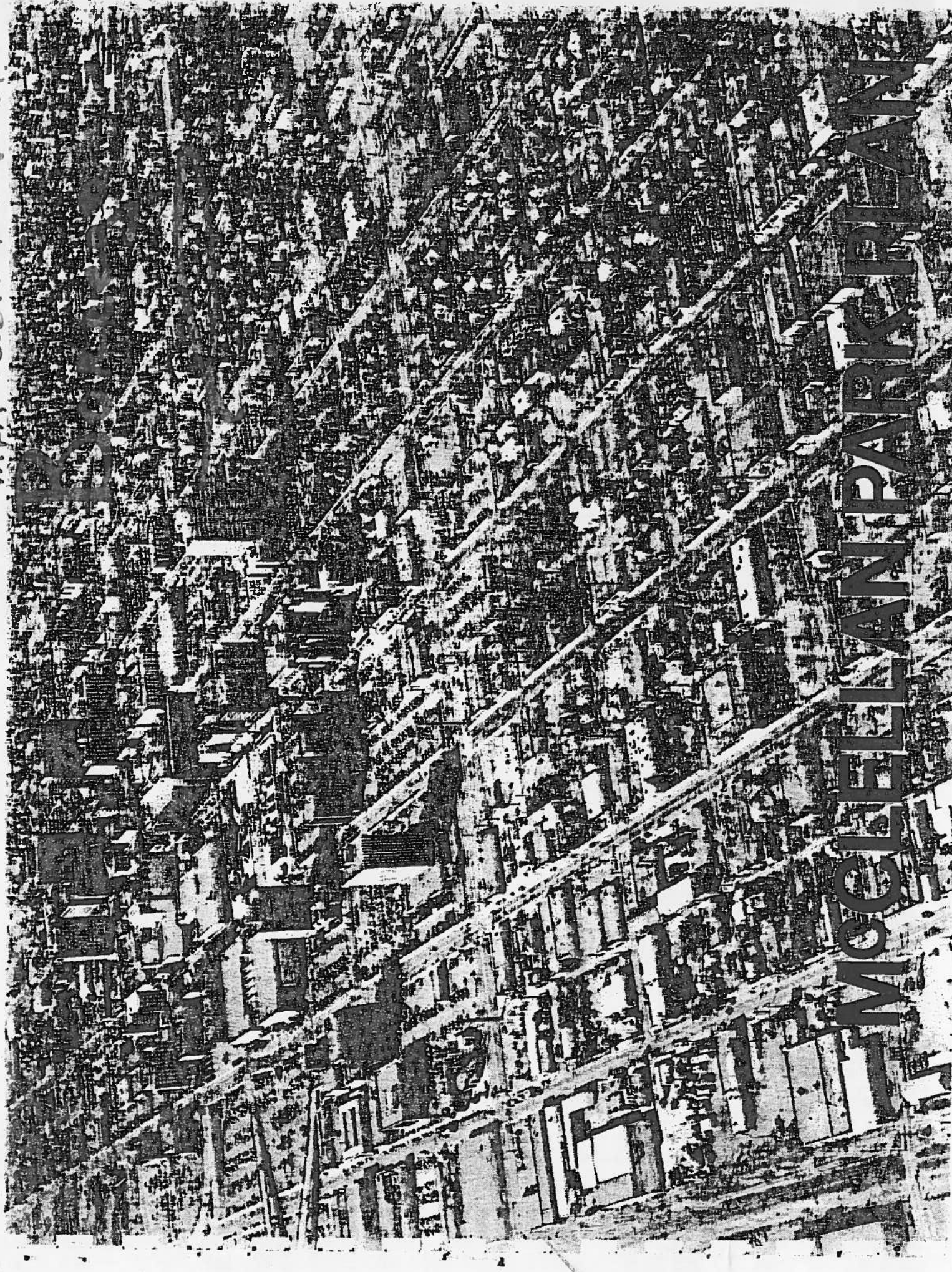


MPA - Sects Du Plan



MCLELLAN PARK PLAN

Boydell

McCLELLAN PARK

METROPOLITAN REDEVELOPMENT PLAN AND SECTOR DEVELOPMENT PLAN

RANK III

FINAL DRAFT (REVISED)

OCTOBER 6, 1983

**PREPARED BY: PLANNING & REDEVELOPMENT DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT
DEPARTMENT - CITY OF ALBUQUERQUE**

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Contributions To The Development Of This Plan.

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- 1 Office Space Added to the Downtown Since 1970

