing parking courts at the fronts of some buildings remain. In front of the Hiland Theater, for example, the parking courts create a more open section of the corridor, creating a sense of arrival and place, and preserving a dramatic view of the Hiland Theater.

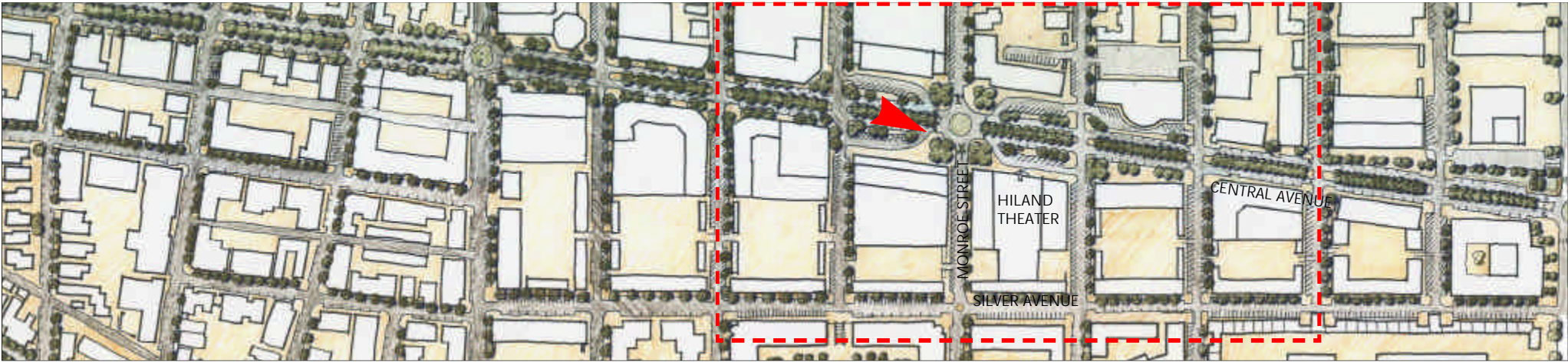


Catalytic Area 1 - Axonometric

Development Potential

Type	Area	Dwellings	Parking
Retail	237,650 s.f.	n/a	595
Live/work	70,425 s.f.	47	82
Lofts	180,000 s.f.	120	210
Apartments or Townhouses	172,125 s.f.	172	301
total	660,200 s.f.	339	1,188

Note: Existing construction this area is approximately 295,000 s.f., all retail, with no designated housing along the Central Corridor.



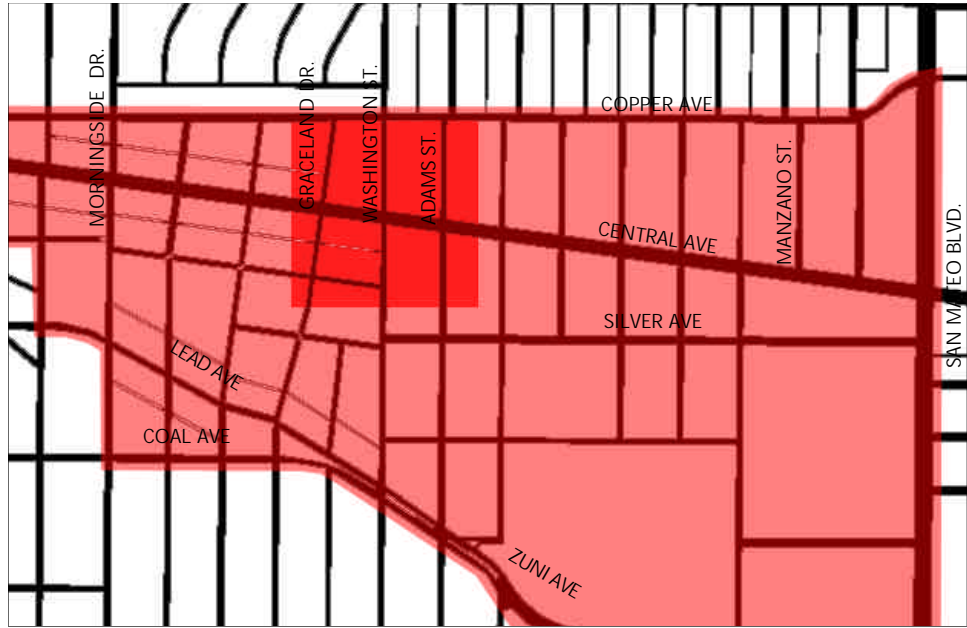
Catalytic Area 1 - Plan 0 100 200 400ft



Retail space with Lofts above



Hiland Theater - parking court and potential office or residential above retail space
Moule & Polyzoides Architects and Urbanists
June, 2004



Context Map

THE MASTER PLAN | CATALYTIC PROJECT 2 DE ANZA MOTEL AREA

Note: Catalytic Projects 1 and 2, along with the street improvements along Central Ave., are the suggested first phases of construction to help spur further development. These 2 project illustrate, at a finer scale than the Illustrative Master Plan, the possibilities and potential that the Master Plan will allow to be built in the next 2 to 15 years.

Catalytic Project 2 illustrates the potential for building along Central Avenue around the De Anza Motel. As with Catalytic Project 1, current zoning in the area does not encourage a mix of uses, which has relegated it to single-use types of commercial buildings used only during daylight hours. Residential uses on the corridor, or just off of it, is mostly non-existent. The hope would be to allow for several different uses in the area, including housing and small retail or live/work that would enliven the neighborhood at all hours of the day and evening.

The De Anza Motel has been converted into a mixed-use building with a Visitor's Center, a cafe, and a Community Meeting Room that could preserve the public use of the building. Motel rooms have been remodeled [and added to] for apartments, lofts or townhomes. Parking along Graceland would provide adequate parking for the retail functions as well as for tour buses or R.V.'s visiting the new corridor. The Motel as easily could be converted to a boutique motel. A mid-sized retail anchor is shown to the east of the De Anza, and additional floors of flex space have been added above. To the north of this building, Courtyard type residences are shown. These help buffer the corridor development down to the single family neighborhood to the north across Copper Ave. Buildings on the south side of Central Ave. include 2 and 3 story buildings of new construction. Mixed uses such as office, live/work, lofts, apartments, etc. would add to the potential for ground floor retail. Lofts and townhomes are shown along Silver Ave.

As with Catalytic Project 1, the pedestrian environment will be improved dramatically. Parking is provided on-street along Central, and at all side streets in the form of parallel and head-in parking. Additional parking is located to the rears of buildings. At an appropriate level of development, parking courts could be easily converted to 2 story parking structures.

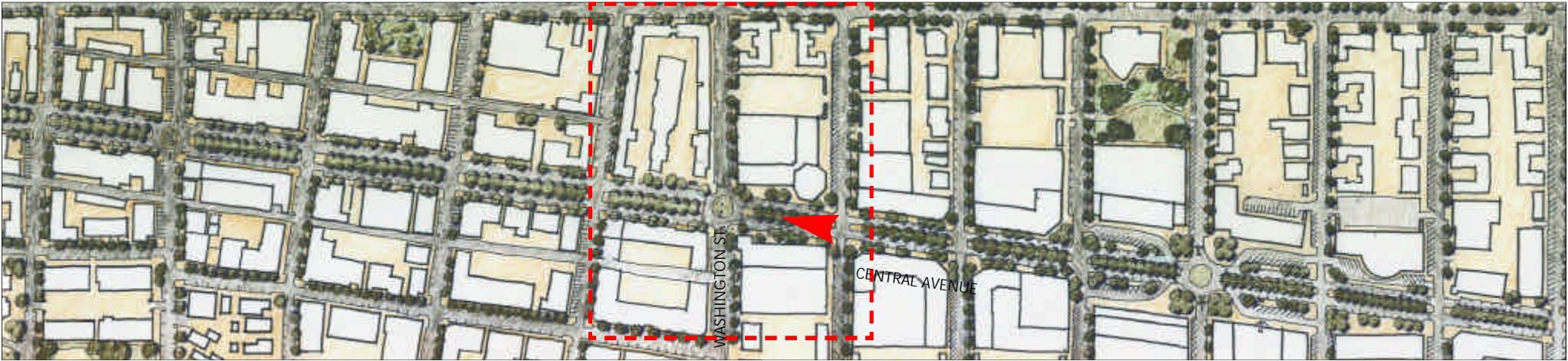


Catalytic Area 2 - Axonometric

Development Potential

Type	Area	Dwellings	Parking
Retail	107,700 s.f.	n/a	270
Live/work	63,900 s.f.	43	76
Apartments	127,750 s.f.	128	224
Townhouses	63,850 s.f.	42	74
total	363,200 s.f.	213	644

Note: Existing construction this area is 112,100 s.f., all retail, with no designated housing along the Central Corridor.



Catalytic Area 2 - Plan 0 100 200 400ft



Mixed-use buildings with retail and living spaces in multi-story configurations
Client: City of Albuquerque Planning Department
Albuquerque, New Mexico



De Anza Motel & new mixed-use buildings along an improved Central Avenue
Moule & Polyzoides Architects and Urbanists
June, 2004

PLAN COMPONENTS | GREAT STREETS

The focus of Great Streets design is on elevating the needs of pedestrians and cyclists to a state of equality to other modes of transportation within the right-of-ways of residential and commercial streets. This will balance the current state of affairs of auto-dominant design. Walking and shopping opportunities increase, adding greatly to the livability and economic vitality of a place. All these elements combine to create a much higher trip quality for citizens and visitors. Visitors, workers and residents may arrive at various destinations within the corridors in wheeled vehicles, but at some point they eventually enter the realm of the pedestrian, who moves at no more than four miles per hour. And as pedestrians, they need to circulate safely and conveniently to wherever they chose to direct themselves.

Central Avenue will become an elegant new avenue. Proposed are a series of roundabouts which will replace signalized intersections. These are safer than signalized intersections, allow smoother movement thru the corridor [at calmer speeds], and provide a place for great public art. Thus, the sense of place will be greatly enhanced on this stretch of Central. A central alameda, or median, is proposed to allow for landscape and a walkway [and to accommodate a potential future light rail system]. The 6 lanes of traffic on Central will be reduced to 4 lanes in order to allow for on-street parking. It should be pointed out that Central will still carry the same amount of traffic in a much smoother, reduced-speed manner. It is essential to narrow Central to match its section through Nob Hill for safety and for commerce. All over America, excessively wide streets are killing pedestrians [see also “Motor Vehicle Accident Reconstruction and Cause Analysis” by Rudolph Limpert]. If we can slow down cars in our corridor to 30 mph or less, a car can react and come to complete stop well before hitting a pedestrian. Even if the person is hit at 20 mph, the person, although injured, will have a 90 percent chance of surviving [see appendix]. It is worth the effort to design our neighborhood streets to slow traffic, maintain traffic capacity, save lives, and increase business and social commerce .

Building placement will define Central Ave. as a corridor and public space. The most effective relationship of building enclosure is a building separation to height ratio of 1:1 [see photos this page upper right], but can be up to 3:1, and 4:1 for boulevards and plazas [see photo this page lower right]. Studies of building enclosure and car speed indicate that there is a reduction in average speeds with the enclosure ratios stated here.

There exist a number of street types in the area that form a grid system bisected by Central Avenue. The proposed design is geared toward walkable, mixed-use urbanism. The success of a walkable environment is largely based on the design of its public space - in this case, streets, which compose most of the public realm. There are several essential elements in this design:

1. Pedestrian crossing times - are kept to a minimum, 19 seconds max.. This is achieved at Central, for example, with four 12 foot wide lanes.
2. Vehicle speeds - 30 mph on main streets, 20 mph at side streets.
3. Pedestrian comfort - they should be protected from autos & the elements.
4. Street definition - buildings should define street edges.
5. Pedestrians, bicyclists - should be accommodated, along with handicapable.
6. Transit - should be included in thoroughfare planning, be it bus or light rail.
7. Parking - standards for parking should be reduced to reflect mixed use area.
8. Central Ave. - as the main artery, it need special attention.

Central Avenue's capacity to handle traffic will be maintained and enhanced, and near-by roads will not be affected adversely by the new design. This is particularly true for

Lead and Coal, whose one-way design and fast speeds represent a cohesion issue with neighborhoods to the south of the project area. Though not in our project scope, suggestions for slowing traffic speeds on those roads include approaches such as on-street parking, bulb-Outs at corners, and 2 way traffic.

Pedestrian crossing times and vehicle speeds will be controlled by width and layout of the streets. Existing streets in the area are too wide. Slow and yield streets are suggested. Vehicle speeds will be kept at the suggested rates mentioned above in item 2. by implementing these street designs. [Street Sections follow on the next pages.] A **slow street** allows free movement of autos, but encourages slower speeds because of parking allowed on both sides of the street in a 30 to 34' wide street. Parking is a combination of parallel and head-in diagonal. Bulb-outs and mid-block chokers would be included. Buildings along such streets would be mixed-use, retail and higher density residential uses. A **yield street** is narrower and has one auto yield to another as they pass. Parking is parallel on both sides of the street in a 26 to 28' wide street. These types are suitable for attached residential and mixed-use, and the 26' wide more suitable for single family homes generally.

Pedestrian comfort and safety is addressed through design as well. Street trees will occur on the Central Ave. alameda [median] and at side streets. The trees cool the surface of the pavement, help reduce the toxicity of vehicle emissions, help reduce storm water runoff, and by their vertical presence along roads, slow down drivers. Awnings, arcades, and other architectural elements should occur on facades at Central Ave. sidewalks in the absence of trees. Bicyclists and the handicapable should be accommodated by the streets and sidewalk designs. Because street speeds will be reduced by design, dedicated bicycle lanes are not needed. Bicyclist uncomfortable with Central Ave. can easily take Copper or Silver as well, which are much more residential in usage. Roundabouts at key intersections allow bike and car traffic to mix at safe speeds, as well as allowing easier crossing of Central by pedestrians. Bike racks should be included in the street furniture along Central Ave.. Sidewalks should be widened as shown, again for safety and to avoid collision with power poles [currently blocking safe passage]. Excessive curb heights [greater than 6"] should be lowered to allow proper handicap accessible ramps at sidewalk corners, and corner radii should be reduced. Pedestrian crossings should be greatly improved with the roundabouts on Central, and better markings at all other intersections. The improvements will increase safety and retail sales, and are relatively inexpensive to construct.

Transit is accommodated in the design by locating local bus stops at corners connected to the roundabouts. This will increase safety of cars navigating around stopped buses, and increase the ease and safety of pedestrians crossing Central Ave.. Future transit projects, such as Bus Rapid Transit and possible Light Rail have also been accommodated - there are stops for the Bus Rapid Transit at San Mateo and Carlisle intersections with Central at the ends of the project area. The Central Ave. Alameda could house the future Light Rail if the City chose to put that project on Central. [An alternative location for the Light Rail is also being considered by the City on Lomas Blvd.]

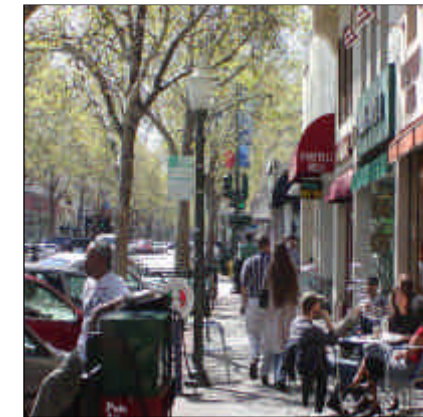
Parking is handled by a combination of on-street parking, side street parking areas, and parking courts to the rears of buildings. Parking count requirements must be reduced to reflect the historically-supported demand for mixed-use in traditional urbanism. For healthy commerce, retail stores needs parallel parking at the fronts of buildings, especially along Central Ave.. On-street parking protects pedestrians as well as encouraging retail. Read more in the “Park Once Section” of this document.



Wide sidewalks enable many uses



Well-defined street space with terminus



Building separation to height ratios of 1:1



Building to height ratio of 3:1, & uses continuing into evening for safety & vibrancy



Note: Building outlines shown are existing buildings.

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

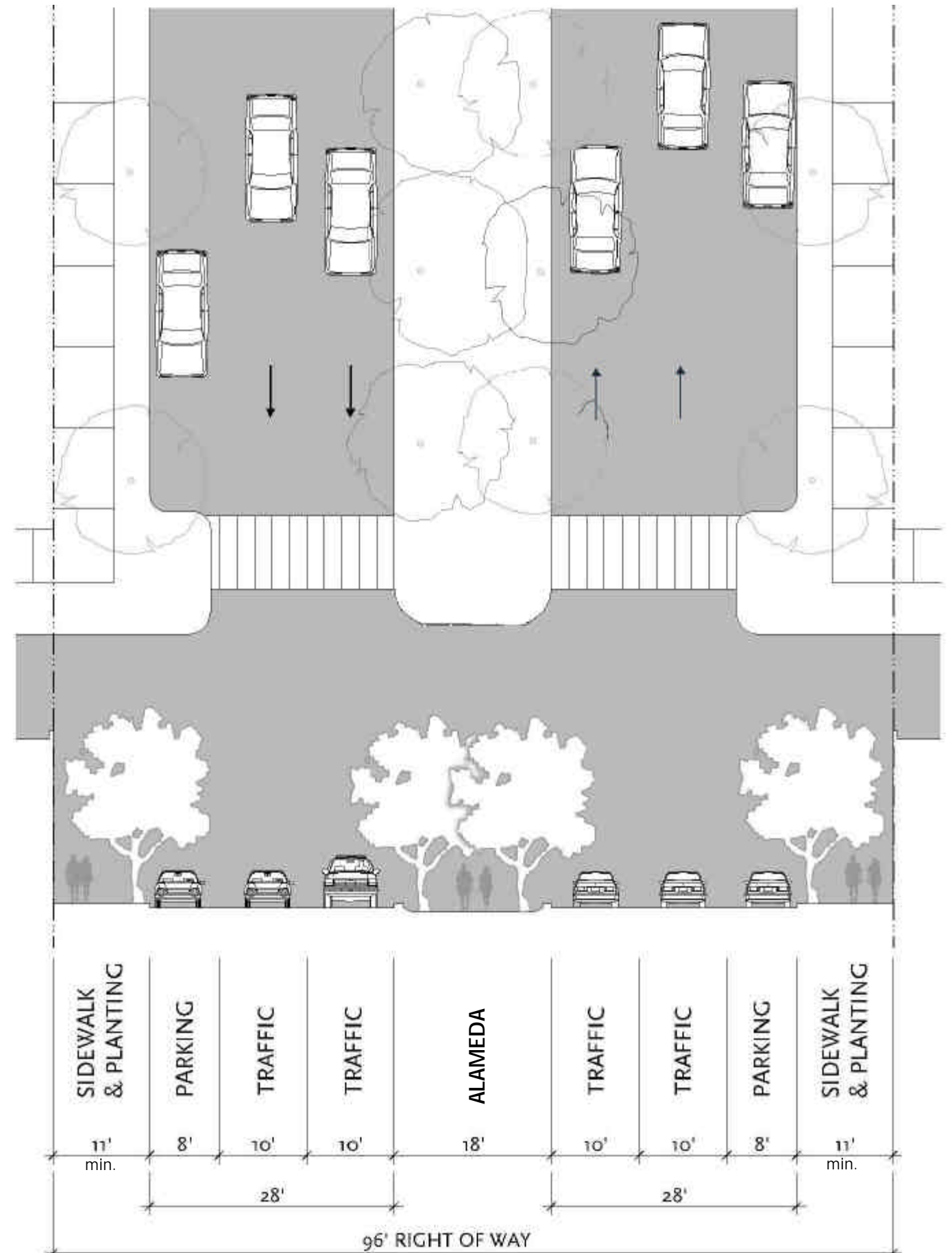
PLAN COMPONENTS | GREAT STREETS

CENTRAL AVENUE | OPTION A - ALAMEDA*



MOVEMENT / SPEED Free / 30 mph
 CROSSING TIME 19 seconds
 ROW WIDTH varies, 96' min.
 TRAFFIC LANES 4 at 10' each
 PARKING Both sides
 CURB TYPE vertical
 CURB RADIUS 5' typical, with bulbouts
 SIDEWALK WIDTH varies, 11' min.
 PLANTER WIDTH varies
 PLANTER TYPE tree grates
 PLANTING varies

* NOTE: Transit is mixed in traffic lanes.