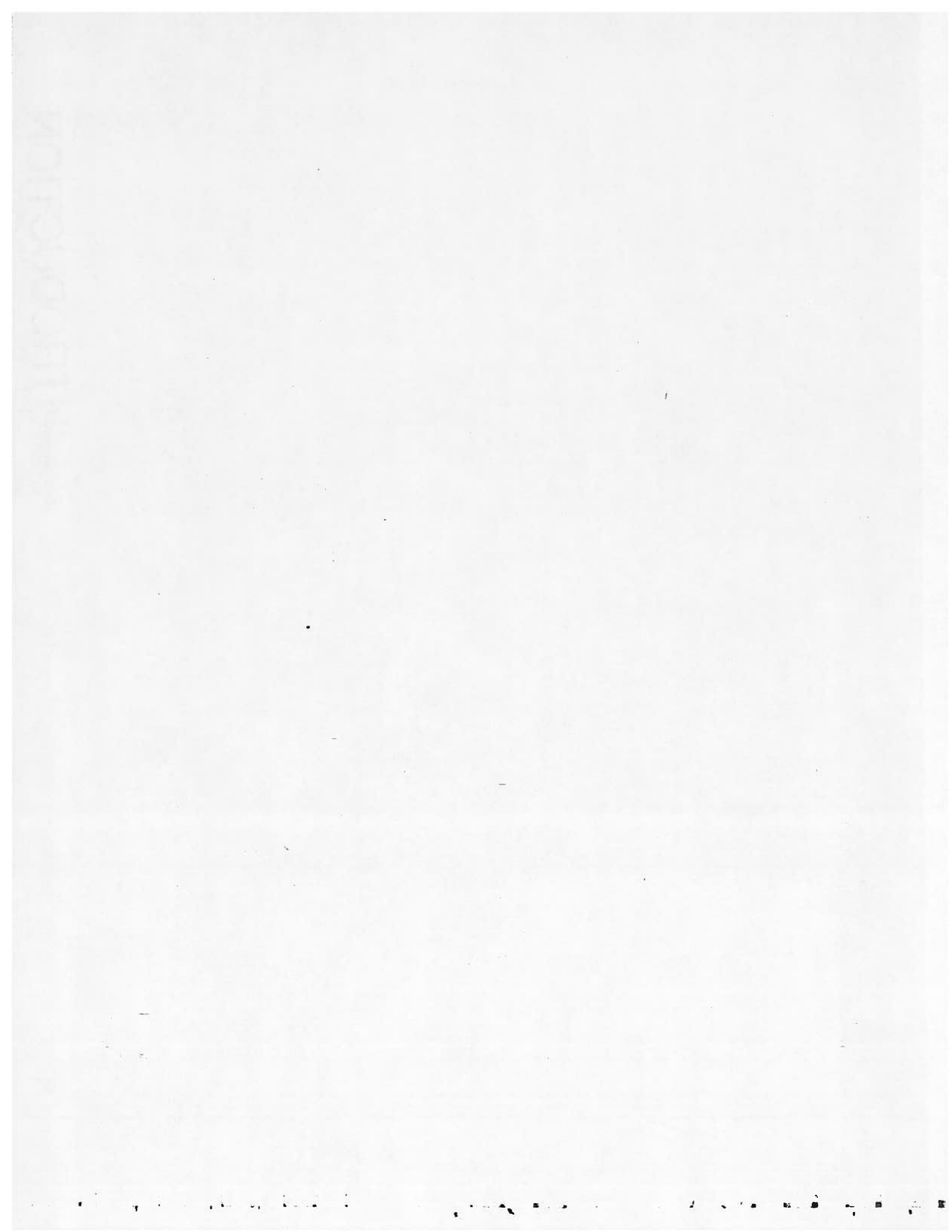
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Diagram

- 1 Typical Transition
- 2 Typical Solar Access - Block 12
- 3 Site Development Plan Review Process

66
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INTRODUCTION



INTRODUCTION

A. Location

The McClellan Park Planning Area consists of twenty-two blocks bounded on the south by Lomas Blvd., on the west by Sixth Street, on the north by Mountain Road, and on the east by the Santa Fe railroad tracks (See Map 1). Immediately to the south lies the Tijeras Urban Renewal Area, a district within the Downtown Core characterized by new office construction and emerging financial and government complexes. To the west lies the Downtown Neighborhood Area, an improving older neighborhood containing distinctive residences recently upgraded through a strong rehabilitation program. To the north, industrial and commercial uses are mixed with remnants of older housing stock. To the east of the railroad tracks lies Martineztown, one the oldest Spanish settlements in Albuquerque. The planning area, therefore, plays a pivotal role as a transition area between these extremely diverse neighborhoods and business districts.

B. History

The McClellan Park Area was originally developed in the early 1900's as a series of small residential subdivisions, with warehousing along the railroad tracks. From 1915 to 1925, a significant number of apartments and duplexes were built in the area. The block immediately west of McClellan Park contained several early apartment complexes, two of which remain: Anson Flats, and one of four original duplexes. As early as 1921, the neighborhood began to be traversed by major strip commercial corridors extending north from the downtown area along Fourth, Third and Second Streets. Residences, many of them less than 25 years old, were replaced by strip commercial businesses catering to automobile traffic, such as filling stations, stores and early supermarkets. In the years immediately after World War II, the warehouse district began to expand westward and, in conformance with M-1 and M-2 zoning imposed in 1954, the area near the railroad began to change over to light industrial uses.

During the last twenty years, the residential character of the neighborhood has continued to erode, with houses converted to businesses or demolished and replaced with commercial structures. Presently, only the northwest quadrant remains as a strongly residential enclave. The rest of the area has evolved into an often incompatible mix of uses ranging from single family



SOURCE:
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT

homes to heavy manufacturing. These land use problems create uncertainty as to the area's future character, thereby discouraging investment and preventing the area from realizing its potential for relating to the Downtown Core.

C. Purpose

1. Response to Private Investment

This plan outlines the public role, commitments and specific steps to be taken in response to private investment in order to support and encourage continuing redevelopment by the private sector. The Plan commits the City to taking the lead in instituting development controls, upgrading the public environment, and providing financial incentives which can help stimulate spin-off effects. These steps are intended to provide the necessary certainty to the private sector regarding the area's future.

2. Completion of Redeveloping Urban Sector Planning

As shown on Map 1, the McClellan Park area and the area immediately to the north along the Fourth Street corridor is the only Redeveloping Urban area that is unplanned. The Albuquerque/Bernalillo County Comprehensive Plan and City Zoning Code stipulate that designated Redeveloping Urban Areas should be governed by Sector Development Plans in lieu of conventional zoning in order to address unique conditions and needs. Preparation of a re-zoning plan for the McClellan Park area is particularly important due to the severity of incompatible land use problems and the area's importance as a major activity center immediately adjacent to the present Downtown Core.