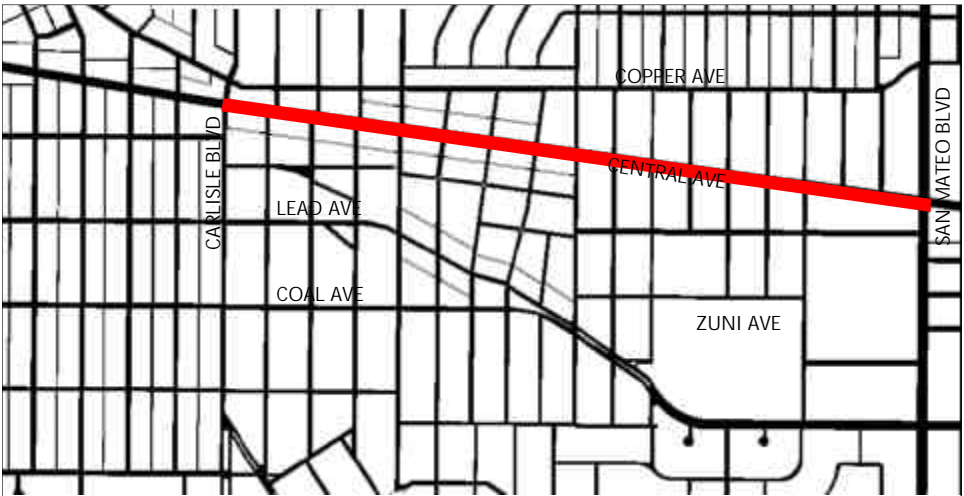


PLAN COMPONENTS | GREAT STREETS
CENTRAL AVENUE | OPTION B - TRANSIT*

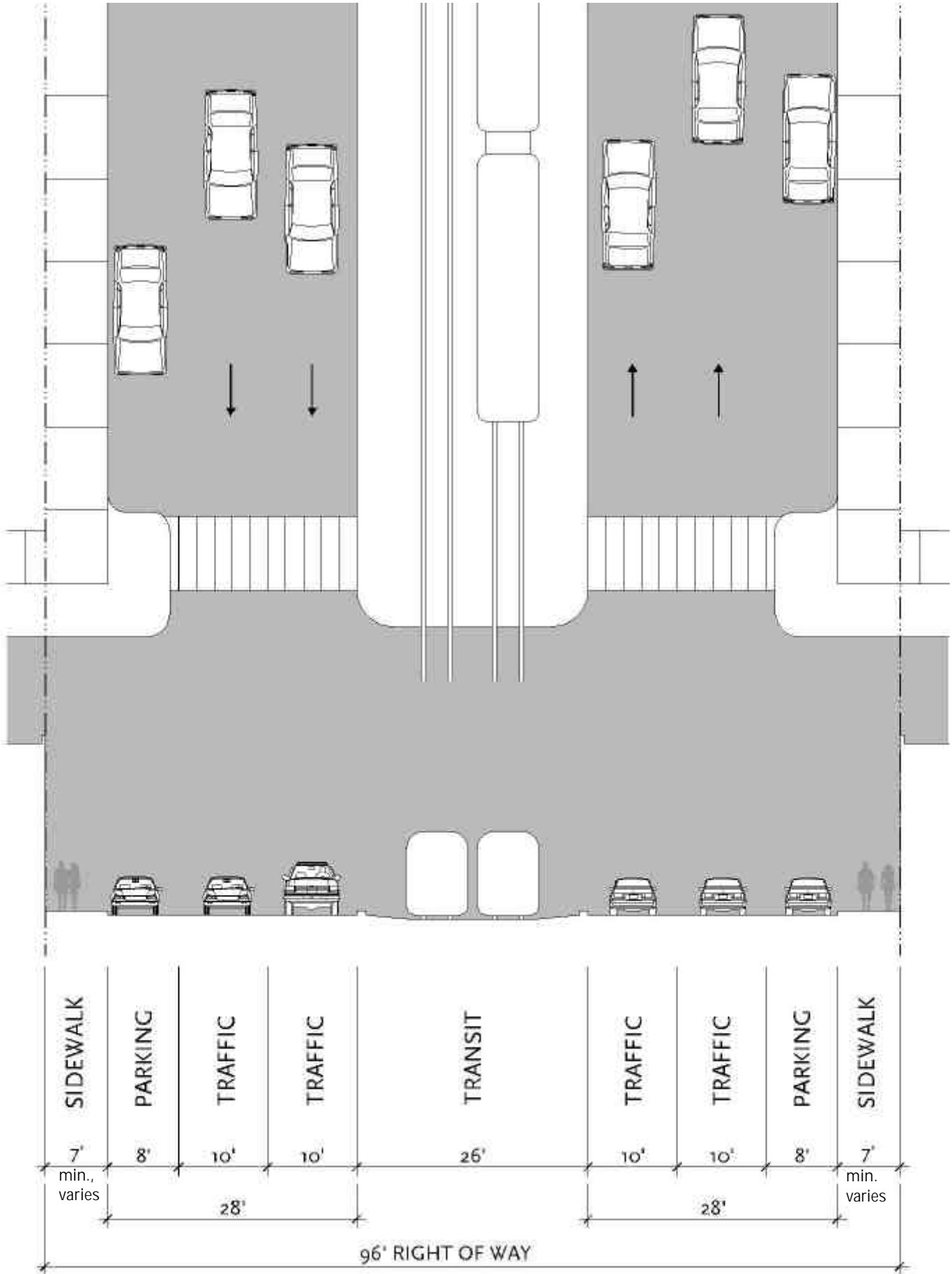


- MOVEMENT / SPEED Free / 30 mph
- CROSSING TIME17 seconds
- ROW WIDTH varies, 96’ min.
- TRAFFIC LANES 4 at 10’ each
- PARKING Both sides
- CURB TYPE vertical
- CURB RADIUS 5’ typical, with bulbouts
- SIDEWALK WIDTH varies, 11’ min.
- PLANTER WIDTH varies
- PLANTER TYPE tree grates
- PLANTING varies

*NOTE: Transit is in dedicated R.O.W in centrally located median.



Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

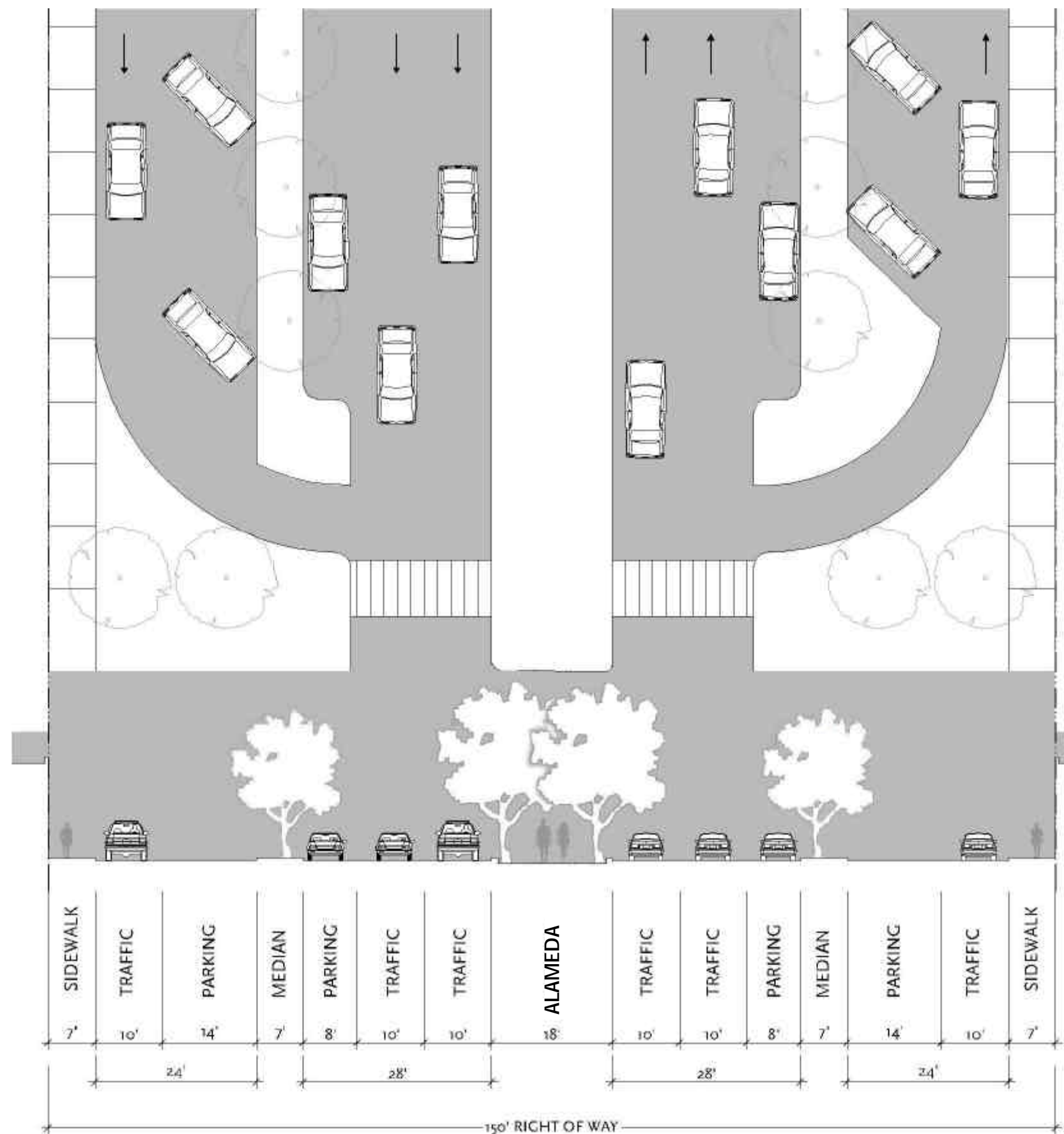


PLAN COMPONENTS | GREAT STREETS

CENTRAL AVENUE AT HILAND - BOULEVARD



MOVEMENT / SPEED Free / 30 mph
 CROSSING TIME 17 seconds
 ROW WIDTH 150'
 TRAFFIC LANES 6 at 10' each
 PARKING Both sides
 CURB TYPE vertical
 CURB RADIUS 5' typical, with bulbouts
 SIDEWALK WIDTH 7'
 PLANTER WIDTH 7' medians
 PLANTER TYPE tree grates
 PLANTING varies



PLAN COMPONENTS | GREAT STREETS
CENTRAL-WASHINGTON ROUNDABOUT

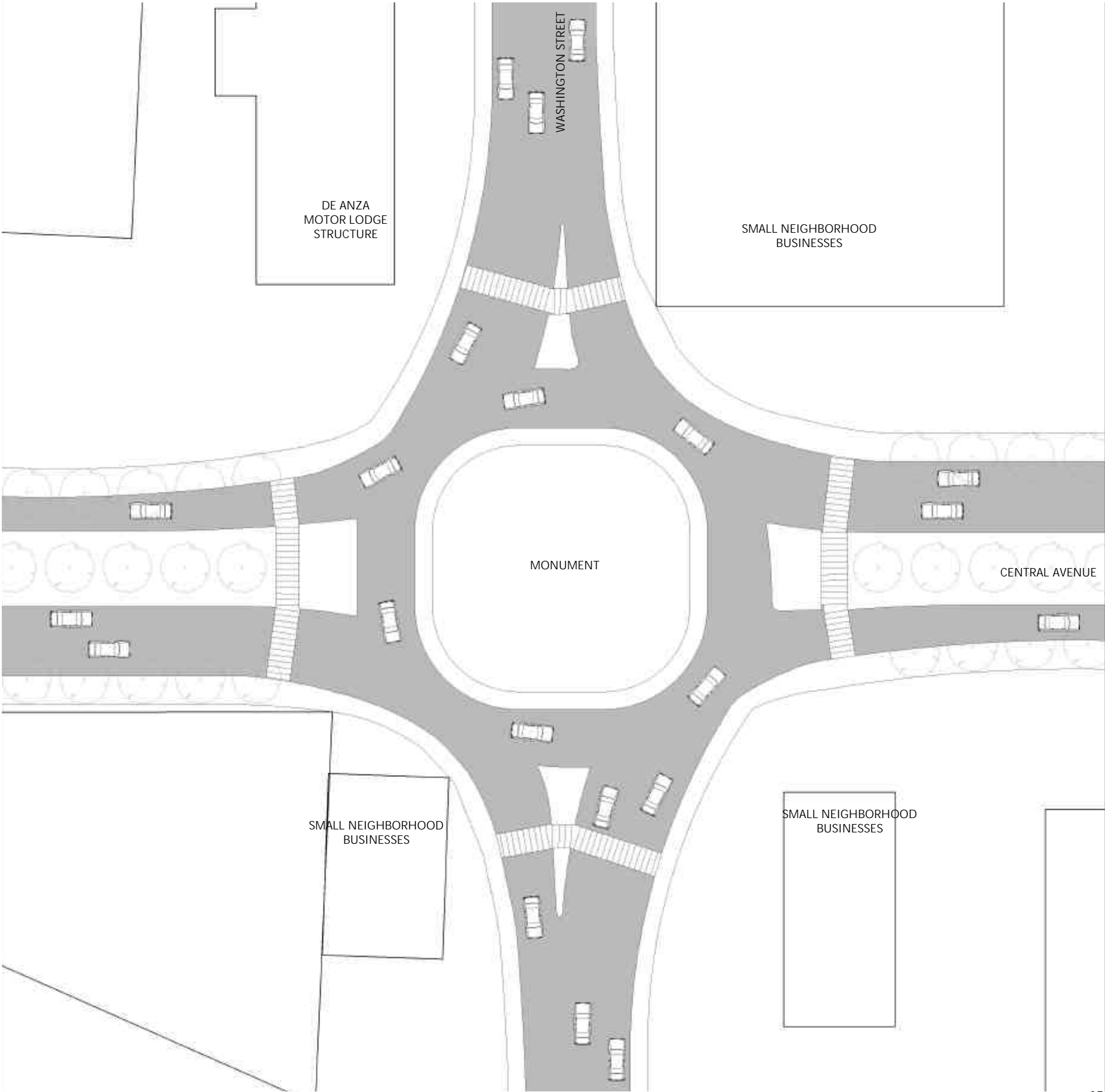


MOVEMENT / SPEEDSlow / 20 mph
CROSSING TIME21 seconds on Central, 16 seconds on Washington
ROW WIDTH98' @ Central, 70' @ Washington
TRAFFIC LANES12' each: 2 in approaching lanes, 1 elsewhere
PARKINGNone
CURB TYPERoll-over at center, vertical option
CURB RADIUSvaries
SIDEWALK WIDTHvaries, 6' min.
PLANTER WIDTHvaries
PLANTER TYPEtree grates
PLANTINGvaries

Note: advantages of the roundabout include smoother traffic flow at intersections with no wait times, increased capacity to handle traffic, easier and safer pedestrian crossings, and increased aesthetic appeal.



Client: City of Albuquerque Planning Department
Albuquerque, New Mexico



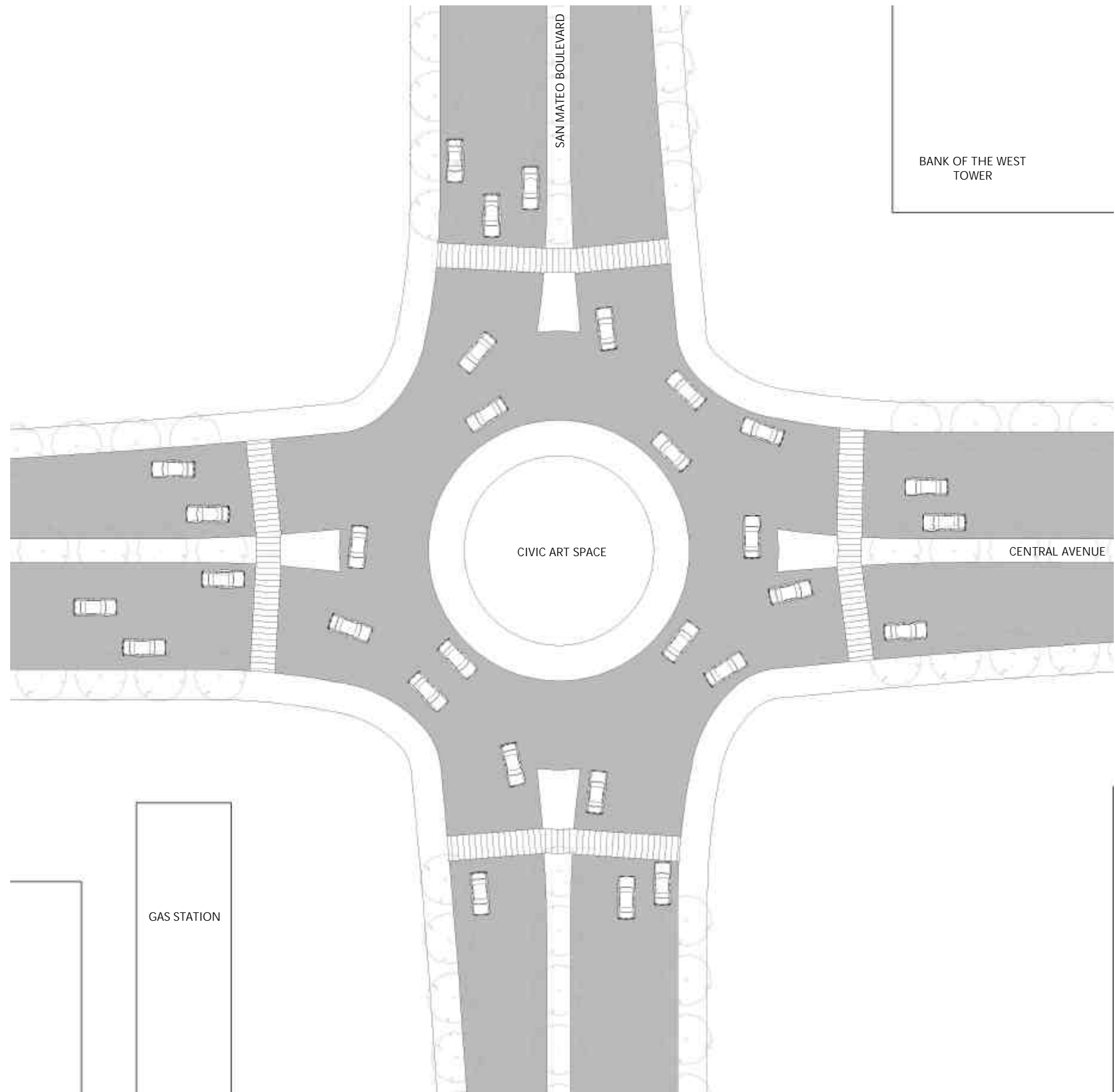
PLAN COMPONENTS | GREAT STREETS

CENTRAL-SAN MATEO ROUNDABOUT



MOVEMENT / SPEED	Slow / 20 mph
CROSSING TIME	22 seconds on Central & San Mateo
ROW WIDTH	100' @ Central, 140' @ San Mateo
TRAFFIC LANES	12' each: 3 in approaching lanes, 2 elsewhere
PARKING	None
CURB TYPE	Roll-over at center, vertical option
CURB RADIUS	varies
SIDEWALK WIDTH	varies
PLANTER WIDTH	varies
PLANTER TYPE	tree grates
PLANTING	varies

Note: advantages of the roundabout include smoother traffic flow at intersections with no wait times, increased capacity to handle traffic, easier and safer pedestrian crossings, and increased aesthetic appeal.