3. Urban Center Expansion

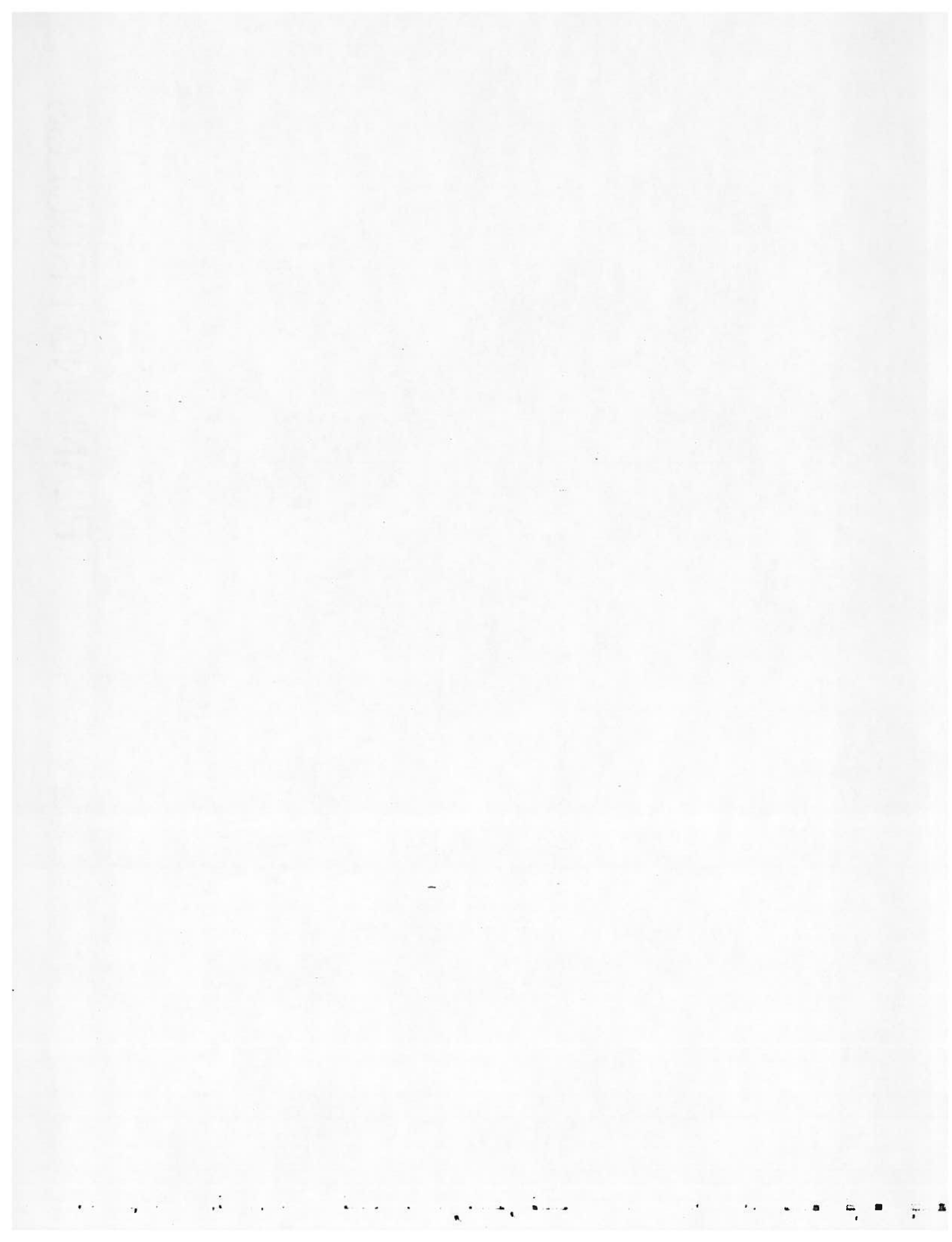
As discussed in the Zoning Concept (Part III A. 1 of this Plan), Downtown Core expansion north to Mountain Road may be needed and justified in order to provide sites over the long-term for a continuing and expanding redevelopment program, to provide an area more comparable in size to the City's other major Urban Center, and to build on the importance of Downtown's centralized location in the City's growth pattern and its excellent accessibility. This plan is therefore needed to provide a cohesive framework for guiding redevelopment and to ensure infrastructure support adequate to accommodate potential urban

center scale growth. The significant private investment on the part of First City makes the public objective of Downtown Core expansion more feasible and desirable by setting an Urban Center standard for development character and quality.

D. Plan Interrelationships

The McClellan Park Metropolitan Redevelopment Plan provides the rationale for zoning changes implemented through revisions to the Downtown Neighborhood Area Sector Development Plan and the Downtown Core Interim Sector Development Plan, and through creation of a special McClellan Park District Sector Development Plan. The Metropolitan Redevelopment Plan also provides standards for the review and approval of Site Development Plans as required for individual premises by the proposed zoning. These review standards are incorporated by reference in the McClellan Park District SU-2 zoning regulations.

PLANNING PROCESS



I. PLANNING PROCESS

Planning concepts and recommendations were derived from three sources:

(1) The Albuquerque/Bernalillo County Comprehensive Plan, which provided a general framework and long term perspective for considering the basic issue of expanding the boundaries of the Downtown Core Urban Center and defining its character.