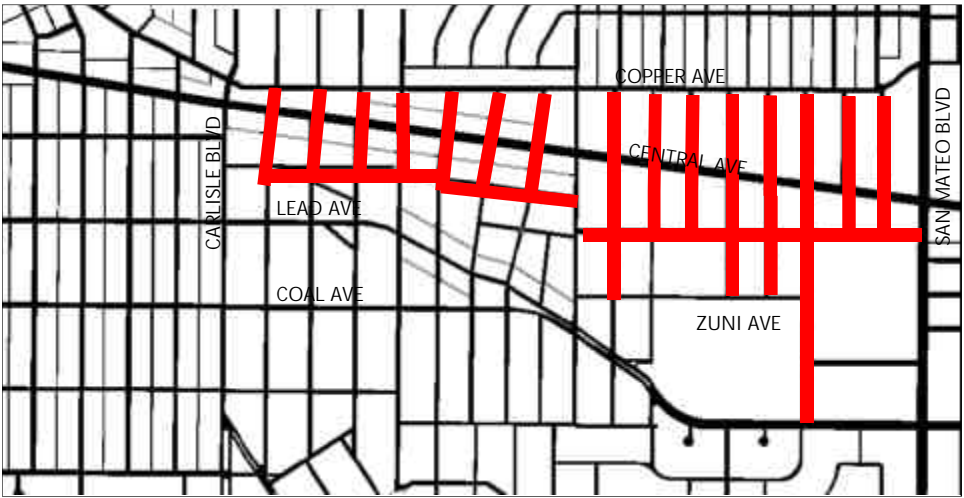


PLAN COMPONENTS | GREAT STREETS SLOW STREETS - MIXED-USE

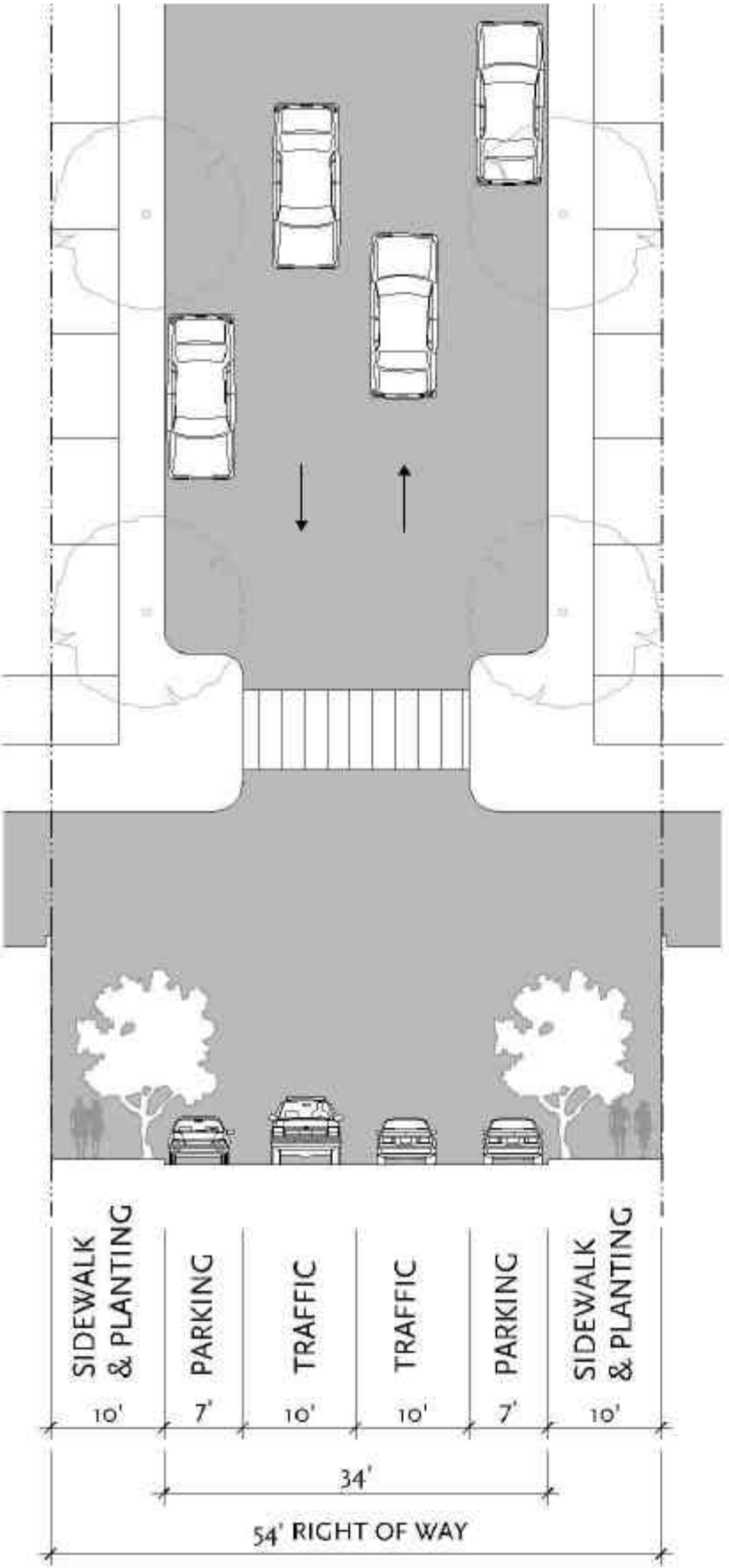
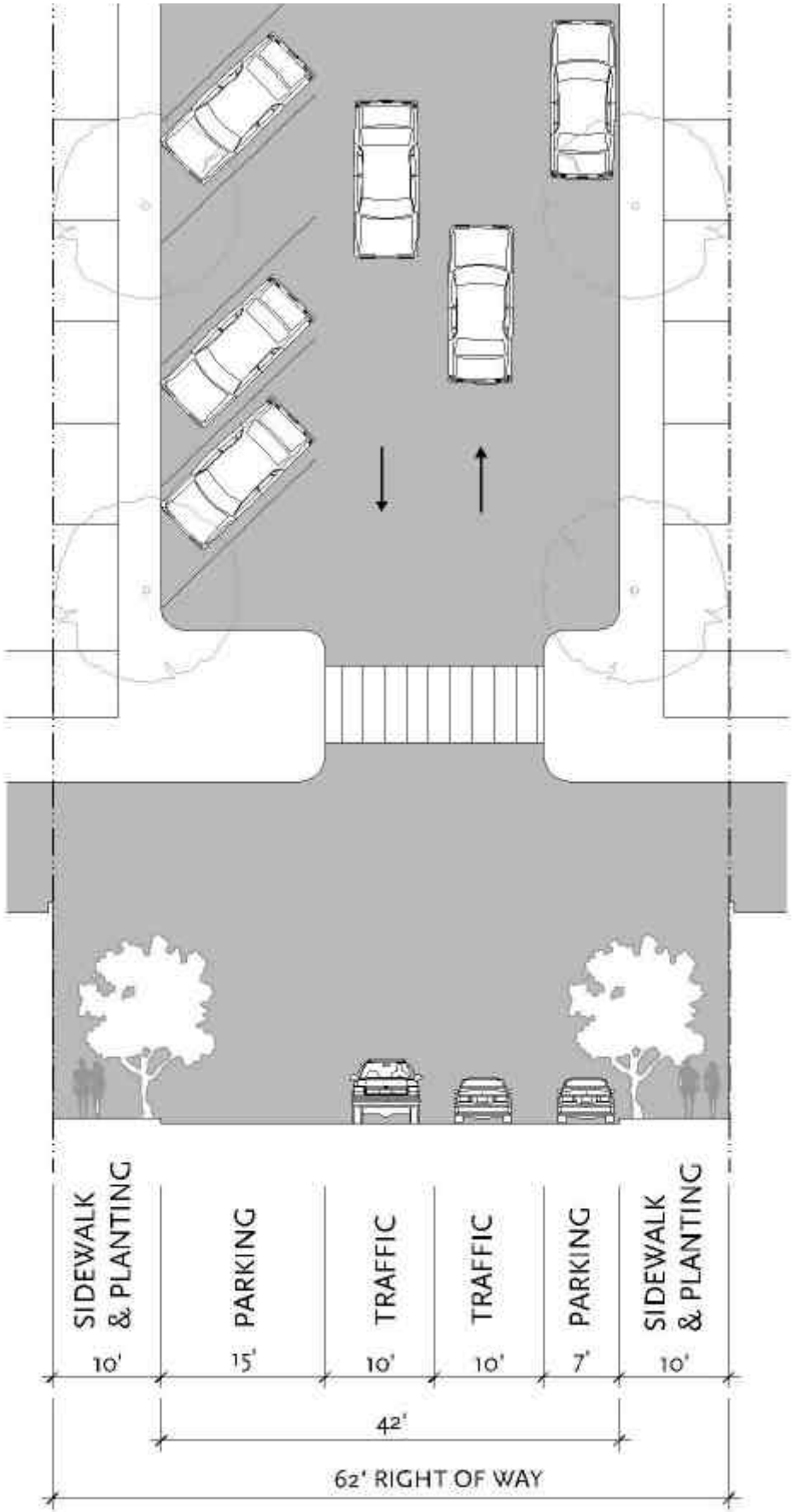


- MOVEMENT / SPEEDSlow / 20 mph
- CROSSING TIME6 seconds
- ROW WIDTH54'-62'
- TRAFFIC LANES2 at 10' each
- PARKINGBoth sides
- CURB TYPEvertical
- CURB RADIUS5' typical, with bulbouts
- SIDEWALK WIDTH10' with planter
- PLANTER WIDTH10' with sidewalk
- PLANTER TYPEtree grates
- PLANTINGvaries

NOTE: On-street parking can be parallel, diagonal, head-on styles in a variety of arrangements. For example, Monroe Street from Copper to Silver avenues has diagonal parking on the west side and parallel parking on the east side.



Client: City of Albuquerque Planning Department
 Albuquerque, New Mexico

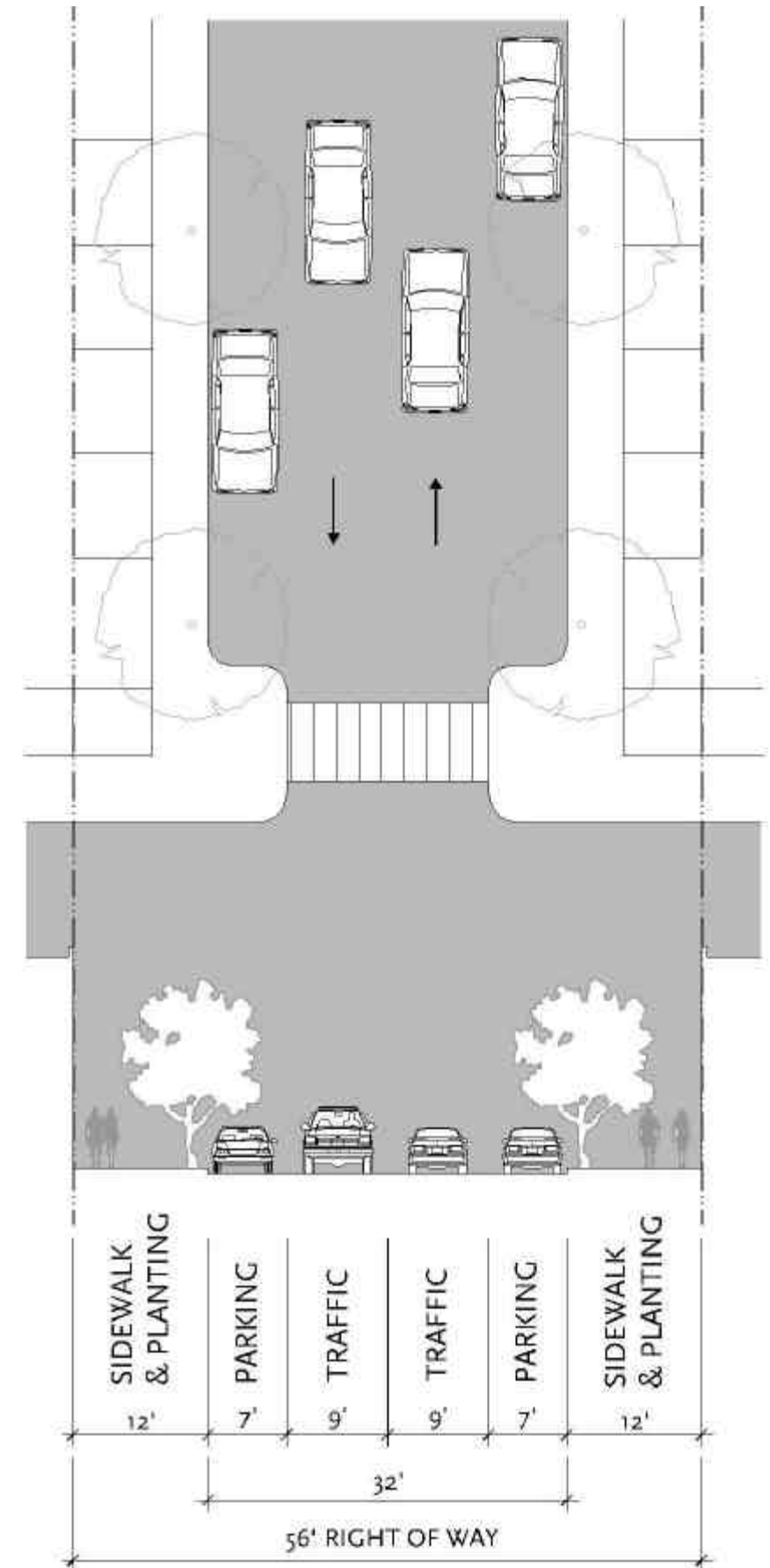
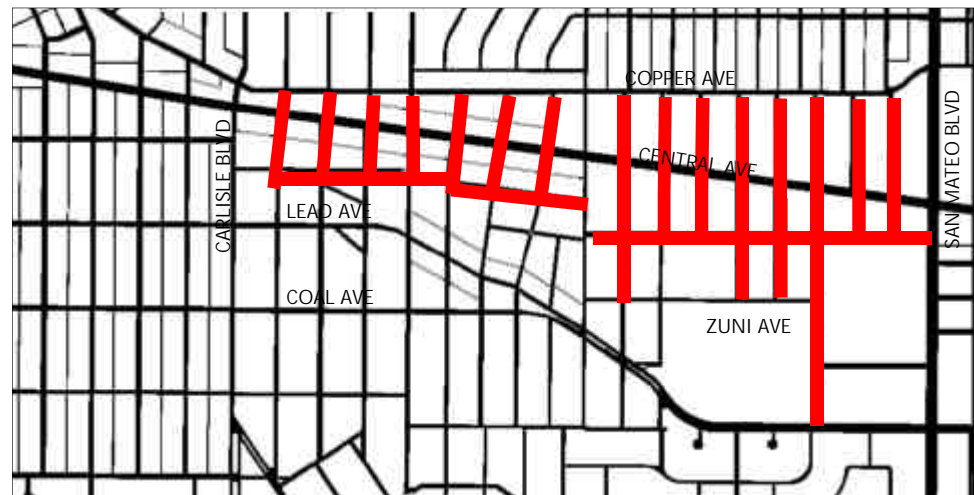


PLAN COMPONENTS | GREAT STREETS

SLOW STREETS - MIXED-USE



MOVEMENT / SPEED Slow / 20 mph
 CROSSING TIME 5 seconds
 ROW WIDTH 56'
 TRAFFIC LANES 2 at 9' each
 PARKING Both sides
 CURB TYPE vertical
 CURB RADIUS 5' typical, with bulbouts
 SIDEWALK WIDTH 12' with planter
 PLANTER WIDTH 12' with sidewalk
 PLANTER TYPE tree grates
 PLANTING varies



PLAN COMPONENTS | GREAT STREETS SLOW & YIELD STREETS - RESIDENTIAL

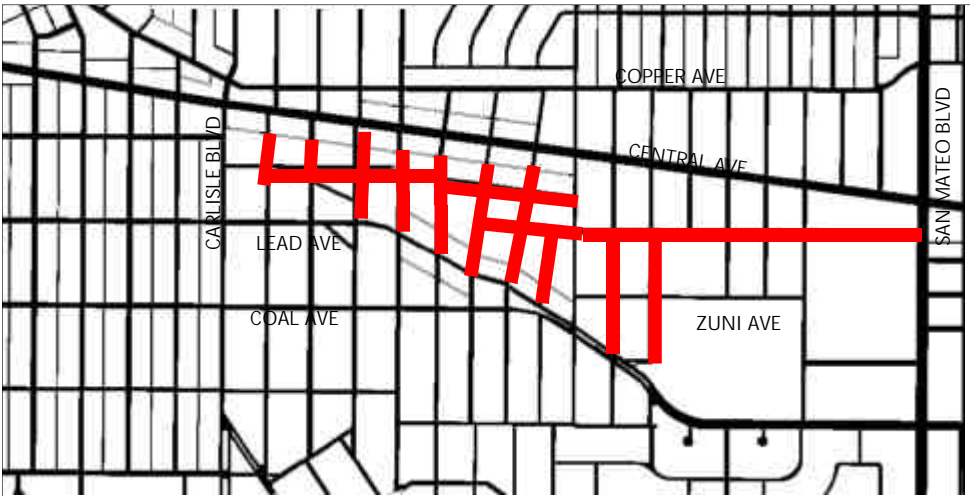


Slow Street

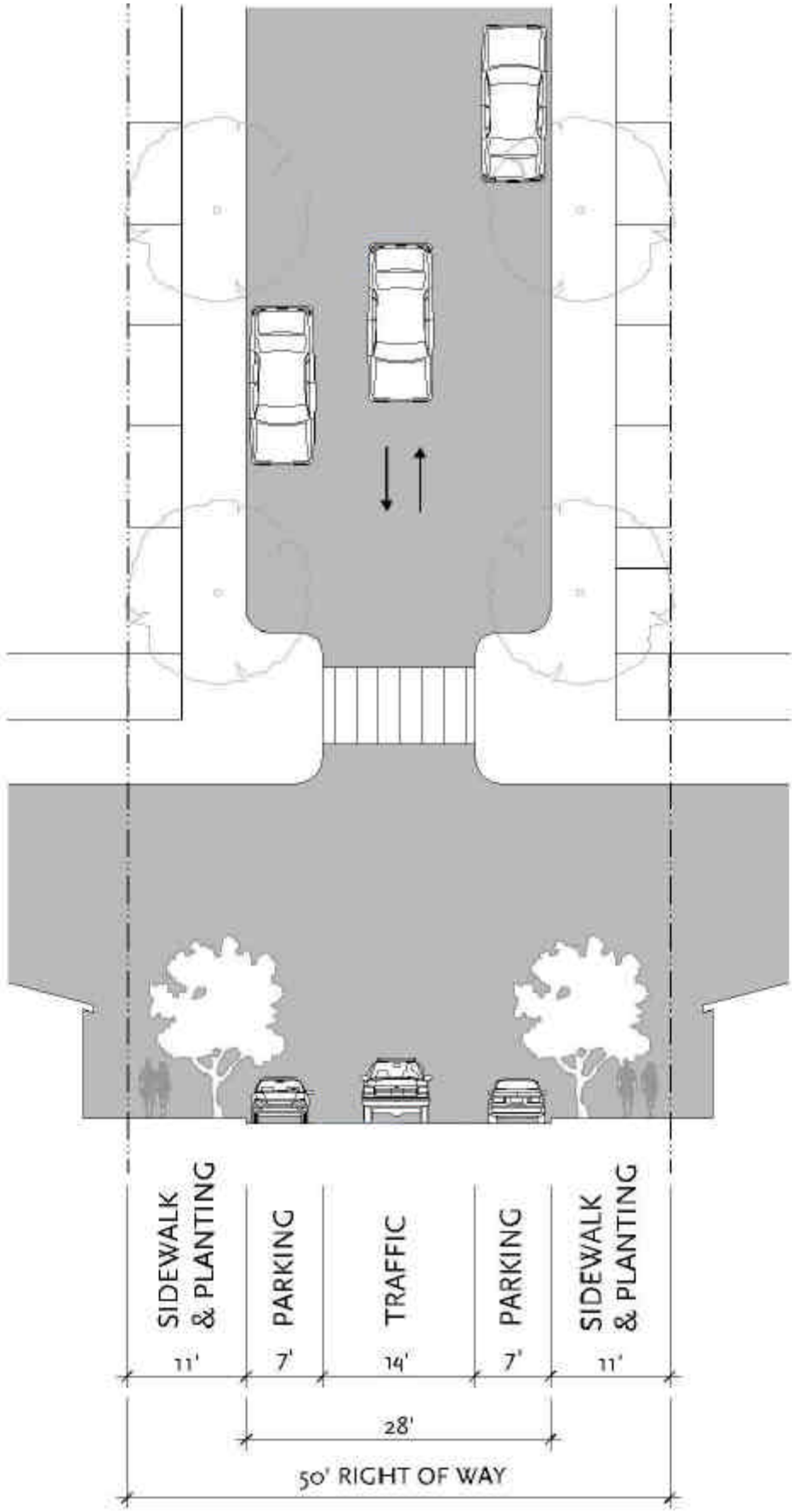
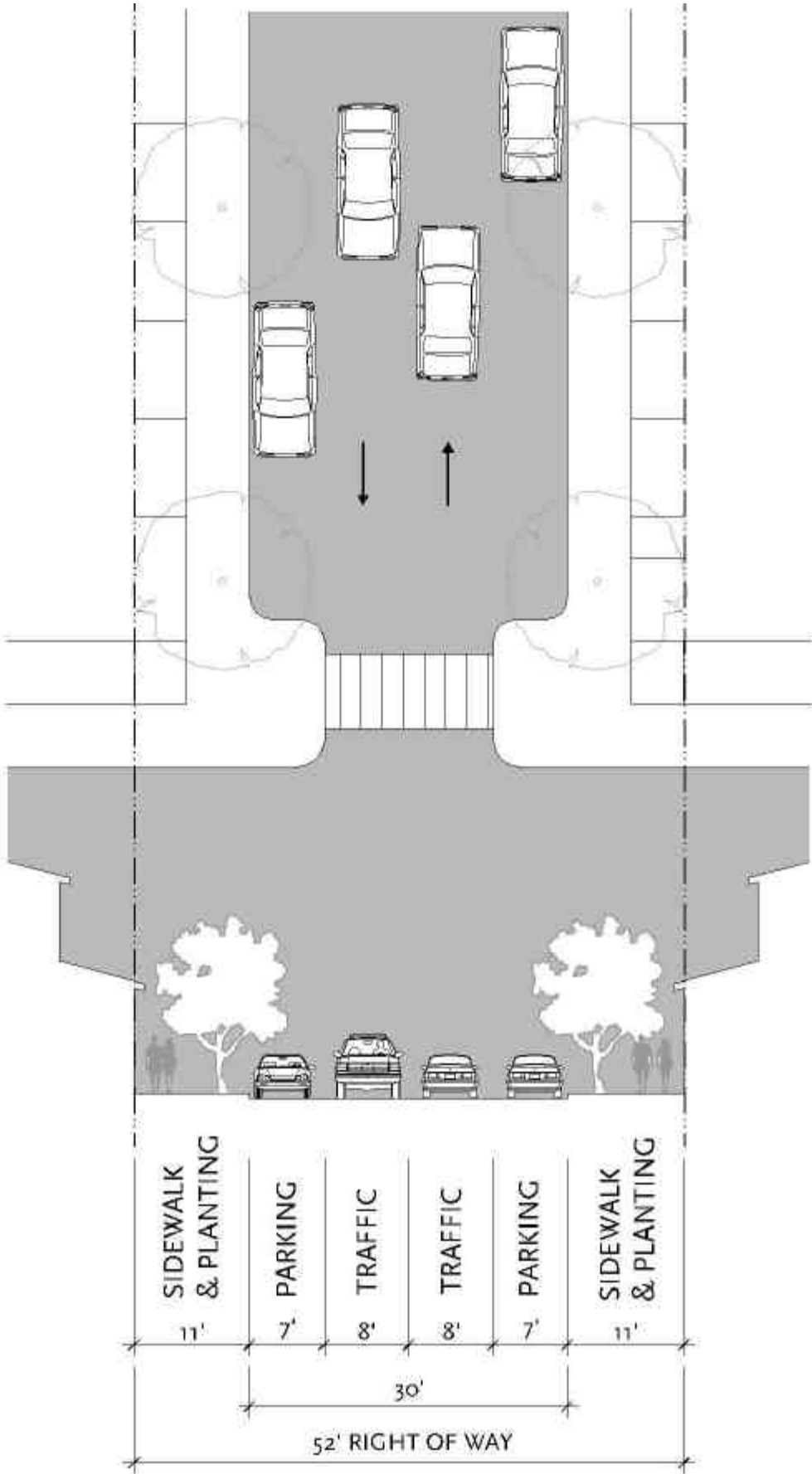


Yield Street

- MOVEMENT / SPEED Slow & Yield/ 20 mph
- CROSSING TIME 4 seconds
- ROW WIDTH 52' slow, 48-50' yield
- TRAFFIC LANES 2 at 8' each slow, 1 at 12-14' yield
- PARKING Both sides
- CURB TYPE vertical
- CURB RADIUS 5' typical, with bulbouts
- SIDEWALK WIDTH 11' with planter
- PLANTER WIDTH 11' with sidewalk
- PLANTER TYPE tree grates
- PLANTING varies



Client: City of Albuquerque Planning Department
Albuquerque, New Mexico



PLAN COMPONENTS | PARK ONCE & WALK

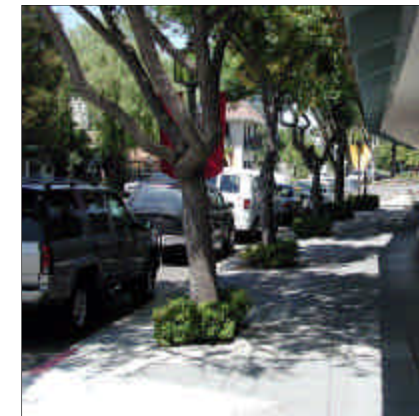
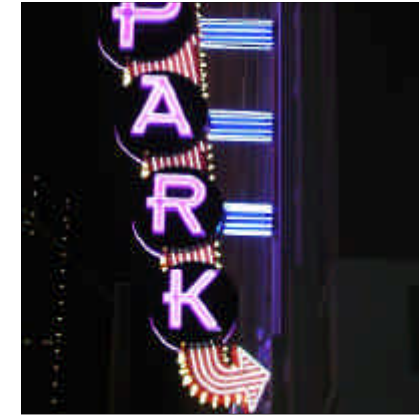
Fundamental to the successful revitalization of Central-Highland-Upper Nob Hill is the concept of Park Once & Walk. The typical suburban, sequential pattern of "shop and park" requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution, requiring six movements and three parking spaces for three tasks. By contrast, the compactness and mixed-use nature of Main Streets lends itself to moving twice, parking just once, and completing multiple daily tasks on foot.

The savings in daily trips and parking spaces required in a Park Once setting are very significant. Studies indicate that the requirement for parking in such a mature mixed-use district at 2.5 cars per 1000 square feet of average use is almost half that of suburban multi-park development. Daily trips can be reduced by as much as a third. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

This is a fact of crucial importance to the project area because the surrounding neighborhoods have a large enough population to generate a vital, pedestrian, mixed-use Main Street. Providing too much parking generates retail boxes surrounded by cars, and sets up the "shop and park" pattern typical of suburban sprawl. This would be a mistake in Central-Highland-Upper Nob Hill. Providing average needs for parking in central locations generates more pedestrian traffic accompanied by less vehicular congestion.

Parking will be provided through a combination of on-street, side street parking courts, and rear lot parking courts which could become 2 story parking structures if the development becomes dense enough. If the structures are built, they shall be wrapped with shops and lofts or apartments. On-street parking is of primary importance for ground-level retail to succeed. As short-term parking that is strictly regulated, on-street parking creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. This "teaser" parking is located on Central Ave. as well both sides of nearly every street in the Master Plan. These areas offer significant parking before cars enter the neighborhoods. Private parking for housing is accommodated in parking courts in the case of townhouses, and in parking courts and garages for courtyard housing & lofts above flex type housing. The live/work units would likely have small surface lots in the interior of the blocks, with on-street parking for residents and guests.

Parking [commercial] should be managed as a district by the businesses in the area. This provides economic advantages in shared parking strategies and partnerships for building parking courts and/or garages. Individual business owners benefit from these partnerships, and benefit as well from allowing on-street parking to count towards their parking requirements. Other cities create parking districts through such methods as Business Improvement Districts [BID] or a business association that handles other management issues in the area. The diagram on the next page indicates possible locations for shared-use courts or structures.





Parking Ratios:

Residential or live/work unit with 1 bathroom:	1.5 parking space
Residential or live/work unit with 2-3 bathrooms:	2 parking spaces
Commercial or retail per 1000 s.f.:	2.5 parking spaces
Restaurants, per each 4 seats:	1 parking space
Hotels, per each room:	1 parking space

Parking Counts:

Parking need - proposed development:	11,908 parking spaces
Less 35% discount per note below*:	[- 4,167]
Less on-street parking available along streets:	[- 4,896]

Total On-site Parking required:	2,845 parking spaces
---------------------------------	----------------------

* based on current City standards less 25% discount for mixed-use corridor, and less 10% discount for high capacity transit corridor. On street parking counts toward over-all district parking needs.

Park Once Plan - potential parking courts [which could grow to structures in the future] shown as shaded & numbered blocks with 500' walking radii - the distance patrons are willing to walk [approx. 2.5 minutes].



PLAN COMPONENTS | LANDSCAPE

The character of the landscape design for the project is unique in that it encompasses a very urban core and feathers out to small neighborhood parks. The Central Ave. corridor becomes the main public space inhabited by folks on foot, bike, and car. The roads, centrally located alameda, and sidewalks are designed as a connected entity to create a sense of place. Parking courts are semi-public areas which could be designed for double-duty. Open play fields and parks are located off the corridor in the more residential areas. Water-conserving features are considered in all areas.

Streetscape & Parking Courts:

The Central Avenue corridor is envisioned as an Alameda using the medians as a linear park. Warm-tone crushed stone, bollards, and xeric trees will create a pedestrian walkway and urban place in the median. The shade and street furniture there will also invite occasional fairs or exhibitions to take place there. Along the streets, sidewalk areas will be wide (minimum 7 to 11 feet) and shade will be provided using building portals, canopies, and awnings. Sidewalk plantings will be kept simple to minimize maintenance and will be located near building entry courtyards only to utilize water harvested from adjacent rooftops. There will be no trees along much of the sidewalk to increase retail visibility. In all, the character of the landscape will speak of the sense of culture and climate specific to Albuquerque.

Roundabouts will be built at 4 locations along Central Avenue. Sculptural elements such as artistic sculptures, and rock features, etc. will be placed in the roundabouts. These punctuation points announce the 4 different characters of the district as you travel through it, and they give a focus for terminated vistas. A textured area of brick, stamped or colored concrete, or other material will be constructed at the perimeter of each roundabout. All crosswalks in the Central Avenue corridor will be textured using stamped concrete, brick, or concrete pavers or simply striped.

Parking courts are located to the rears of the buildings. These areas can be treated as landscaped courts that one parks on, or uses for other purposes when not being utilized. Trees planted in the courts form shaded canopies which create a more intimate orchard-like setting. Water harvested from rooftops will be used to supplement irrigation to the trees. In the outlying residential neighborhoods, we suggest implementing a street tree program with design guidelines which can be instituted by homeowners.

Other Open Spaces:

In addition to the now pedestrian-friendly streets, neighborhood parks have been created off of the Central Ave. corridor. North of Central, the property around the Senior Citizen's Center has been turned into a large park, and parking for cars is moved to head-in parking on the streets surrounding the property. South of Central, the existing miniature golf property has also been converted into a large field. Existing soccer and baseball fields at Highland High have been turned into shared-use playing fields. Housing surrounding the existing sunken soccer field provide "eyes on the street" creating a secure play area. The existing Morningside Park is maintained as is, but as with the soccer park, the addition of townhomes overlooking the park increases security in a substantial way.





Water Conservation Concepts:

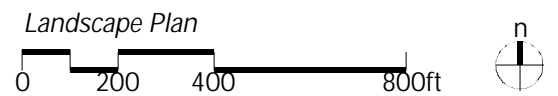
Water harvesting from rooftops is an excellent way to supplement irrigation to parkway trees and building courtyard plantings. Collection of rainwater from rooftops should be routed to trees and plantings to supplement irrigation and reduce the consumption of groundwater. Collection of water from streets can be routed to medians through slotted curbs and culverts to supplement irrigation to trees and plantings. This system can also be employed in roundabouts through the use of slotted curbs.

Structural soils are employed under sidewalks to prevent compaction, provide stability, and allow for root growth. Organic material is a part of these soils to allow for nutrient release and water filtration to assist plant growth. Local gravel pits carry appropriate mixes of gravels for this.

Permeable pavements such as brick or pavers can be used to allow for water infiltration that provides irrigation to plant roots, recharges underground aquifers, and prevents useable water from being directed off-site.

Other concepts include using adapted and native plants to conserve water and ensure better plant adaptability to the arid region, & using local materials to reduce transportation costs and related environmental damage and to complement the native landscape.

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico




PLAN COMPONENTS | RETAIL STRATEGY


Summary


Located between Albuquerque's trendy Nob Hill district and a recently expanded super Wal-mart, the Central-Highland-Upper Nob Hill area is ripe for a significant amount of new retail development. Both Nob Hill and Wal-Mart attract a wide range of shoppers to the area on a regular basis and could serve as necessary anchors to numerous restaurants, neighborhood services and community retail. This study estimates that up to 300,000-400,000 of new retail and restaurant development could be supported along Central Avenue between Carlisle and San Mateo Boulevard.


General Retail Plan

Presently, Central Avenue has a tired and dated appearance that does not reflect its surrounding renovated neighborhoods. The study area's near mile length is totally lined with older commercial uses that tend to blend together. Clustering of similar retail types between residential or residential-scaled projects will help to create a series of smaller-scaled commercial groupings that will help to establish identifiable places and to reinforce the brand of the Nob Hill area:

 Nob Hill & Antiques - nearby Nob Hill is bursting at the seams with lively restaurants and creative specialty home stores. Gibbs Planning Group recommends that the Nob Hill district be expanded east two blocks to the edge of the existing antiques district. These new retailers could include: theme restaurants, home furnishings and apparel stores. The expanded Nob Hill shops will help to reinforce the antiques district and to promote cross-shopping in the area.

 Restaurants - A grouping of major regional or national theme restaurants located near Central and Sierra could anchor the antiques district, help to pull pedestrians from Nob Hill and reinforce existing restaurants and clubs in the area.

 Neighborhood Retail - businesses appropriate in this area could include services which residents utilize on a more frequent basis such as dry cleaners, small food stores [farmer's markets, bakeries, etc.], coffee shops, gas stations, video rental stores, etc..

 Community Retail - The recently expanded Super Wal-Mart is one of the area's largest draws and could help to support numerous additional community level retailers. These community stores will range from 25,000 s.f.-50,000 s.f. and are suitable for many of the older hotels located along the eastern end of Central. In addition, these community stores will help to reduce the large amounts of retail sales that are presently leaving the area. Community retailers that are supportable in the east Central area include: hardware stores, renovation-oriented stores, sporting goods, office supply, apparel discount department stores, book sellers, home furnishings, electronics, etc.

Existing motels on the Central Ave. contribute much character to Route 66 corridor and they should be redeveloped where possible. Opportunities for re-use include upgraded motel rooms, boutique hotels, and housing and community retail [see previous paragraph].



Specialty designer anchor stores such as DSW Shoes and Media Play are ideal community type retailers for the east end of Central near the Super Wal-Mart.



The form of new retail should include different scales of buildings, and should include flex space above it for uses such as office or housing.



Mixed-use building form appropriate for larger properties.

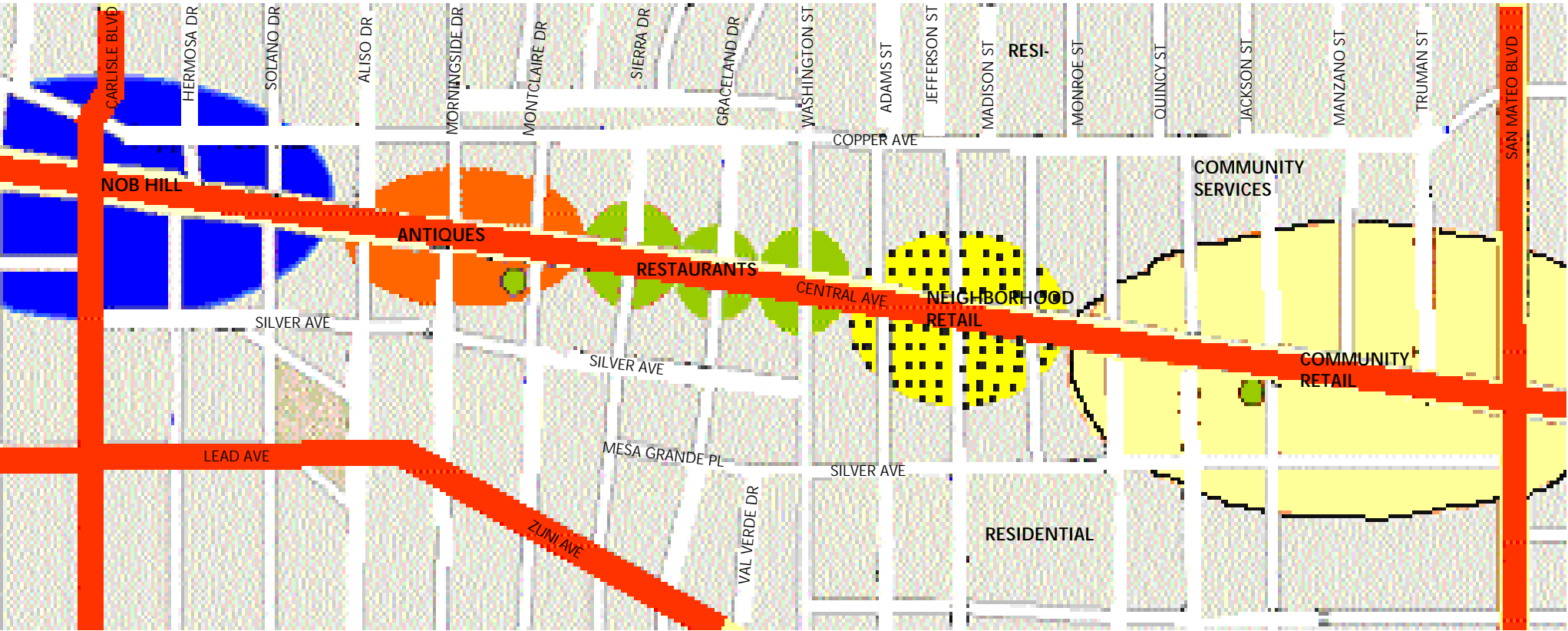
Demographics

One of the most unusual aspects of the Central-Highland-Upper Nob Hill area is the major renovation and upgrading that is taking place in the surrounding neighborhoods. Driving along Central is mis-leading, as the commercial re-development is lagging behind the residential. Over 50,000 persons live with-in the surrounding neighborhoods. These house holds have high education levels and incomes median incomes averaging over \$60,000. These residents are prime shoppers for Nob Hill's unique shops, restaurants as well as Wal-Mart. These residents are also significantly under-served for a full range of retail services including: groceries, restaurants, home furnishings and community box type retailers.