(2) Research of existing conditions - During the spring of 1983, Redevelopment Planning staff undertook field surveys of land use, public right-of-way conditions, landscaping, and housing conditions. Data obtained from the 1980 U.S. Census provided a demographic profile of area residents. In addition, during the course of plan development, City operating agencies including the Departments of Municipal Development, Transportation, Transit, and Water Resources contributed information on drainage, traffic flow, accident patterns, and public utilities. This information was addressed and expanded by the Development Review Board on May 24, 1983 in their preliminary review of plan concepts.

These various sources provided a complete information base from which to identify area problems and development opportunities subsequently addressed by the plan.

(3) Neighborhood Involvement - Neighborhood residents and property owners have contributed to the development of this plan both through informal meetings with staff and through the formal mechanisms of area meetings and a survey of residents and property owners (See Appendix B).

At the first meeting, held on February 8, 1983, staff presented information on existing conditions and distributed the survey questionnaire to which 50% of those attending responded. The first draft of the McClellan Park Plan was presented at the second area meeting on May 5, 1983. This draft was subsequently refined based on neighborhood response and the other planning considerations described above, and the final draft presented to property owners and residents on July 26, 1983.

At a preliminary Study Session on June 23, 1983, the Environmental Planning Commission (EPC) expressed the following concerns related to the proposed expansion of SU-3 zoning, and the final draft has been revised accordingly:

(1) The EPC felt that the area exhibits a need for more land use controls than the present Downtown Core SU-3 zone would provide, particularly in order to phase out those heavy commercial and industrial uses and instances of unsightly outdoor storage which are clearly incompatible adjacent to the City's major Urban Center.

(2) The EPC did not respond favorably to a proposal for a phased, incremental approach to SU-3 zoning based on conformance to specified development criteria, feeling that this would constitute a piecemeal approach less likely to achieve the plan's over-all development objectives. Rather, the Commission felt that the plan should actually accomplish re-zoning, so that re-zoning issues can be considered comprehensively and in relationship to the conceptual framework provided by the plan. Case-by-case zoning decisions could weaken the sector plan's strength as a legal re-zoning tool by removing those decisions from the rational context provided by the planning process.

EXISTING CONDITIONS

EXAMINATIONS

II. EXISTING CONDITIONS

A. Zoning

The existing zoning in the McClellan Park area was imposed in 1954 with the enactment of city-wide zoning. The pattern of zoning established in the area at that time consisted of the most intense land use designation, M-2, bordering the railroad tracks with a gradual transition from M-1 to C-2 to C-1 to O-1 moving westerly to Sixth Street (See Map 2). The zoning decision of 1954 reflected a vision of this area ultimately becoming a high intensity industrial and commercial area closely related to the Downtown Core. This early zoning of the McClellan Park area remains generally intact today.

B. Land Use

The 1954 zoning dramatically altered the neighborhood's residential character and resulted in the mixed land use pattern existing today (See Map 3). Land use generally reflects the intensity of zoning categories, transitioning from heavy industrial uses on the east to lower scale office and residential uses on the west. The eastern side of the area from Second Street to the railroad tracks follows a fairly strong, reasonably homogeneous industrial-commercial pattern; Fourth Street remains as a retail-service-commercial strip; and remnants of the residential neighborhood that existed have been confined primarily to the area west of Fourth Street. The remainder of the area is generally chaotic in its land use mix, with numerous situations of incompatible land uses as older homes are wedged in the middle of a light to heavy industrial environment. Currently, warehouse-factory buildings account for approximately half of the uses between the railroad tracks and Fourth Street, with most of the other businesses oriented to the automobile, such as auto supply or repair shops. Only the area west of Fourth Street retains its predominantly residential use and appearance.

C. Housing and Structural Conditions

According to 1980 Census information, 64% of the housing stock that remains in the McClellan Park area is renter-occupied (See Map 4). A recent building condition survey undertaken by the City Municipal Development Department (See Map 5) indicates that approximately 40% of the housing stock in the area is neglected, needing major or minor repairs. Although the area west of Fourth Street is predominantly residential, it lacks residential zoning; therefore, homes are currently not eligible for city-sponsored rehabilitation programs.