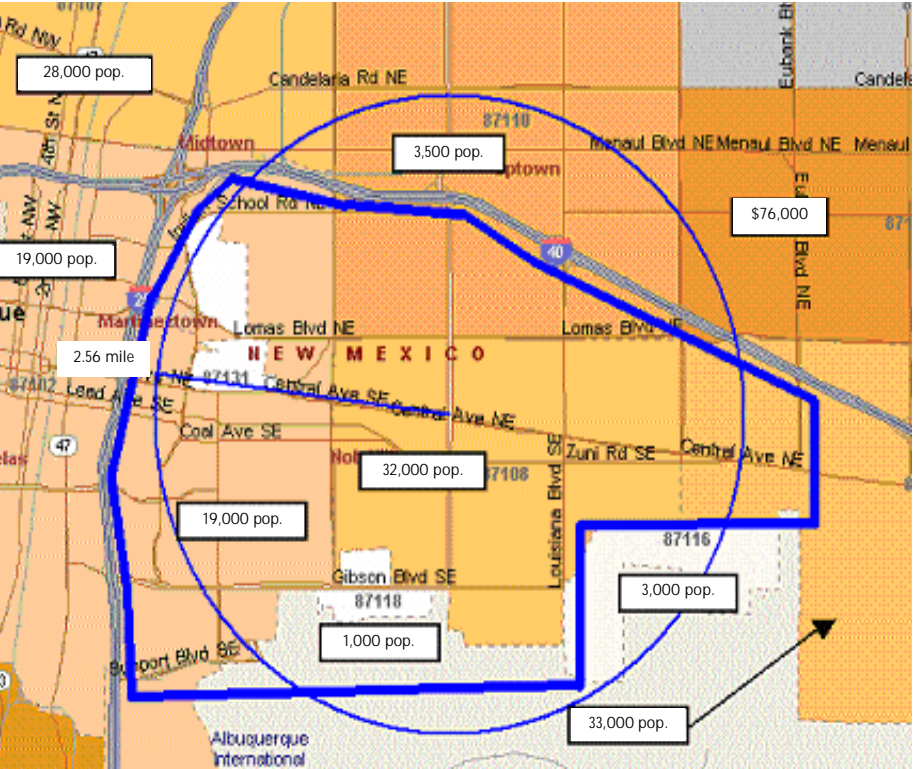
Next Steps

Retailers in the area will be well served by the Master Plan's organizing influence. Retail in general will be improved based on the proposed designs for the public realms of the street, sidewalks, and parking. Grouping the retail types as outlined in the General Retail plan will help produce a great impact for individual businesses, as well as for the district and city as a whole. The regulations section of this Master Plan will help ensure that properties develop in similar types and scales, giving a cohesive feeling to the district. Doubts about what might occur next to any given property will be, therefore, minimized.

Along with these physical organizing elements, it is suggested that the retailers along Central organize or agree to general principles to create a unique shopping district. These general principles include clear, single pane glazing for shop fronts, signage perpendicular to the street, similar operating hours [that should extend into the evening], and simplified displays in shop front windows. Business Improvement District [BID] or business associations are some means of organizing business owners in the area to manage such issues, as well as parking districts [see Park Once section].



General Retail Plan - Central Ave. should be broken into smaller commercial grouping that reinforce the adjacent Nob Hill and Wal-mart Super Center as well as the surrounding neighborhoods. Clustering antiques, restaurants, and neighborhood retail will help to promote cross-shopping between various districts and to relieve the Avenue's bland and dated character.



Demographics - the project area is surrounded with over 50,000 persons - a great thing for vital retail district.

PLAN COMPONENTS | AFFORDABLE HOUSING STRATEGY

Traditional neighborhoods have always been defined as having a variety of housing types, numerous workplaces, adequate shopping, facilities for civic, religious, educational, and recreational life, all on a network of smaller, attractive streets, within a walkable area of limited size, one that is well-served by transit as well as the car. Fundamental to the diversity of a traditional neighborhood are housing and workplaces that are affordable for people of diverse incomes and at different stages of their life. Affordability is at the heart of the Master Plan, both in terms of an affordable lifestyle where most of life's daily needs may be met within walking distance - providing the possibility of lower car and transportation costs to working people - as well as in terms of individual buildings.

Affordable housing and workplaces should have the following characteristics:

1. Building type should be indistinguishable from market rate housing or workplaces.
2. They should be provided in a variety of building types.
3. They should be provided in smaller increments.
4. They should be mixed with market rate housing and workplaces.

The Master Plan enables and encourages the development of affordable housing and workplaces. While there are many affordability programs at both the private and public levels, we believe two are particularly worthy of note here:

1. The Federal Low Income Housing Tax Credit Program (LIHTC), administered by the New Mexico Mortgage Finance Authority (www.housingnm.org). The LIHTC program has been in existence since 1986, as an incentive for developers to invest in the construction or rehabilitation of affordable rental housing. The Tax Credit provides the developer with a dollar-for-dollar reduction in personal or corporate income tax liability for a 10 year period, for projects meeting the Program's requirements. Those requirements generally involve making the housing available to residents making 60% or less of area median household income. LIHTC projects can, and are, successfully mixing market rate housing with the affordable housing.

2. Family Housing Development Program, City of Albuquerque (www.cabq.gov/family/fhdp.html) offers incentives that would encourage homebuilders to build houses that families whose incomes are 80% or below median income could afford to buy. For a family of four in 2004, that annual income is about \$43,350. The housing is a combination of affordable and market rate homes, built with standards that meet the quality and design standards of the surrounding community. The affordable housing shall be indistinguishable from the market rate housing in the subdivision. Incentives from the City include a 20% Density bonus, Design fee rebates [100% for infill areas], Building Permit fee rebates, and fast tracking thru some review processes.

3. The Downtown Albuquerque Civic Trust (www.AbqCivicTrust.org) stresses that the availability of convenient, affordable housing, and diverse commercial and arts spaces has been shown to be critical to the viability and sustainability of the community. Unfortunately, efforts that are making Downtowns more attractive, including Albuquerque, may ultimately make them less accessible to all but the affluent. The goal of the Albuquerque Civic Trust is to ameliorate these effects and sustain an urban center that is livable and affordable for all. Financing packages and other incentives are offered by the Trust. While this program is specific to downtown, it is suggested that the Trust be extended up the corridor of Central Ave., or a new similar chapter be started for Central-Highland-Upper Nob Hill.

Note: housing types are shown on the opposite side of this page.



Carriage houses provide excellent affordability



Duplex, tri-plex, or quad-plexes



Row houses



Apartments & Live/work type units



Courtyard apartments



Manufactured or Pre-fabricated units

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IMPLEMENTATION | REGULATING PLAN

The Regulating Plan is the controlling document for the architectural disposition of all projects throughout the Central-Highland-Upper Nob Hill District. It is a drawing that delineates the corridor of Central, and the streets that adjoin it. For each of them, the plan describes the form and location of streets, blocks and buildings, and assigns appropriate building categories [with regulations for each] .

HOW TO USE THE REGULATIONS:

- 1. Development Category - find the property & its development category [map pg. 32].
- 2. Development Category description - read the development or building category description appropriate to particular property [pg. 31].
- 3. Development Implementation Process matrix - read the development category's review process [pg. 32] and follow the review boards' processes.
- 4. Urban Regulations - find the code/regulation page as indicated @ Implementation Process Matrix [pg. 32]. Follow regulation's standards for setbacks, heights, encroachments, frontages, parking, landscape, materials, etc.. Frontage type description is noted by page number on each urban regulation page.

Development Category:




Corridor General

Corridor General includes those areas that are appropriate for new development along commercial & retail oriented streets. The setback, heights, massing, encroachments, and parking arrangements would be appropriate to new, vibrant mixed-use buildings.




Street General

Street General allows for new development of an intensity that is more residentially oriented.



Parks & Open Space

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



Streets & Public Realm

Streets make up the public realm and are a crucial part of the Master Plan design. They are subject to design review by those agencies listed on the implementation matrix [next page]. Parking strategies, related to streets, are not regulated but suggested [see Plan Components: Park Once and Walk, this document].



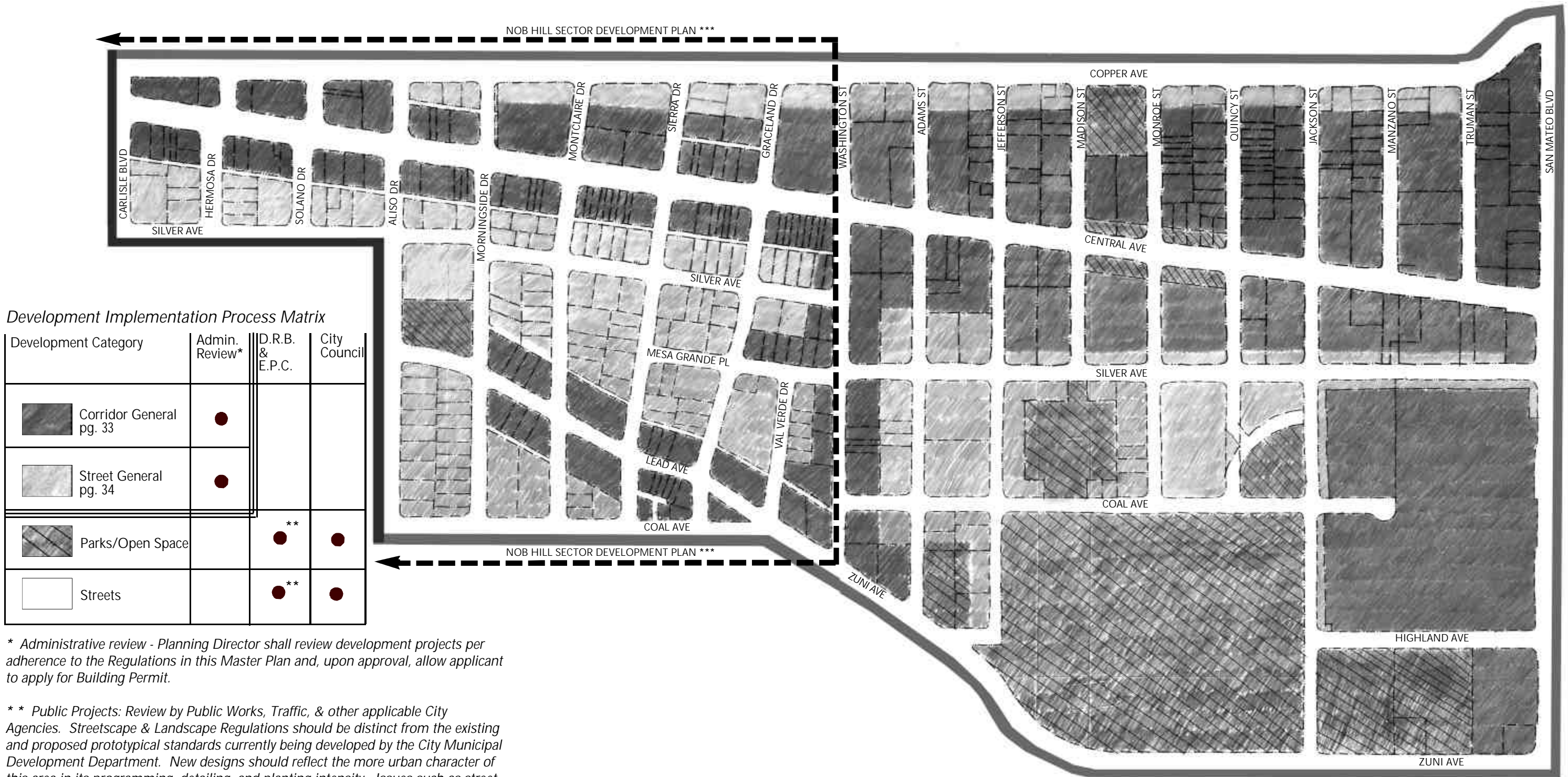
Corridor General







Street General



Parks & Open Space



Development Implementation Process Matrix

Development Category	Admin. Review*	D.R.B. & E.P.C.	City Council
 Corridor General pg. 33	●		
 Street General pg. 34	●		
 Parks/Open Space		● **	●
 Streets		● **	●

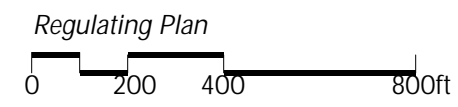
* Administrative review - Planning Director shall review development projects per adherence to the Regulations in this Master Plan and, upon approval, allow applicant to apply for Building Permit.

** Public Projects: Review by Public Works, Traffic, & other applicable City Agencies. Streetscape & Landscape Regulations should be distinct from the existing and proposed prototypical standards currently being developed by the City Municipal Development Department. New designs should reflect the more urban character of this area in its programming, detailing, and planting intensity. Issues such as street furniture, signage, public lighting design to be covered in the zoning language.

*** Height restrictions apply - see Urban Regulation Corridor General, Height notation on following pages.

D.R.B. - Design Review Board
E.P.C. - Environmental Planning Commission

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico



-  Corridor General
-  Street General
-  Parks & Open Space
-  Streets & Sidewalks
-  Master Plan Boundaries
-  Nob Hill Sector Development Plan



Corridor General includes those areas that are appropriate for new development along commercial & retail-oriented streets. The setback, heights, massing, encroachments and parking arrangements would be appropriate to new, vibrant mixed-use buildings.

1. MATERIALS & MISC.:

A: WALLS

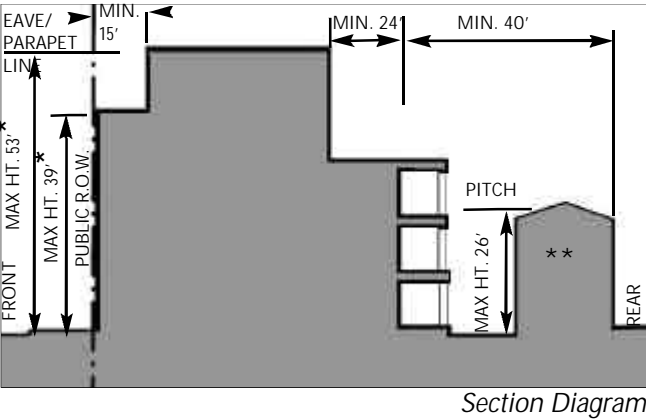
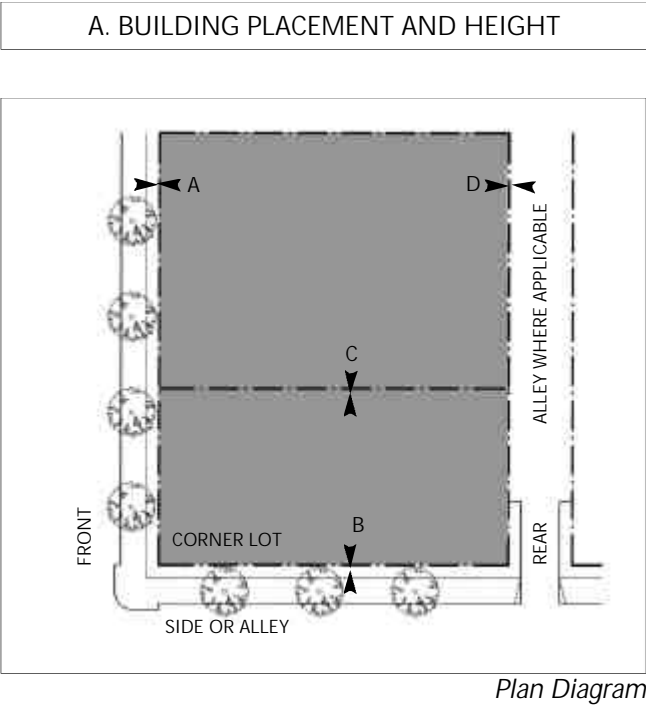
- 1. Brick- regional material, color, coursing, & detail
- 2. Stone - regional material, color, & coursing
- 3. Stucco - smooth or sand finish, warm colors, tone of 30% min.. on grayscale.
- 4. Panels - 15% max. of main facade, of terra cotta, wood [paint/stain], enameled steel or steel.

B. OPENINGS

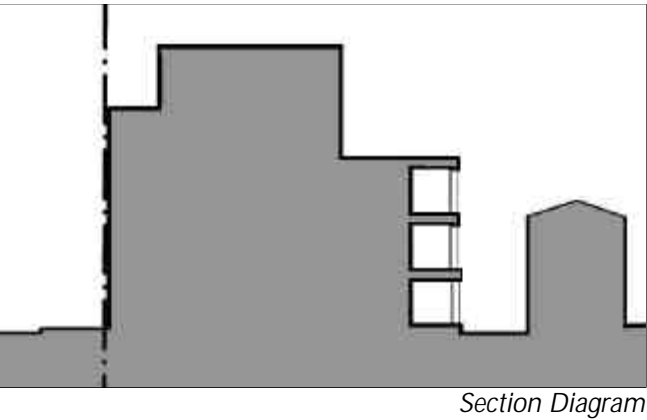
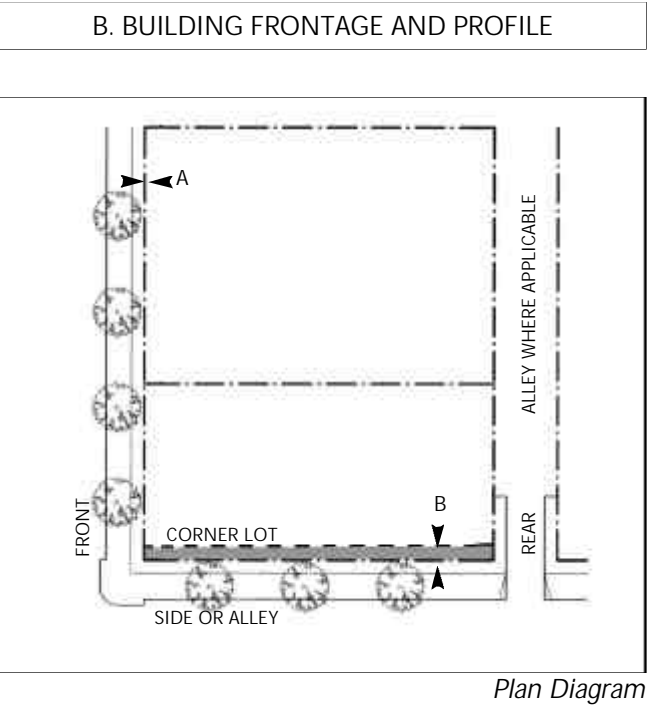
- 1. Proportions - vertical
- 2. Horizontal openings may occur if vertical mullions provided at exterior side of door or window.
- 3. Glazing shall be clear, non-tinted, non-reflective. Public spaces @ grade shall have single pane glass at eye level. Ground floor building frontage shall be designed with 40%-90% of the building frontage length glazed, with the window sill no higher than 30"[inches].
- 4. Placement - openings shall occur along public street facades @ 30' [feet]o.c. min., openings to be 3' [feet] wide min..
- 5. Entrance- each ground floor use shall have 1 entrance min. for each 30' [feet] or less of building frontage length.

C. MISC.

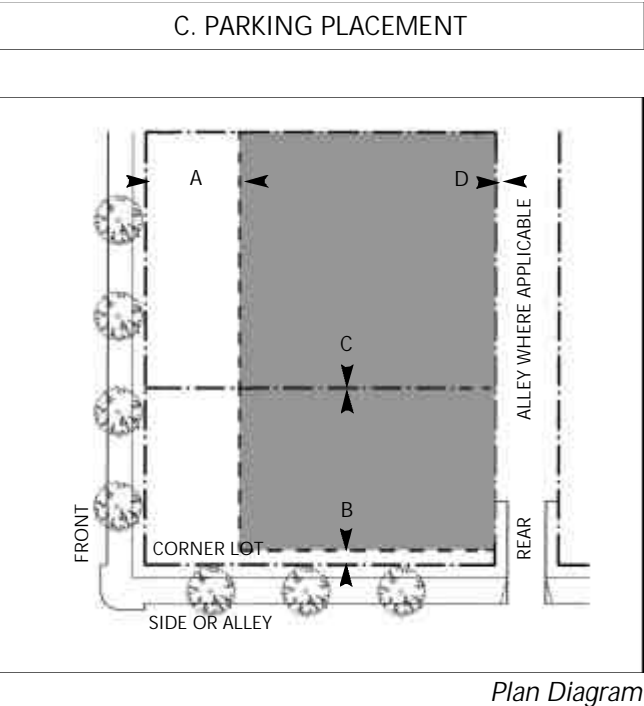
- 1. Rooftop mechanical units shall be set back from roof edges. Units visible from public streets and/or homes shall be shielded from view with metal screens or parapet walls of wall materials listed above @ WALLS.
- 2. Articulation - building facade at front and side street shall change each 50' min. in height, or setback, or material.
- 3. Property walls & fences - allowed at fronts, sides & rears of bldgs. per current City regulations.
- 4. Drive-thru type buildings allowed only on rears of properties or on sides of properties [when adjacent to a side street].
- 5. Signage - per existing, applicable zoning category



1. SETBACKS
- Buildings shall be placed within the shaded area as shown in the above diagram.
- A: Front Setback: 0'
B: Side Street Setback: 0'
C: Side yard Setback: 0'
D: Rear Setback: 0'
E: 4th Story Front setback 15', Rear setback: 24'
2. HEIGHT
- Building height shall be measured in feet from average finish grade [on site] to top of parapet or midpoint of pitch.
- Maximum: 53'-0" Ht.
- *West of Carlisle Blvd., heights to be amended in the Nob Hill Sector Development Plan Area.
- ** Optional: accessory building may occur this area



1. ENCROACHMENTS ALLOWED:
- Arcades may encroach over the public R.O.W. at side-streets. Encroachments into Public Right of Way [ROW] shall follow existing City regulations.
2. FRONTAGE TYPES ALLOWED:
- Arcade, Shop front, Stoop, Forecourt - see Frontage types page 35.



1. PARKING REQUIREMENTS
- On-site parking is allowed only in the shaded area as shown.
- A: Front setback: 30 % of lot depth min.
B: Side street setback: 10' min.
C: Side setback: 0' min.
D: Rear setback: 5' min.
- Parking requirements below are subject to reductions due to mixed-uses and location on transit corridor:
- 1.5 parking space: residential or live/work [1 bathroom]
 - 2 parking spaces: residential or live/work [2-3 bathrooms]
 - 2.5 parking spaces: commercial or retail per 1000 s.f.
 - 1 parking space: restaurants, per each 4 seats
 - 1 parking space: per hotel room
- Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings or solid 3'-0" min. high walls [all levels] or solid landscape at side streets and rear property lines.
2. LANDSCAPE REQUIREMENTS:
- Landscape regulations should be distinct from the existing and proposed prototypical standards currently being developed by the City Municipal Development Department. The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. Issues such as street furniture & public lighting design to be covered in the zoning language.
3. PUBLIC RIGHT OF WAY IMPROVEMENTS:
- Sidewalks, drives, and other items related to the public ROW affected by private development to be reviewed by Design Review Board [DRB] during project review.



The category Street General allows for new development of an intensity that compatible with both businesses and residences adjacent to it.

1. MATERIALS & MISC.:

- A: WALLS
- 1. Brick-regional material, color, coursing, & detail
 - 2. Stone - regional material, color, & coursing
 - 3. Stucco - smooth or sand finish, warm colors, tone of 30% min. on grayscale.
 - 4. Panels - 15% max. of main facade, of terra cotta, wood [paint/stain], enameled steel or flat steel [painted].

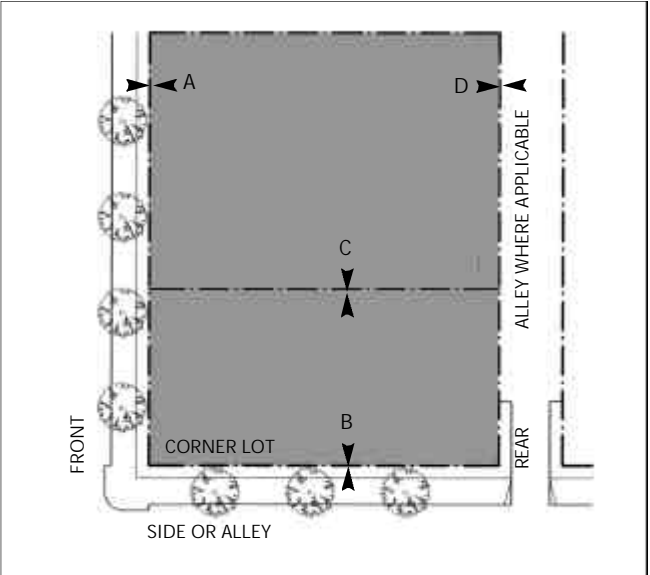
B. OPENINGS

- 1. Proportions - vertical
- 2. Horizontal openings may occur if vertical mullions provided at exterior side of door or window.
- 3. Ground floor building frontage shall be designed with 40%-80% of the building frontage length glazed, with the window sill no higher than 36" [inches].
- 4. Placement - openings shall occur along public street facades @ 30' [feet] o.c. min., openings to be 3' [feet] wide min..
- 5. Entrance- each ground floor use shall have 1 entrance min. for each 30' [feet] or less of building frontage length.

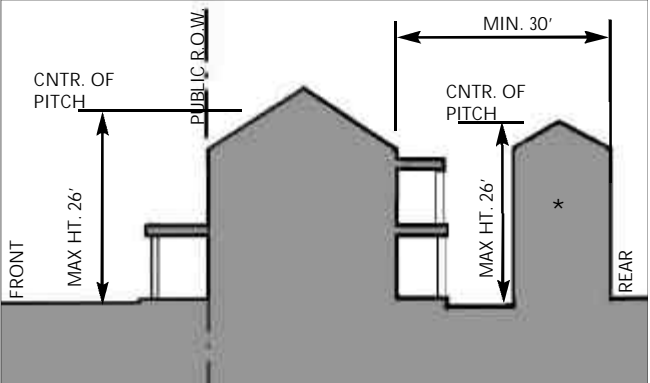
C. MISC.

- 1. Rooftop mechanical units shall be set back from roof edges. Units visible from public streets and/or homes shall be shielded from view with metal screens or parapet walls of wall materials listed above @ WALLS.
- 2. Articulation - building facade at front and side street shall change each 30' min. in height, or setback, or material.
- 3. Property walls & fences - allowed at fronts, sides & rears of bldgs. per current City regulations.

A. BUILDING PLACEMENT AND HEIGHT



Plan Diagram



Section Diagram

1. SETBACKS

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

- A: Front Setback: 0', or matchsetback if adjacent lot is single family house or duplex.
B: Side Street Setback: 0'
C: Side yard Setback: 0'
D: Rear Setback: 0'

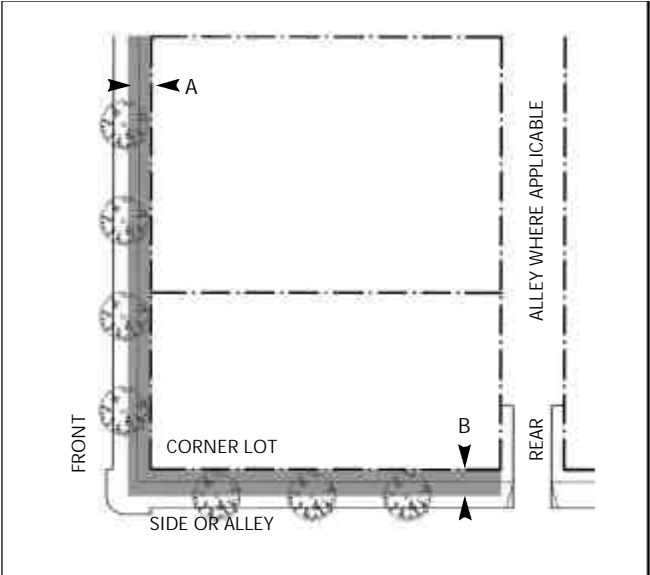
2. HEIGHT

Building height shall be measured in feet from average finish grade [on site] to top of parapet or midpoint of pitch.

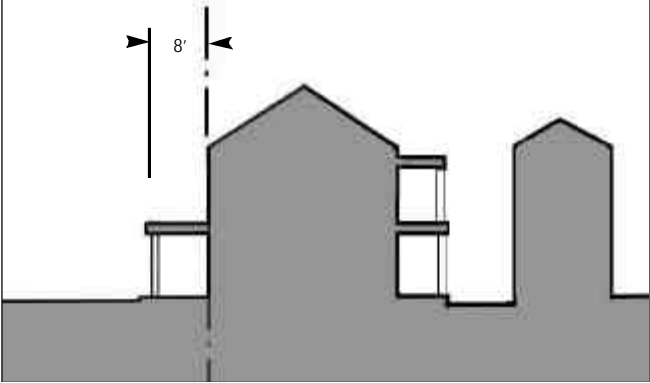
Maximum: 26' Ht. max.

*Optional: accessory building may occur this area.

B. BUILDING FRONTAGE AND PROFILE



Plan Diagram



Section Diagram

1. ENCROACHMENTS ALLOWED:

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

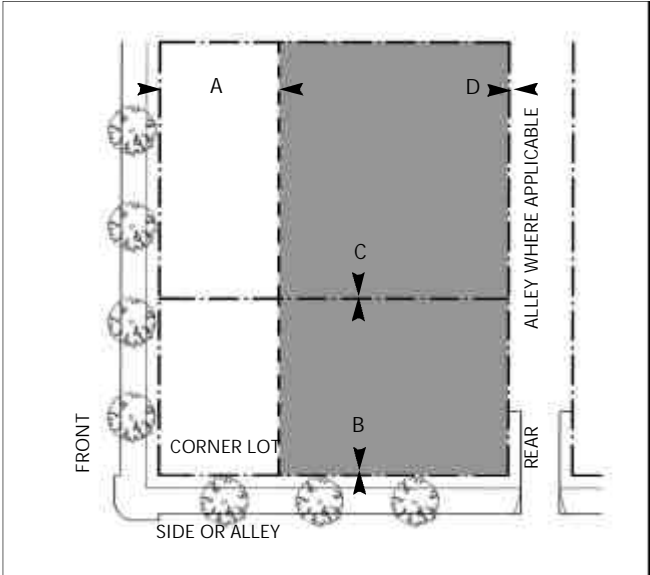
- A: Front encroachment: 8' max
B: Side street encroachment: 8' max

Maximum encroachment height is 1 story.

2. FRONTAGE TYPES ALLOWED:

Stoops [balconies, bay windows, & open porches], Forecourts, & front yards - see Frontage types page 35.

C. PARKING PLACEMENT



Plan Diagram

1. PARKING REQUIREMENTS

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

- A: Front setback: 70% lot depth
B: Side street setback: 10' min.
C: Side setback: 5' min.
D: Rear setback: 5' min.

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

Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings or solid 3'-0" min. high walls [all levels] or solid landscape at side streets and rear property lines.

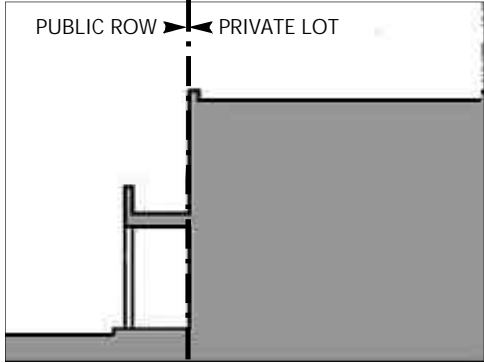
2. LANDSCAPE REQUIREMENTS:

Landscape regulations should be distinct from the existing and proposed prototypical standards currently being developed by the City Municipal Development Department. The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. Issues such as street furniture & public lighting design to be covered in the zoning language.

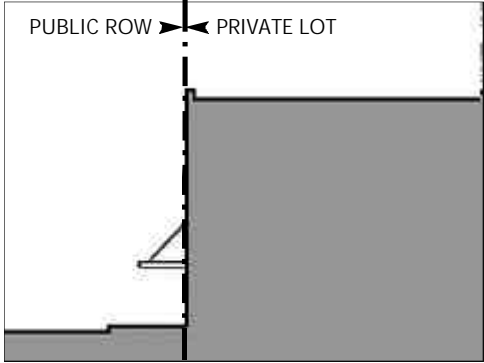
3. PUBLIC RIGHT OF WAY IMPROVEMENTS:

Sidewalks, drives, and other items related to the public ROW affected by private development to be reviewed by Design Review Board [DRB] during project review.

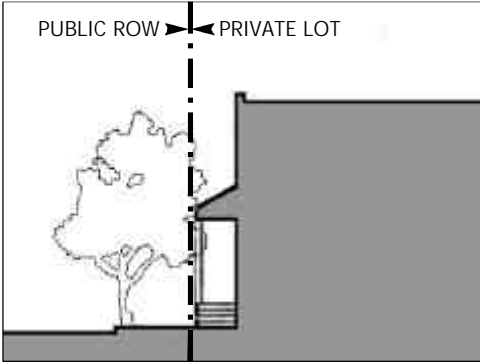
Frontage Types. Frontage Types are applied to each zone (Corridor General, Street General). These represent a range of additions to the basic facade of the building, in the following illustrations, “ROW” means the public street right-of-way.



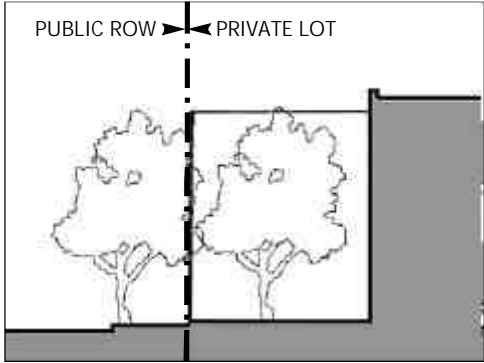
A. Arcade: the facade of a building with an attached colonnade. Balconies may overlap the sidewalk while the ground floor remains set at the lot line. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for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



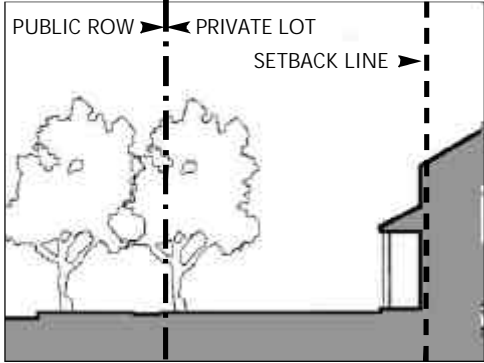
B. Shop front: the facade is placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with cantilevered shed roof or awning. The absence of a raised ground floor story precludes residential use on the ground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



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



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



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



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Walkability Audit - Summary

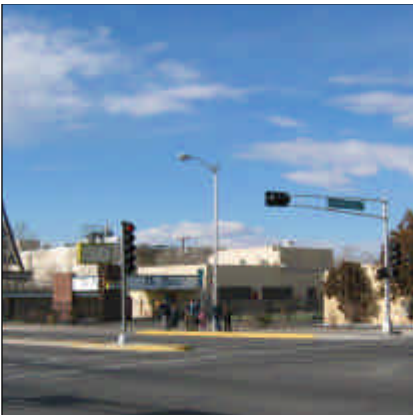
Prior to the design workshop, Walk Albuquerque and Alliance for Active Living organized a volunteer group to travel and evaluate the pedestrian world in the Central-Highland-Upper Nob Hill area. Three routes on Central, from Carlisle to San Mateo, were evaluated on two different Saturdays. This was a small sampling, with 6-7 people in each group, including area residents, business owners and members of the associations running the volunteer event. Participants familiar with this area noted that Saturday activity varies from weekday activity.

This type of analysis helped inform the design team as to the current state of affairs for the pedestrian, which is directly linked with the success of businesses in the area. A comment by one participant summed up the existing condition of the area for both folks on foot and for businesses in the area:

"I didn't think about the businesses at all. You just paid attention to the cars." (and the ground in front of your feet.)

Tally sheets with various criteria were given to participants. Results were tallied and the following general issues arose:

- Traffic: noise, fumes, speed, no buffer between sidewalk and cars in many places.
- Driver behavior: failure to yield to pedestrians, especially when turning.
- Sidewalks: broken sidewalks, rough surfaces, frequent driveways with steep side slopes, utility poles and other obstacles blocking the way. Very steep curb ramps that send walkers out into the traffic flow, uneven joints. Sidewalks too narrow to walk two abreast and pass anyone. No buffer between sidewalks and traffic lanes in many places.
- Street Crossings: timing on pedestrian crossing signals too short, intersections too wide, no really useful median refuges, parked cars block views at some intersections.
- Safety (real or perceived): barred windows, vacant lots, vast parking lots, vacant stores, locked front doors facing Central with signs to go around the back or side, no loitering signs, few other pedestrians out - of those we saw, some were perceived of as "scary".
- Buildings and land use: Many buildings are designed for cars, with large parking lots facing Central along the sidewalk, multiple driveways crossing sidewalks, entrances oriented to parking lots, rather than sidewalks. The block west of the Highland theater was the worst in total lack of pedestrian accommodations.
- Many vacant parcels and vacant buildings
- Vast no man's land south of the theater, and around Highland High School
- Very little residential within the MRA boundaries
- Highland Theater is a definite positive, as well as a few other isolated and short segments, where businesses with interesting facades were close to the sidewalk and on-street parking provided a buffer for pedestrians.
- Aesthetics and amenities: dirt, litter, graffiti, few trees, benches, trash receptacles, etc.
- Central has an active bus route, but bus stops generally lacked amenities. Few benches (standard issue grey recycled plastic) or trash receptacles, no shade or shelter.
- We weren't considering bicycles with this audit, but we noted several bicycles competing with pedestrians for space on narrow sidewalks, and no bike parking facilities.