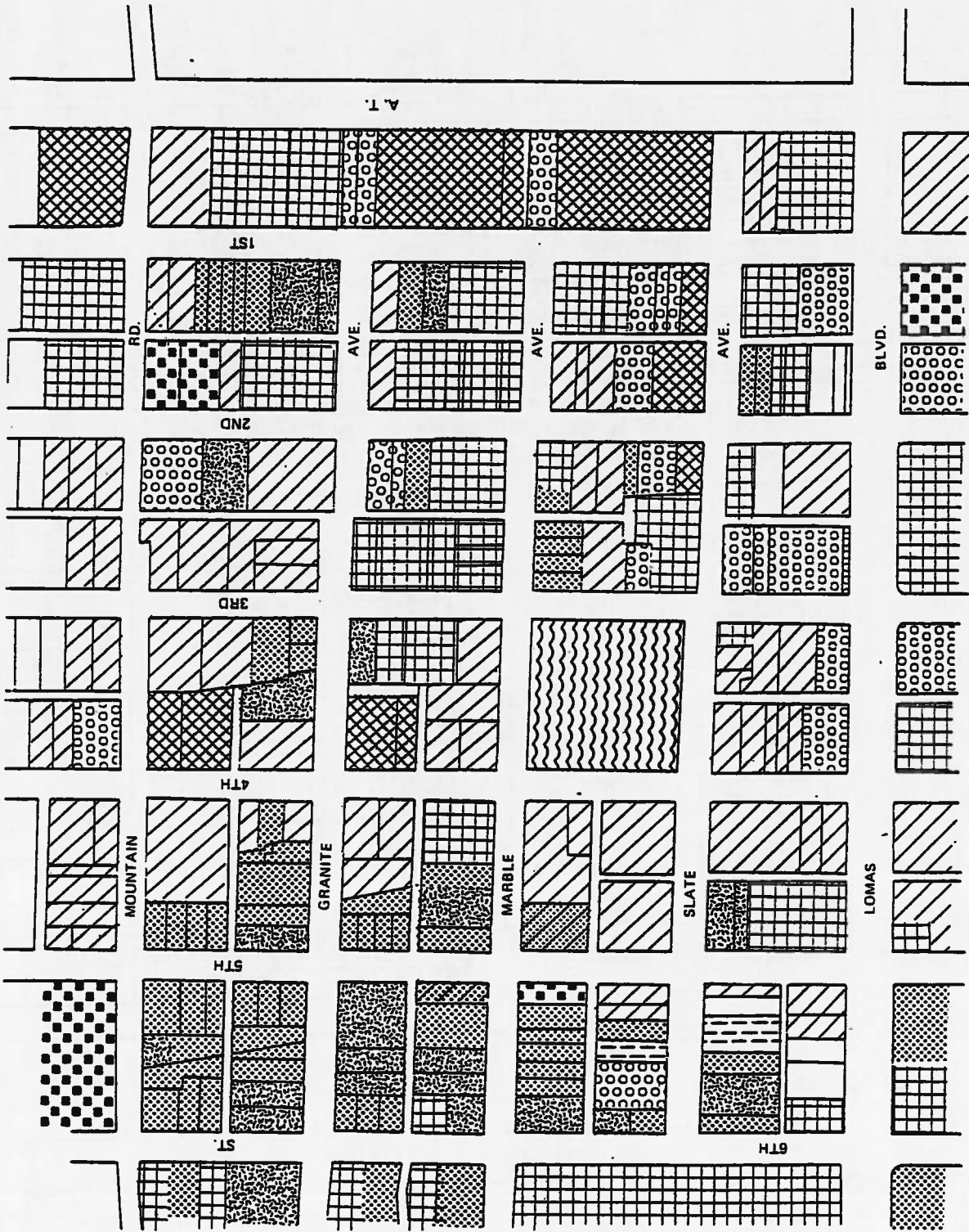


C-1 NEIGHBORHOOD COMMERCIAL ZONE
C-2 COMMUNITY COMMERCIAL ZONE
C-3 HEAVY COMMERCIAL ZONE
O-1 OFFICE/INSTITUTIONAL ZONE

M-1 LIGHT MANUFACTURING ZONE
M-2 HEAVY MANUFACTURING ZONE
SU-2 SPECIAL NEIGHBORHOOD ZONE
SU-3 SPECIAL CENTER ZONE

SOURCE: ALBUQUERQUE/BERNALILLO COUNTY PLANNING DIVISION

EXISTING ZONING



LEGEND

	SINGLE FAMILY		RETAIL		OPEN GREEN
	2-4 FAMILIES		HEAVY COMMERCIAL		PARKING
	OVER 4 FAMILIES		PUBLIC INSTITUTIONAL		VACANT
	SERVICE		OFFICE		

SCALE

0 100 300 600

1" = 300'