Your Name (please print): JHF V

How Walkable is the Nob Hill /Highland Area?

Directions: Use this survey form to record your opinions and observations as you walk through the Nob Hill/ Highland area. Please follow your specified route exactly as shown on the map. If you have a camera, use it to record images of things that you like or don't like. Be sure to record the location of each photograph on the map. Also feel free to use the map to mark problem locations or record any other useful notes.

ROUTE #2: Your starting location is the northeast corner of Monroe & Copper

Day & date: <u>2/7/04 Sat.</u>	Start time: <u>9:40</u>	End time: <u>10:45</u>	Weather: <u>cloudy/dry</u>
--------------------------------	-------------------------	------------------------	----------------------------

Segment #1: Cross to the south side of Copper, staying on the east side of Monroe

How difficult or easy was it to cross the street at this location? (please check only one)

☐ Extremely difficult ☐ Very difficult ☒ Somewhat difficult ☐ Somewhat easy ☐ Very easy ☐ Extremely easy

How safe did you feel crossing the street at this location? (please check only one)

☐ Extremely unsafe ☐ Very unsafe ☒ Somewhat unsafe ☒ Somewhat safe ☐ Very safe ☐ Extremely safe

If you experienced problems crossing the street, please indicate which types (check all that apply):

Getting from Sidewalk to the Street:

☐ Curb ramp(s) not available
☐ Curb ramp(s) not in line with sidewalk
☒ Curb ramp(s) lead into active auto travel lane
☐ Curb ramp(s) too steep
☐ Level landing not available at top of curb ramp(s)
☐ Transition from curb ramp(s) to street is rough/ uneven

Other:

☒ No pedestrian crossing signal
☐ Long wait at traffic signal
☐ Pedestrian push button is difficult to find/ hard to reach
☐ Pedestrian push button on traffic signal does not work
☐ Curbed median refuge is not available
☐ Parked cars block view of traffic
☐ Other obstructions block view of traffic
☐ Other: None

In the Street:

☒ Crosswalk is not marked
☒ Pavement is rough or uneven
☐ Roadway is too wide
☐ Traffic signal does not give enough time to cross
☐ Drivers fail to yield to pedestrians in crosswalk
☐ Drivers don't look for pedestrians when making turns

Other:

- lane on Monroe is too narrow
- no shelter at bus stop
- no benches at bus stop
- no ramps at driveway/ poor transitions
- in one location wheelchair had to back over steep curb
- very light traffic
- turning cars didn't yield

Your Name (please print): _____

SEGMENT #3: Walk east along the north side of Central, from Monroe to San Mateo

Overall, how pleasant was your walk over this segment of the route? (please check only one)

☐ Extremely unpleasant ☐ Very unpleasant ☒ Somewhat unpleasant ☒ Somewhat pleasant ☐ Very pleasant ☐ Extremely pleasant

If you were alone, how safe would you feel walking here during the day? (please check only one)

☐ Extremely unsafe ☐ Very unsafe ☒ Somewhat unsafe ☒ Somewhat safe ☐ Very safe ☐ Extremely safe

What sorts of things did you like walking along this segment? (check all that apply)

☐ People met or passed along the way
☐ Friendly dogs/ cats
☒ Businesses / shop windows (newspaper store)
☐ Building design or placement

What sorts of things did you NOT like? (check all that apply)

☒ Dirty sidewalk
☐ Litter or trash
☒ Graffiti (on bench)
☐ Scary people
☐ Scary dogs
☒ Unpleasant businesses (closed)
☐ Buildings designed for cars, not pedestrians
☒ Buildings in poor condition
☒ Bus stops not well designed or maintained

Did you encounter any obstacles or obstructions? If so, please indicate the types of obstacles or obstructions you encountered (check all that apply):

Along Side of Roadway:

☐ Sidewalk is not continuous (or not available at all)
☒ Sidewalk is too narrow
☒ Sidewalk is cracked, falling apart, etc.
☐ Sidewalk is blocked by fixed objects (e.g., poles, fire hydrants, signs, shrubbery, etc.)
☒ Sidewalk is blocked by movable objects (e.g., trash dumpsters, automobiles, etc.) (water)
☐ Water pools on the sidewalk
☐ Sidewalk is too steep along the direction of travel
☒ Sidewalk has awkward "cross slopes" at driveway entrances or elsewhere
☐ Other: very steep & uneven sidewalk - especially unsafely between Quincy & Monroe

At Minor-Road Intersections:

☐ Curb ramp(s) not available
☒ Curb ramp(s) not in line with sidewalk
☒ Curb ramp(s) too steep
☐ Level landing not available at top of curb ramp(s)
☒ Transition from curb ramp(s) to street is rough/ uneven
☐ Rough or uneven street pavement
☐ Other: cars not yielding to bikes

Other:

- No bench or shelter at bus stop
- businesses not open during peak hours
- corners especially difficult on wheelchair
- no ramps at driveway/ poor transitions



APPENDIX | TRAFFIC ANALYSIS

Traffic Considerations:

The focus of the Street and sidewalk designs are to slow traffic down while increasing capacity of traffic volume on Central Ave.. The safety and aesthetics of the pedestrian environment [and also the economic environment] should be as important as the considerations given to vehicles in the area, if not more so. Some parameters of the design:

- 1. Pedestrian crossing times must be kept to a minimum. Crossing times of 19 seconds or less are preferred. This represents a street with four 12 foot wide lanes.
- 2. Vehicle speeds must be kept to 20 miles per hour or less generally, and around 30 miles per hour on primary thoroughfares.
- 3. Pedestrians should be protected from the elements as much as practical.
- 4. Streets should be defined by buildings at their edges.
- 5. The street must accommodate bicyclists and the handicapped.
- 6. Transit must be a part of thoroughfare planning.
- 7. Parking standards must be reduced to reflect historically supported demand for traditional urbanism.
- 8. Central is the main artery for the project and needs special attention.

The design of Central Avenue is informed by several elements listed as follows;

1. A LRT or BRT system may be introduced into the corridor. This would require a 26 foot wide path in the center of the street. To allow for this potential, a 26 foot wide median is proposed as one of the cross section scenarios.

2. The intersection of Central and San Mateo is operating at LOS F with more than 4,000 vehicles at PM peak hour times. This study proposes that a 2 lane roundabout be built in the intersection. This will provide better access for non-motorists, boost the LOS to B, reduce accidents and will allow some civic art in the center punctuation this area of the neighborhood. See traffic model output in later pages this appendix.

3. The other signalized intersections along Central operate in the low to mid 30,000 ADT range. For the above stated reasons, each intersection could have a single lane roundabout with 2 approach lanes and one exit lane. The LOS would be B and they would upgrade existing signal performance characteristics. Samples of possible design for two intersections are illustrated as follows;

It should be noted that the 26 foot wide median is shown at Washington, but not San Mateo. An 18 foot increase to the median width can be achieved and work well with a 2 lane roundabout.

Slower traffic speeds are critical for safety in this corridor. A combination of on-street parking, narrower street designs, bulb-outs, street trees, and roundabouts are proposed to keep traffic at posted speeds throughout the area. The following table shows in graphic detail the repercussions of pedestrian/automobile collisions as they relate to automobile speed:

Selected Sample of Injuries by the Abbreviated Injury Scale (AIS) AIS Code Injury Severity Level and Selected Injuries

- 1 (14 mph) Minor Superficial abrasion or laceration of skin; digit sprain; first-degree burn; head trauma with headache or dizziness (no other neurological signs).
- 2 (20 mph) Moderate Major abrasion or laceration of skin; cerebral concussion (unconscious less than 15 minutes); finger or toe crush/amputation; closed pelvic fracture with or without dislocation.
- 3 (25 mph) Serious Major nerve laceration; multiple rib fracture (but without flail chest); abdominal organ contusion; hand, foot, or arm crush/amputation.
- 4 (29 mph) Severe Spleen rupture; leg crush; chest-wall perforation; cerebral concussion with other neurological signs (unconscious less than 24 hours).
- 5 (33 mph) Critical Spinal cord injury (with cord transection); extensive second- or third-degree burns; cerebral concussion with severe neurological signs (unconscious more than 24 hours).

6 (36 mph) Fatal Injuries which although not fatal within the first 30 days after an accident, ultimately result in death .

WTP Values Per AIS Injury Level (2001 dollars)		
AIS Code Description of Injury Fraction of WTP Value of Life WTP Value		
AIS 1 Minor	0.20 Percent	\$6,000
AIS 2 Moderate	1.55 Percent	\$46,500
AIS 3 Serious	5.75 Percent	\$172,500
AIS 4 Severe	18.75 Percent	\$562,500
AIS 5 Critical	76.25 Percent	\$2,287,500
AIS 6 Fatal	100.00 Percent	\$3,000,000

As can be seen, the costs increase exponentially with speed. Tax dollars are spent every year to treat uninsured accident victims and the fiscal costs are sometimes excessive.



Narrow lanes, transit mixed in traffic, wide sidewalks



Balancing people and cars in an environment

APPENDIX | TRAFFIC ENGINEERING
SIDRA ROUNDABOUT OUTPUT

CENTRAL AND WASHINGTON	
Degree of saturation (highest)	= 0.636
Practical Spare Capacity (lowest)	= 34 %
Total vehicle flow (veh/h)	= 3369
Total vehicle capacity, all lanes (veh/h)	= 5995
Average intersection delay (s)	= 14.2
Largest average movement delay (s)	= 32.4
Total vehicle delay (veh-h/h)	= 13.26
Largest back of queue, 95% (ft)	= 169
Performance Index	= 56.50
Intersection Level of Service	= B
Worst movement Level of Service	= C

SAN MATEO AND CENTRAL	
Degree of saturation (highest)	= 0.861
Practical Spare Capacity (lowest)	= -1 %
Total vehicle flow (veh/h)	= 5233
Total vehicle capacity, all lanes (veh/h)	= 7039
Average intersection delay (s)	= 17.1
Largest average movement delay (s)	= 20.3
Total vehicle delay (veh-h/h)	= 24.91
Largest back of queue, 95% (ft)	= 264
Performance Index	= 108.27
Intersection Level of Service	= B
Worst movement Level of Service	= C

Akcelik & Associates Pty Ltd - SIDRA 5.30	
Swift and Associates	
Longmont	Registered User No. LKWHEF
Time and Date of Analysis	3:49 PM, Feb 27,2004
Central Na Washington, ABQ	* CENWASPM
PM Peak Hour	
Intersection ID:	1
SIDRA US Highway Capacity Manual Version	Roundabout
RUN INFORMATION	
* Basic Parameters:	
Intersection Type: Roundabout	
Driving on the right-hand side of the road	
SIDRA US Highway Capacity Manual Version	
Input data specified in US units	
Default Values File No. 11	
Peak flow period (for performance): 15 minutes	
Unit time (for volumes): 60 minutes (Total Flow Period)	
Delay definition: Control delay	
Geometric delay included	
Delay formula: Highway Capacity Manual	
Level of Service based on: Delay (HCM)	
Queue definition: Back of queue, 95th_Percentile	

Table S.0 - TRAFFIC FLOW DATA (Flows in veh/hour as used by the program)

Mov No.	Left		Through		Right		Flow Scale	Peak Flow Factor	
	LV	HV	LV	HV	LV	HV			
West: West Approach									
12	91	2	1227	24	42	1	1.00	0.90	
South: South Approach									
32	33	1	266	5	63	1	1.00	0.90	
East: East Approach									
22	82	2	1056	22	25	1	1.00	0.90	
North: North Approach									
42	52	1	279	6	84	2	1.00	0.90	
Based on unit time = 60 minutes.									
Flow Scale and Peak Hour Factor effects included in flow values.									

Table R.0 - ROUNDABOUT BASIC PARAMETERS										
Cent Island Diam (ft)	Circ Width (ft)	Insc Diam. (ft)	No.of Circ. Lanes	No.of Entry Lanes	Av.Ent Lane Width (ft)	Circulating/Exiting Stream				
						Flow (veh/ h)	%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect
West: West Approach										
64	20	104	1	2	16.00	421	2.0	421	0	N
South: South Approach										
64	20	104	1	2	16.00	1399	2.0	1399	0	N
East: East Approach										
64	20	104	1	2	16.00	98	2.0	398	0	N
North: North Approach										
64	20	104	1	2	16.00	1194	2.0	1194	0	N

Central Na Washington, ABQ							* CENWASPM
PM Peak Hour							
Intersection ID: 1 Roundabout							
Table R.1 - ROUNDABOUT GAP ACCEPTANCE PARAMETERS							
Turn	Lane No.	Lane Type	Circ/ Exit Flow (pcu/h)	Intra- Bunch Headway (s)	Prop. Bunched Vehicles	Critical Gap (s)	Follow Up Headway (s)
West:	West Approach						
Left	1	Dominant	421	2.00N	0.443	3.17	2.04
Thru	1	Dominant	421	2.00N	0.443	3.17	2.04
	2	Subdominant	421	2.00N	0.443	3.69	2.38
Right	2	Subdominant	421	2.00N	0.443	3.69	2.38
South:	South Approach						
Left	1	Subdominant	1399	2.00N	0.857	2.94	2.25
Thru	1	Subdominant	1399	2.00N	0.857	2.94	2.25
	2	Dominant	1399	2.00N	0.857	2.41	1.85
Right	2	Dominant	1399	2.00N	0.857	2.41	1.85
East:	East Approach						
Left	1	Dominant	398	2.00N	0.424	3.21	2.06
Thru	1	Dominant	398	2.00N	0.424	3.21	2.06
	2	Subdominant	398	2.00N	0.424	3.72	2.39
Right	2	Subdominant	398	2.00N	0.424	3.72	2.39
North:	North Approach						
Left	1	Subdominant	1194	2.00N	0.810	3.00	2.30
Thru	1	Subdominant	1194	2.00N	0.810	3.00	2.30
	2	Dominant	1194	2.00N	0.810	2.52	1.93
Right	2	Dominant	1194	2.00N	0.810	2.52	1.93
N The number of circulating lanes specified in front of this approach ("No. of circ. lanes" in Roundabout Data screen) is less than the number of lanes effectively used when the entry flows that constitute the circulating flow are considered. Intra-bunch headway for the circulating stream has been set to a higher value as a result.							

Table R.5 - ROUNDABOUT CAPACITY & LEVEL OF SERVICE - SIDRA & HCM MODELS

		SIDRA				HCM Lower				HCM Upper			
Mov No.	Arv Flow (veh /h)	Cap. /h	Deg. x	Av. Delay (sec)	LOS	Cap. /h	Deg. x	Av. Delay (sec)	LOS	Cap. /h	Deg. x	Av. Delay (sec)	LOS
West: West Approach													
12 LTR	1388	2264	0.613	10.9	B	1617	0.858	19.4	B	1988	0.698	13.4	B
		2264	0.613	10.9	B	1617	0.858	19.4	B	1988	0.698	13.4	B
South: South Approach													
32 LTR	369	580	0.636	32.4	C	----	NA	----		----	NA	----	
		580	0.636	32.4	C	----	NA	----		----	NA	----	
East: East Approach													
22 LTR	1188	2287	0.519	10.0	A	1650	0.720	14.4	B	2025	0.587	11.5	B
		2287	0.519	10.0	A	1650	0.720	14.4	B 2	025	0.587	11.5	B
North: North Approach													
42 LTR	424	864	0.491	20.8	C	808	0.525	32.6	C	1060	0.400	26.2	C
		864	0.491	20.8	C	808	0.525	32.6	C	1060	0.400	26.2	C
ALL VEHICLES:		5995	0.636	14.2	B	----	NA	----		----	NA	----	

NA Values for this roundabout capacity model have not been calculated because the model was not applicable for the given roundabout conditions. Note that the HCM models are only applicable to single-lane roundabouts with circulating flows less than 1200 veh/h. Also note that results are not calculated for any of the models for slip lane or continuous movements. See SIDRA Output Guide Appendix Section A3.8 for roundabout limits.

Table S.2 - MOVEMENT CAPACITY PARAMETERS

Mov No.	Arv Flow (veh /h)	Total Opng Flow (veh/h)	%HV	Adjust. Opng Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
West: West Approach									
12 LTR	1388	421	2.0	421	2264	0.85	39	100	0.613
South: South Approach									
32 LTR	369	1399	2.0	1399	580	0.85	34	100	0.636*
East: East Approach									
22 LTR	1188	398	2.0	398	2287	0.85	64	100	0.519
North: North Approach									
42 LTR	424	1194	2.0	1194	864	0.85	73	100	0.491

Table S.3 - INTERSECTION PARAMETERS

Degree of saturation (highest)	=	0.636
Practical Spare Capacity (lowest)	=	34 %
Total vehicle flow (veh/h)	=	3369
Total vehicle capacity, all lanes (veh/h)	=	5995
Average intersection delay (s)	=	14.2
Largest average movement delay (s)	=	32.4
Total vehicle delay (veh-h/h)	=	13.26
Largest back of queue, 95% (ft)	=	169
Performance Index	=	56.50
Total fuel (ga/h)	=	29.7
Total cost (\$/h)	=	266.67
Intersection Level of Service	=	B
Worst movement Level of Service	=	C

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	Total Delay (veh-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue 95% Back (vehs) (ft)		Perf. Index	Aver. Speed (mph)
West: West Approach								
12 LTR	4.20	10.9	0.59	0.77	5.6	143	19.83	16.5
South: South Approach								
32 LTR	3.32	32.4	0.91	1.34	6.7	169	11.72	9.1
East: East Approach								
22 LTR	3.29	10.0	0.53	0.70	3.8	97	15.54	16.8
North: North Approach								
42 LTR	2.45	20.8	0.85	1.10	4.1	104	9.40	12.0

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	Total Delay (veh-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue 95% Back (vehs) (ft)		Perf. Index	Aver. Speed (mph)
West: West Approach								
12 LTR	4.20	10.9	0.59	0.77	5.6	143	19.83	16.5
South: South Approach								
32 LTR	3.32	32.4	0.91	1.34	6.7	169	11.72	9.1
East: East Approach								
22 LTR	3.29	10.0	0.53	0.70	3.8	97	15.54	16.8
North: North Approach								
42 LTR	2.45	20.8	0.85	1.10	4.1	104	9.40	12.0

Table S.6 - INTERSECTION PERFORMANCE

Total Flow (veh/h)	Total Delay (veh-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Perf. Index	Aver. Speed (mph)
West: West Approach						
1388	4.20	10.9	0.591	0.77	19.83	16.5
South: South Approach						
369	3.32	32.4	0.912	1.34	11.72	9.1
East: East Approach						
1188	3.29	10.0	0.532	0.70	15.54	16.8
North: North Approach						
424	2.45	20.8	0.856	1.10	9.40	12.0
INTERSECTION:						
3369	13.26	14.2	0.639	0.85	56.50	14.6

Table S.7 - LANE PERFORMANCE

		Arv					Q u e u e		
		Flow	Cap	Deg.	Aver.	Eff.	95% Back		Short
Lane	Mov	(veh	(veh	Satn	Delay	Stop	-----		Lane
No.	No.	/h)	/h)	x	(sec)	Rate	(vehs) (ft)		(ft)
West: West Approach									
1 LT	12	757	1235	0.613	10.6	0.74	5.6	141	
2 TR	12	631	1028	0.613	11.2	0.79	5.6	143	
South: South Approach									
1 LT	32	158	249	0.636	34.6	1.31	5.6	143	
2 TR	32	211	332	0.636	30.7	1.36	6.7	169	
East: East Approach									
1 LT	22	646	1244	0.519	9.8	0.69	3.8	97	
2 TR	22	542	1044	0.519	10.1	0.72	3.7	95	
North: North Approach									
1 LT	42	187	381	0.491	22.3	1.10	3.7	94	
2 TR	42	237	483	0.491	19.7	1.10	4.1	104	

Table S.8 - LANE FLOW AND CAPACITY INFORMATION													
Lan No.	Mov No.	Arv Flow (veh/h)			Lane Width (ft)	Saturation			Flow	Min	Tot		
		-----				Adj. Basic (tcu)	Aver 1st (veh)	Aver 2nd (veh)		Cap (veh /h)	Cap (veh /h)	Deg. Satn x	Lane Util %
		Lef	Thru	Rig	Tot								
West: West Approach													
1 LT	12	93	664	0	757	16.0N	-	-	-	60	1235	0.613	100
2 TR	12	0	588	43	631	16.0N	-	-	-	60	1028	0.613	100
South: South Approach													
1 LT	32	34	124	0	158	16.0N	-	-	-	60	249	0.636	100
2 TR	32	0	147	64	211	16.0N	-	-	-	60	332	0.636	100
East: East Approach													
1 LT	22	84	562	0	646	16.0N	-	-	-	60	1244	0.519	100
2 TR	22	0	516	26	542	16.0N	-	-	-	60	1044	0.519	100
North: North Approach													
1 LT	42	53	134	0	187	16.0N	-	-	-	60	381	0.491	100
2 TR	42	0	151	86	237	16.0N	-	-	-	60	483	0.491	100
N Width value was not used for saturation flow adjustment in this case. (Lane width adjustment does not apply at sign-controlled intersections or to gap-acceptance capacities at signalised intersections). Basic Saturation Flow in this table is adjusted for lane width, approach grade, parking manoeuvres and number of buses stopping. Saturation flow scale applies if specified.													