NORTH

EXISTING LAND USE

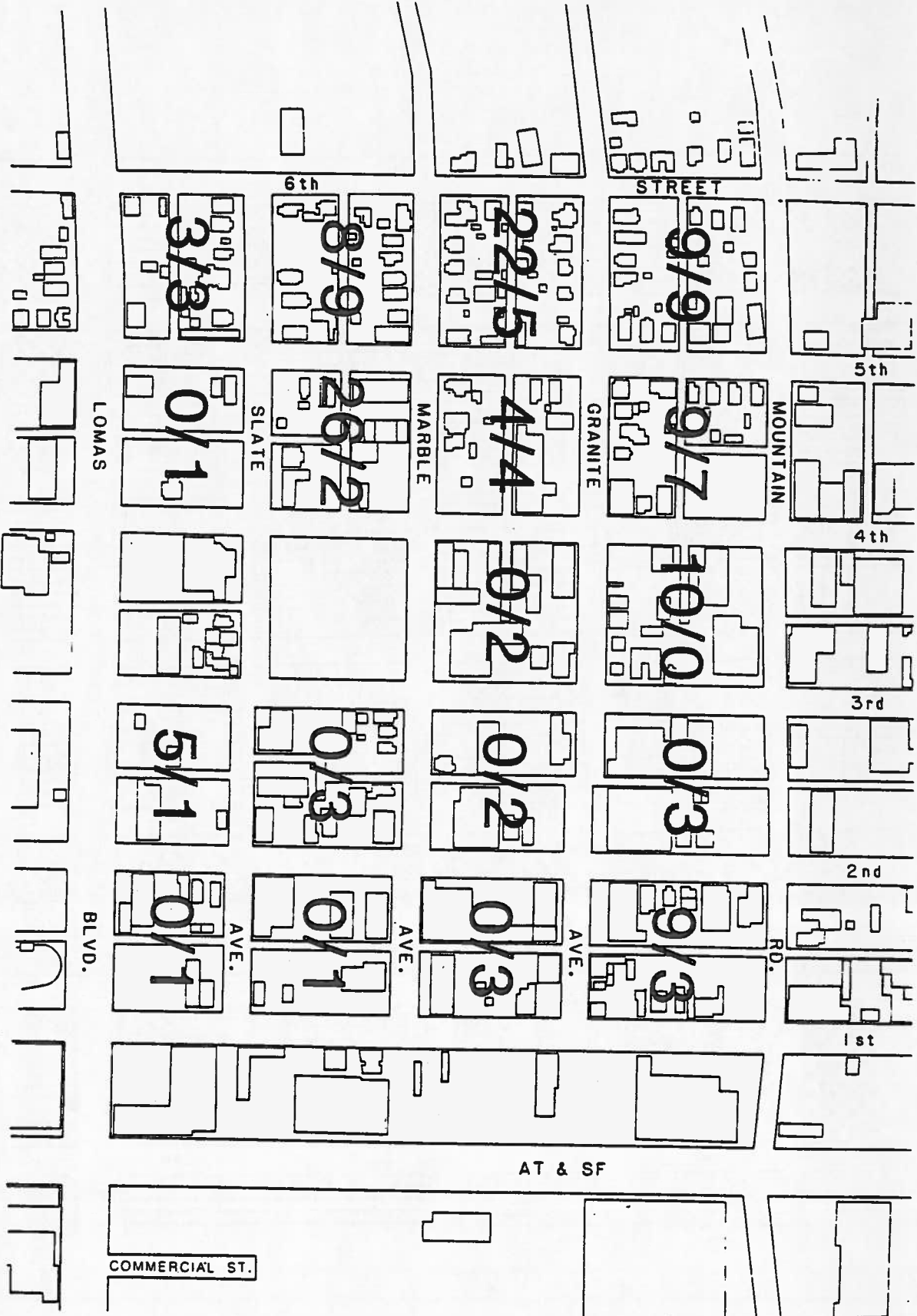
MAP 3

SOURCE: ALBUQUERQUE COMMUNITY AND ECONOMIC DEVELOPMENT DEPT.

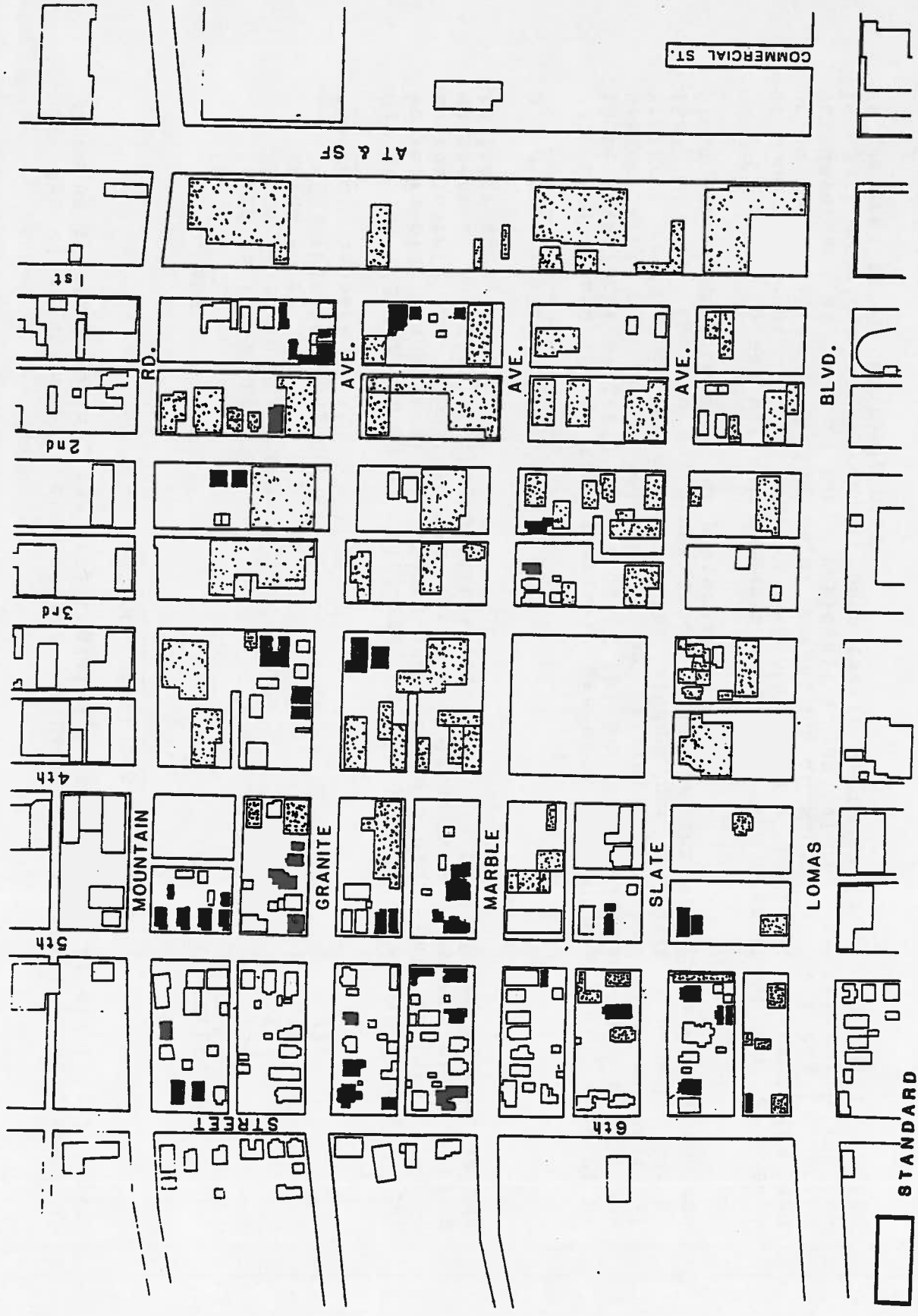
15

0/RENTER OCCUPIED HOUSING UNITS
 0/OWNER OCCUPIED HOUSING UNITS

SOURCE: 1980 UNITED STATES CENSUS



CENSUS BLOCK STATISTICS



HOUSING CONDITIONS

AT LEAST MINOR REPAIRS NEEDED (SUB-STANDARD)