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA												
Lane No.	Arrival Flow (veh/h)						Adj. Basic Satf.	Eff Grn 1st	Deg Sat x	Aver. Delay (sec)	95% Queue (ft)	Shrt Lane (ft)
	L	T	R	Tot	HV			2nd				
West: West Approach												
1 LT	230	248	0	478	2			0.688		15.6	140	
2 T	0	410	0	410	2			0.688		15.5	131	
3 TR	0	276	134	410	2			0.688		15.0	131	
	230	934	134	1298	2			0.688		15.4	140	
South: South Approach												
1 LT	188	278	0	466	2			0.685		14.9	126	
2 T	0	395	0	395	2			0.685		15.0	118	
3 TR	0	261	134	395	2			0.685		14.4	118	
	188	934	134	1256	2			0.685		14.8	126	
East: East Approach												
1 LT	341	240	0	581	2			0.860		20.3	264	
2 T	0	491	0	491	2			0.860		20.4	243	
3 TR	0	283	208	491	2			0.860		19.7	243	
	341	1015	208	1564	2			0.860		20.2	264	
North: North Approach												
1 LT	174	172	0	346	2			0.744		19.0	140	
2 T	0	346	0	346	2			0.744		18.0	140	
3 TR	0	227	195	422	2			0.744		16.1	154	

Client: City of Albuquerque Planning Department
Albuquerque, New Mexico

174	746	195	1115	2	0.744	17.6	154
ALL VEHICLES			Tot Arv. 5233	% HV 2	Max X 0.861	Aver. Delay 17.1	Max Queue 264
Total flow period = 60 minutes. Peak flow period = 15 minutes.							
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes. Values printed in this table are back of queue.							

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)						
Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
West: West Approach						
12 L		230	334	0.689	15.6	B
11 T		934	1358	0.688	15.4	B
13 R		134	195	0.687	15.0	B
		1298	1887	0.689	15.4	B
South: South Approach						
32 L		188	275	0.684	14.9	B
31 T		934	1364	0.685	14.8	B
33 R		134	196	0.684	14.4	B
		1256	1835	0.685	14.8	B
East: East Approach						
22 L		341	396	0.861*	20.3	C
21 T		1015	1180	0.860	20.2	C
23 R		208	242	0.860	19.7	B
		1564	1818	0.861	20.2	C
North: North Approach						
42 L		174	234	0.744	19.0	B
41 T		746	1003	0.744	17.7	B
43 R		195	262	0.744	16.1	B
		1115	1499	0.744	17.6	B
ALL VEHICLES:						
		5233	7039	0.861	17.1	B
INTERSECTION:						
		5233	7039	0.861	17.1	B
Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used. For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help. * Maximum v/c ratio, or critical green periods						

Table D.1 - LANE DELAYS											
----- Delay (seconds/veh) -----											
Lane Control No.	Mov No.	Deg. Satn x	Stop-line Delay			Acc. Dec. dn	Queuing Total MvUp		Stopd (Idle) di	Geom	
			1st d1	2nd d2	Total dSL		dq	dqm		dig	dic
West: West Approach											
1 LT	12, 11	0.688	4.7	2.4	7.1 7.6	3.7	3.4	3.3	0.1	9.6	15.6
2 T	11	0.688	5.3	2.5	7.9	3.7	4.2	3.3	0.9	7.6	15.5
3 TR	11, 13	0.688	5.3	2.5	7.9 6.1	3.7	4.2	3.3	0.9	7.6	15.0
South: South Approach											
1 LT	32, 31	0.685	4.4	2.1	6.5 7.6	3.5	2.9	2.9	0.0	9.6	14.9
2 T	31	0.685	5.0	2.3	7.3	3.6	3.7	3.2	0.6	7.6	15.0
3 TR	31, 33	0.685	5.0	2.3	7.3 6.1	3.6	3.7	3.2	0.6	7.6	14.4
East: East Approach											
1 LT	22, 21	0.860	5.3	6.3	11.6 7.6	3.9	7.6	7.6	0.1	9.6	20.3
2 T	21	0.860	6.0	6.8	12.8	4.0	8.7	7.5	1.3	7.6	20.4
3 TR	21, 23	0.860	6.0	6.8	12.8 6.1	4.0	8.7	7.5	1.3	7.6	19.7
North: North Approach											
1 LT	42, 41	0.744	6.4	4.0	10.4 7.6	3.9	6.5	4.8	1.7	9.6	19.0
2 T	41	0.744	6.4	4.0	10.4	3.9	6.5	4.8	1.7	7.6	18.0
3 TR	41, 43	0.744	5.5	3.7	9.2 6.1	3.8	5.4	4.9	0.5	7.6	16.1

Table D.3 - LANE QUEUES													

		Deg. Ovrfl.		Average			Percentile						
Queue Lane No.	Satn x	Queue No	Nb1	Nb2	Nb	70%	85%	90%	95%	98%	Ratio	Stor.	
West: West Approach													
1 LT	0.688	0.5	1.1	0.7	1.8	3.2	3.9	4.4	5.5	6.4	0.47		
2 T	0.688	0.5	1.0	0.7	1.7	3.0	3.7	4.2	5.2	6.0	0.44		
3 TR	0.688	0.5	1.0	0.7	1.7	3.0	3.7	4.2	5.2	6.0	0.44		
South: South Approach													
1 LT	0.685	0.4	1.0	0.6	1.6	2.9	3.5	4.0	4.9	5.8	0.42		
2 T	0.685	0.4	0.9	0.6	1.5	2.7	3.3	3.7	4.6	5.4	0.39		
3 TR	0.685	0.4	0.9	0.6	1.5	2.7	3.3	3.7	4.6	5.4	0.39		
East: East Approach													
1 LT	0.860	1.4	1.4	2.2	3.5	5.8	7.2	8.3	10.4	12.2	0.88		
2 T	0.860	1.3	1.3	1.9	3.2	5.4	6.7	7.6	9.6	11.2	0.81		
3 TR	0.860	1.3	1.3	1.9	3.2	5.4	6.7	7.6	9.6	11.2	0.81		
North: North Approach													
1 LT	0.744	0.6	0.9	0.9	1.8	3.2	3.9	4.4	5.5	6.4	0.47		
2 T	0.744	0.6	0.9	0.9	1.8	3.2	3.9	4.4	5.5	6.4	0.47		
3 TR	0.744	0.6	1.0	1.0	2.0	3.5	4.3	4.9	6.1	7.1	0.51		
Values printed in this table are back of queue.													

Central and San Mateo, ABQ

PM Peak Hour, City Data

Intersection ID: 1

Roundabout

CENSANPM

Table D.4 - MOVEMENT SPEEDS (mph)

		App. Speeds		Exit Speeds		Queue Move-up		Av. Section Spd	
Mov						1st	2nd		
No.	Cruise	Negn	Negn	Cruise		Grn	Grn	Running	Overall
West: West Approach									
12	28.0	14.0		14.0	28.0	11.1		14.7	14.6
11	28.0	14.0		14.0	28.0	10.8		14.7	14.4
13	28.0	14.0		14.0	28.0	10.6		14.8	14.3
South: South Approach									
32	28.0	14.0		14.0	28.0	10.9		14.9	14.9
31	28.0	14.0		14.0	28.0	10.5		14.9	14.7
33	28.0	14.0		14.0	28.0	10.4		14.9	14.6
East: East Approach									
22	28.0	14.0		14.0	28.0	10.9		12.9	12.9
21	28.0	14.0		14.0	28.0	10.5		12.8	12.5
23	28.0	14.0		14.0	28.0	10.4		12.7	12.2
North: North Approach									
42	28.0	14.0		14.0	28.0	10.0		14.0	13.3
41	28.0	14.0		14.0	28.0	10.2		13.9	13.4
43	28.0	14.0		14.0	28.0	10.6		13.9	13.7

"Running Speed" is the average speed excluding stopped periods.

APPENDIX | GENERAL RETAIL PLANNING GUIDELINES

New Trends

- 1. Mall Development has slowed to 1-2 openings per year, vs. 4-5 openings in the 1980's.
- 2. Discount retailers continue to have steep gains in sales and market share, with Wal-Mart now capturing over 20% of the market in many categories.
- 3. Wal-Mart is now the largest corporation in the world, recently passing Exxon and General Motors. Future growth will be focused on American urban city centers.
- 4. Dollar stores represent the fasted growing segment and are stores are expected to increase to 75,000 s.f..
- 5. Developers are being attracted to build un-anchored lifestyle centers, driven by higher end tenants due to strong sales.
- 6. Full service department stores are concerned about the lack of mall development and competition with discount department stores, resulting in a willingness to consider new formats, smaller sizes, and free standing stores.
- 7. Many national retail chains are now willing to accept basic principles of the new urbanism, including: 2-level stores, lower parking standards, and front and back doors.
- 8. Over 65% of all retail sales now occur after 5:30 pm and on Sundays.

Development

- 1. Retail development is the most risky form of real estate development.
- 2. Real estate is the most difficult method to achieve higher than average financial returns on investment.
- 3. Most retail center types should open on August 15th of any given year; November 15th in Florida.
- 4. Retail centers must open with a bang! All tenants fully open a major marketing campaign and strong sales from the start.
- 5. Centers that have slow rolling openings, with low sales, will take a generation to recover.
- 6. Centers must maintain their anchor tenants.
- 7. Centers must be able to accommodate new anchor tenants seeking to locate within the trade area.
- 8. Weak and tired tenants must be removed.
- 9. The entire center should have a turnover of approximately 30% every five years.

Site Selection

- 1. Locate along the most heavily traveled roads possible.
- 2. The home-bound side will yield higher sales than the to-work lands (except for coffee and bagels).
- 3. Avoid all sites requiring more than one left turn to enter.
- 4. Purchase both sides of the highway when possible.
- 5. Purchase as much highway frontage as possible.
- 6. Allow for 50% expansion during the second decade of the center.

Site Planning

- 1. Allow for change and expansion.
- 2. Plan for the next 100 years: blocks, parking decks, multi-level parking, etc.
- 3. Form will follow anchor tenant demands, and anchor tenants will demand frontage along the highway.

- 4. Maintain an overall shopping length of 1000' or less.
- 5. Create pedestrian loops of 2000' max.
- 6. Create a full street, with two-way traffic and parallel parking along both sides.
- 7. Maintain at least 15' min. wide sidewalks.

Building Design

- 1. Most retailers are demanding 100' min. depth, with as little store frontage as possible.
- 2. Three level buildings, with 2 levels office over one level retail offer several advantages in tenant mix, shared parking, and urbanism.
- 3. 17' floor to ceiling heights are now considered standard for most retail tenants.
- 4. Developers are now leasing "very cold dark shells" to tenants. This is a space that only has 3 walls, a dirt floor and no store front. This allows for a better variety of store design.
- 5. Many tenants will locate sales space in the basement or on a second level, in a strong market.
- 6. Department stores are now exploring total glass elevations, with fully open floor plates.
- 7. Store fronts located on the first level should be designed to be totally re-built with at least every ten years.
- 8. Store interiors are designed to be totally gutted and re-built every 5 years.
- 9. First level tenants should have at least 70% clear glass on the first level.
- 10. Anchor tenants can have as little as 50% clear glass on the first level.

Major Anchors

- 1. Form follows anchor: it is difficult to have a successful center without significant anchors. Anchorless centers at all sizes tend to fail.
- 2. An anchor is a tenant or use that attracts large amounts of shoppers to a center on a regular basis.
- 3. Anchors include: department stores, restaurant groups, supermarkets, libraries, post offices, municipal offices.
- 4. Theatres (cinema and performing), parks and lakes do not make significant contributions to retailers, however they can support restaurants.
- 5. At least 30% of the total gross leasable area should be an anchor.
- 6. Most anchor retailers will accept liner retail to be constructed along one of its side elevations. Allowing for a proper retail street frontage.
- 7. Many anchor retailers are willing to accept as little as 50% of visibility from the highway.
- 8. Most anchors including Target and Wal-Mart will consider 2-level stores in the right market conditions.
- 9. Major anchors include: Sears, Penney's, Wal-Mart, Target, Macy, Nordstrom's,

Junior Anchors

- 1. Junior anchors are relative new retail categories that can replace a full size department store.
- 2. Popular jr. anchors include: Crate & Barrel, Borders, Barnes & Noble, Eddie Bauer, REI,
- 3. LL. Bean has recently been purchased by Sears and is expected to roll out 50,000 s.f. stores across the country.
- 4. Junior anchors are more attractive to developers because: they pay closer to market

rate rents than full service department stores, and a store closing will not be as significant as losing a department store.

Tenant Mix

- 1. Centers need a focus in tenant type, market segment and categories. It is difficult to be all things to all shoppers.
- 2. The best tenants are now seeking to locate along the town square, rather than along the end-cap. These tenants will give up all highway exposure when the town square and urbanism are planned to a high standard.
- 3. Restaurants and Jr. Anchor tenants work best at the ends of the center.
- 4. An ideal tenant mix for urban centers is 1/3 local independents, 1/3 regional chains and 1/3 national chains.
- 5. It's difficult for new shopping centers to have more than 5% independent retailers that are non-credit.
- 6. Most center types need to have a focus of income price point and tenant type.

Parking

- 1. Parking is one of the most important elements of a successful center.
- 2. On-street parking is essential for on-street retail. Except for major urban centers, with densities of over 100,000 per square mile, do not attempt to build street retail without the street, or on-street parking.
- 3. On-street parking should be metered or managed for 1-2 hour parking max.
- 4. People tend to park in the same aisle, for their entire life.
- 5. On overall gross ratio of 4 cars/1000 is now acceptable for most centers.
- 6. Major department store and grocery anchor need and will demand 5 cars/1000 s.f. or greater.
- 7. Parking ratios can be as low as 3/1000 with a 40% office-60% retail ratio.
- 8. Decked parking can be constructed for office in mixed-use developments for approximately \$2.00/s.f. additional debt service.
- 9. Parking must be located in the front of all major anchor stores.
- 10. Most centers require surface parking; however office and residential can use decked parking.
- 11. Residential parking must be set-aside for 24/7 assigned spaces, when located in mixed-use town centers.

Management

- 1. Centers should be clean and well maintained.
- 2. Tenants should be required to maintain minimum hours of operation.
- 3. All tenants should be required to update interior finishes every three years, and a total interior renovation at least every eight years.
- 4. Update all streetscape materials and fixtures at least every ten years.
- 5. Attempt to attract new anchors and tenants to your location as a defensive measure.
- 6. Rents typically represent 8-10% of gross sales.
- 7. Top national chains are presently paying \$28-\$35 s.f. for Lifestyle centers; Restaurants are paying up to \$40.-\$50 s.f.; Jr. Anchors \$18.-\$25. s.f.;
- 8. Independent retailers typically pay \$15-\$18 in Lifestyle centers.
- 9. Top department store anchors typically demand free land for both building and parking lot and a \$1,000,000. plus contribution towards the building costs.
- 10. Regional mall tenant rents typically range from \$40. s.f.-\$75. s.f., plus \$20-\$25/s.f. Common Area Management fees (CAM).

Site Visits

One of the most effective methods of exploring town center development options is to visit actual built projects. The best built town centers fall into those opened between 1915-1930 and those built after 1985. Please find below a summary of GPG's recommended site visits.

* Highly Recommended Visits by GPG

Top Pre-War Town Centers

- Country Club Plaza, Kansas City, KN*
- Highland Park, Dallas, TX
- Hyde Park, Tampa, FL
- Lake Forest, Illinois*
- Palmer Square, Princeton, NJ *
- Palm Beach, Florida*

Top Recent Town Centers

- | | |
|-------------------------------|--------------------------------------|
| Addison Center, Dallas* | Reston Town Center, Reston, VA |
| Berkdale Center, Charlotte* | Riverside, Atlanta |
| Celebration, Orlando | Rosemary Beach, Destin, FL* |
| City Place, W. Palm Beach* | Santana Row, San Jose* |
| Easton Town Center, Columbus* | Seaside, Destin, FL* |
| The Glen, Glenview (Chicago) | South Lake, Dallas* |
| Kentlands, Gaithersburg, FL* | Village of Rochester Hills, Detroit* |
| Legacy, Dallas | Washingtonian, Gaithersburg, MD* |
| Mashpee Commons, Cape Cod* | |
| Mizner Park, Miami | |
| Phillips Place, Charlotte* | |
| Redmond Town Center, Seattle* | |

GPG's Favorite Historic Towns for Shopping

- | | |
|---|---|
| Alexandria, Virginia* | Nantucket, Cape Cod |
| Beverly Hills, California (Rodeo Drive) | Newberry Street, Boston* |
| Birmingham, Michigan | Palm Beach, Florida* |
| Chicago, (Michigan Avenue - State Street) | Portland, Oregon (downtown & NW 23rd) |
| Charleston, SC* | Santa Fe, New Mexico |
| Chatham, Cape Cod | Santa Monica, California, (Third Street)* |
| Georgetown, Washington DC* | Shaker Heights, Ohio |
| Harvard Square, Cambridge, Mass.* | Seattle, Washington (Downtown and Pike Street Market) |
| Lincoln Road, Miami Beach, Florida* | |



Gold Street, Albuquerque



Street near Pioneer Square, Seattle

APPENDIX | PRINCIPLES OF THE NEW URBANISM

The Region, Metropolis, City, and Town

- 1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
- 2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
- 3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
- 4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
- 5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Non-contiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
- 6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
- 7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- 8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
- 9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The Neighborhood, the District and the Corridor

- 10. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
- 11. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
- 12. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
- 13. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
- 14. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
- 15. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
- 16. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
- 17. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
- 18. A range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The Block, the Street and the Building

- 19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
- 20. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
- 21. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
- 22. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
- 23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
- 24. Architecture and landscape design should grow from local climate, topography, history, and building practice.
- 25. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
- 26. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
- 27. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

END