COMMERCIAL STRUCTURES

SOURCE: MUNICIPAL DEVELOPMENT DEPARTMENT, CODE
ADMINISTRATION DIVISION WINDSHIELD SURVEY. 2/83.

Age of structures is also a good indicator of structural conditions. As shown on the table below, the area contains a large number of older buildings.

AGE OF STRUCTURES*

<u>AGE</u>	<u>NUMBER</u>	<u>PERCENTAGE</u>
OVER 75 YEARS OLD	7	3%
FROM 75 to 50 YEARS OLD	140	58%
FROM 50 to 30 YEARS OLD	30	12%
LESS THAN 30 YEARS OLD	66	27%

*Source: Sanborn Maps

Out of the 243 structures in this area, 3% are over 75 years old, 61% are over 50 years old, and a total of 73% are over 30 years old. Only 66 structures or approximately one-fourth of the total are less than 30 years old. Thus a substantial majority of the buildings are likely in need of rehabilitation due to their age.

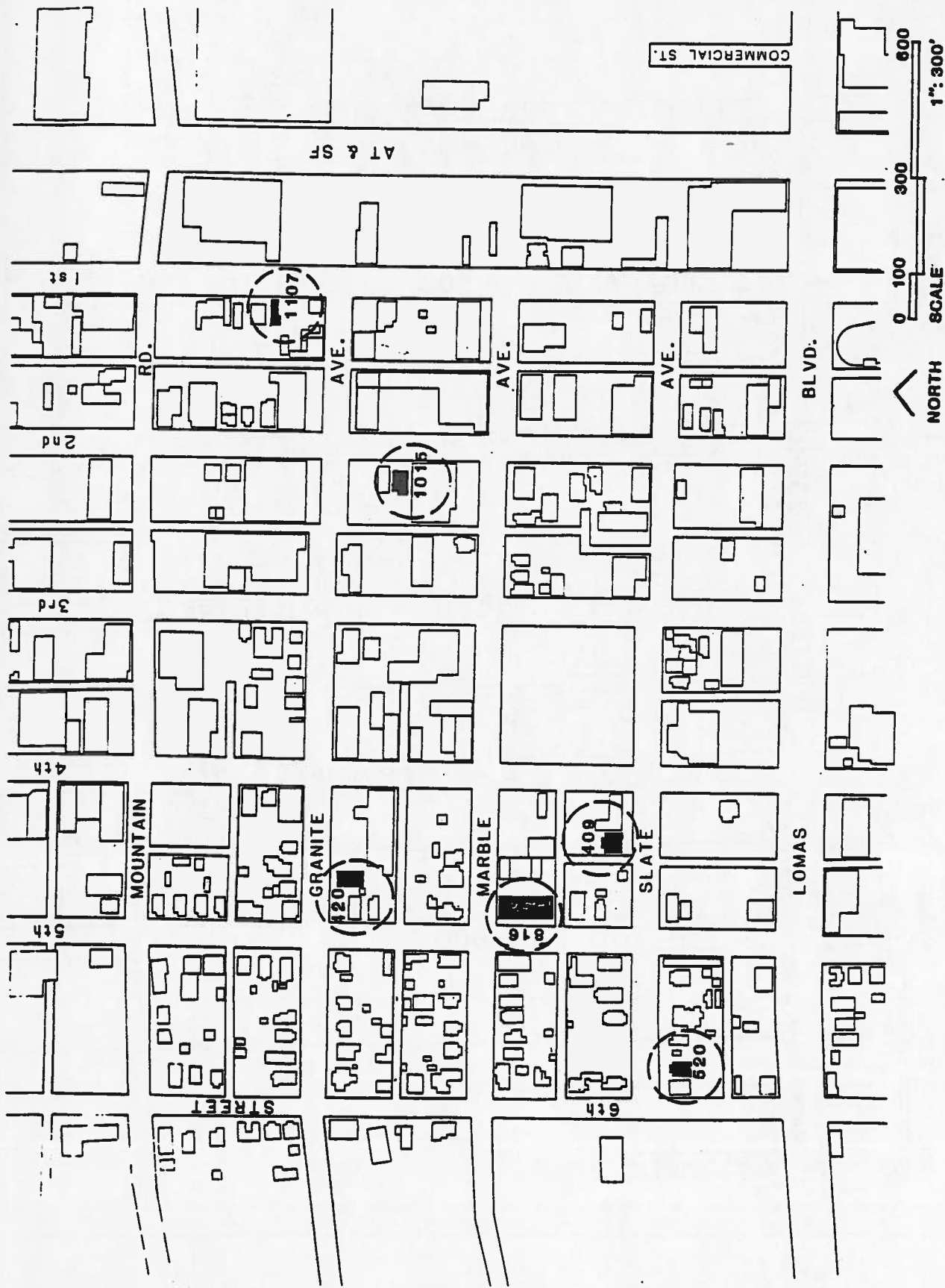
D. Historic Preservation

Even though 147 of the structures are more than 50 years old, only 21 of these have local historic significance (8% of the total), and only 6 (2%) are historically significant enough to be eligible for the State or National historic registers, according to the Albuquerque Historic Landmarks Survey (See Map 6). The few buildings concentrated in the area between Fourth and Sixth have more potential for preservation.

Compared to the bordering Downtown Neighborhood Area (DNA), the area east of Fourth Street offers limited opportunity for historic preservation and urban conservation with the major exception of McClellan Park itself, which was developed as part of early residential subdivisions in the early 1900's. The park provides the strongest opportunity to maintain a meaningful linkage of the area to its historic past.

E. Circulation and Parking

The McClellan Park area is impacted heavily by north-south vehicular traffic with five of its six north-south streets providing major access to the downtown area from the north (See Map 7). Fourth Street, which statistically



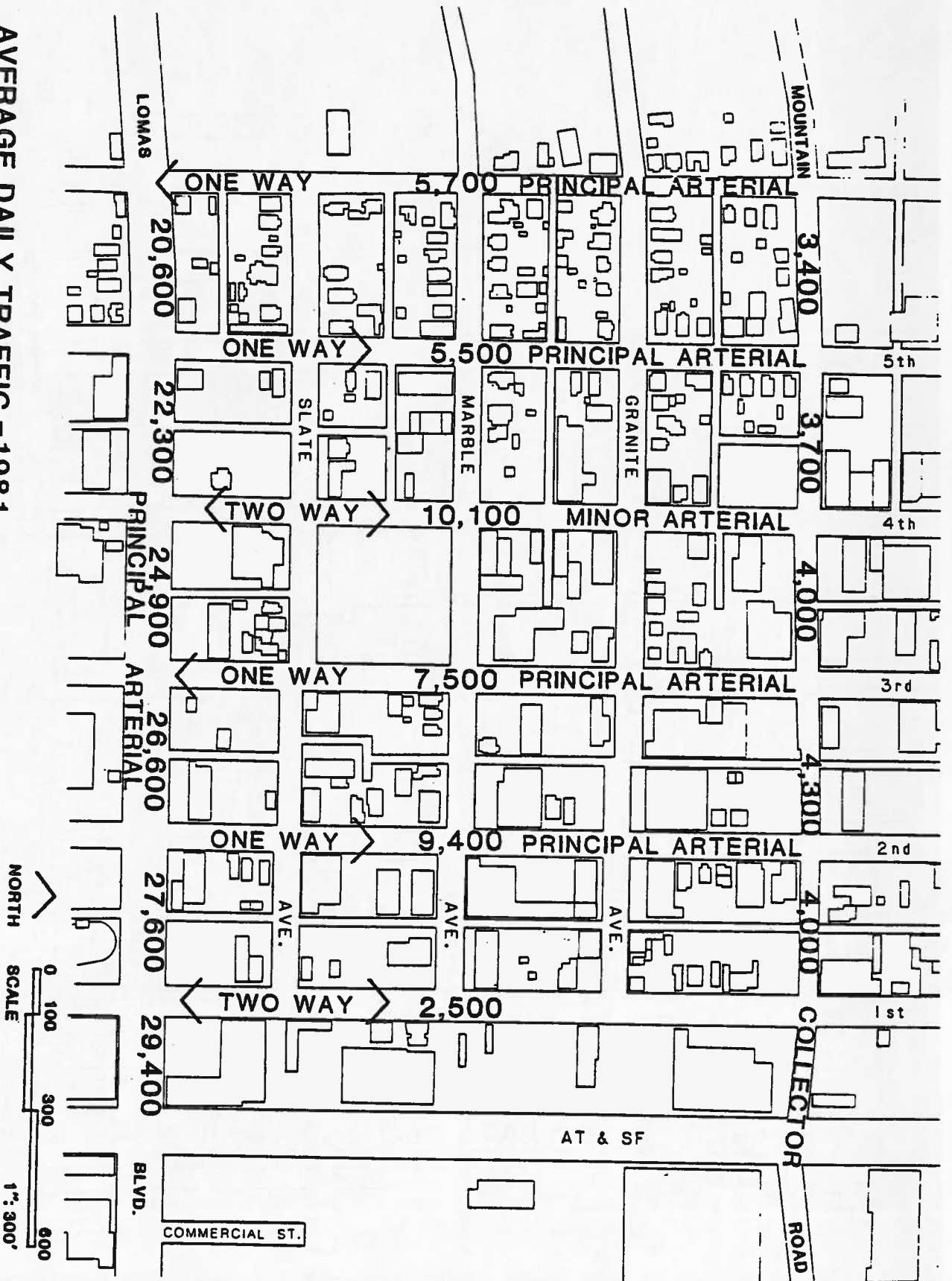
NATIONAL/STATE SIGNIFICANCE

SOURCE: ALBUQUERQUE HISTORIC LANDMARK SURVEY

HISTORIC STRUCTURES

AVERAGE DAILY TRAFFIC - 1981

SOURCE: MIDDLE RIO GRANDE COUNCIL
OF GOVERNMENTS OF NEW MEXICO



TRAFFIC FLOW

MAP 7

is the most heavily traveled north-south street, also continues to perform its historic strip-commercial function, while Second, Third, Fifth and Sixth Streets function primarily as carriers of through traffic. In contrast, the east-west streets are lightly traveled and serve primarily local traffic. These streets are generally too narrow to accommodate the large trucks needed to service the industrial area on the eastern edge, and this traffic circulation problem is exacerbated by the large amount of on-street parking.

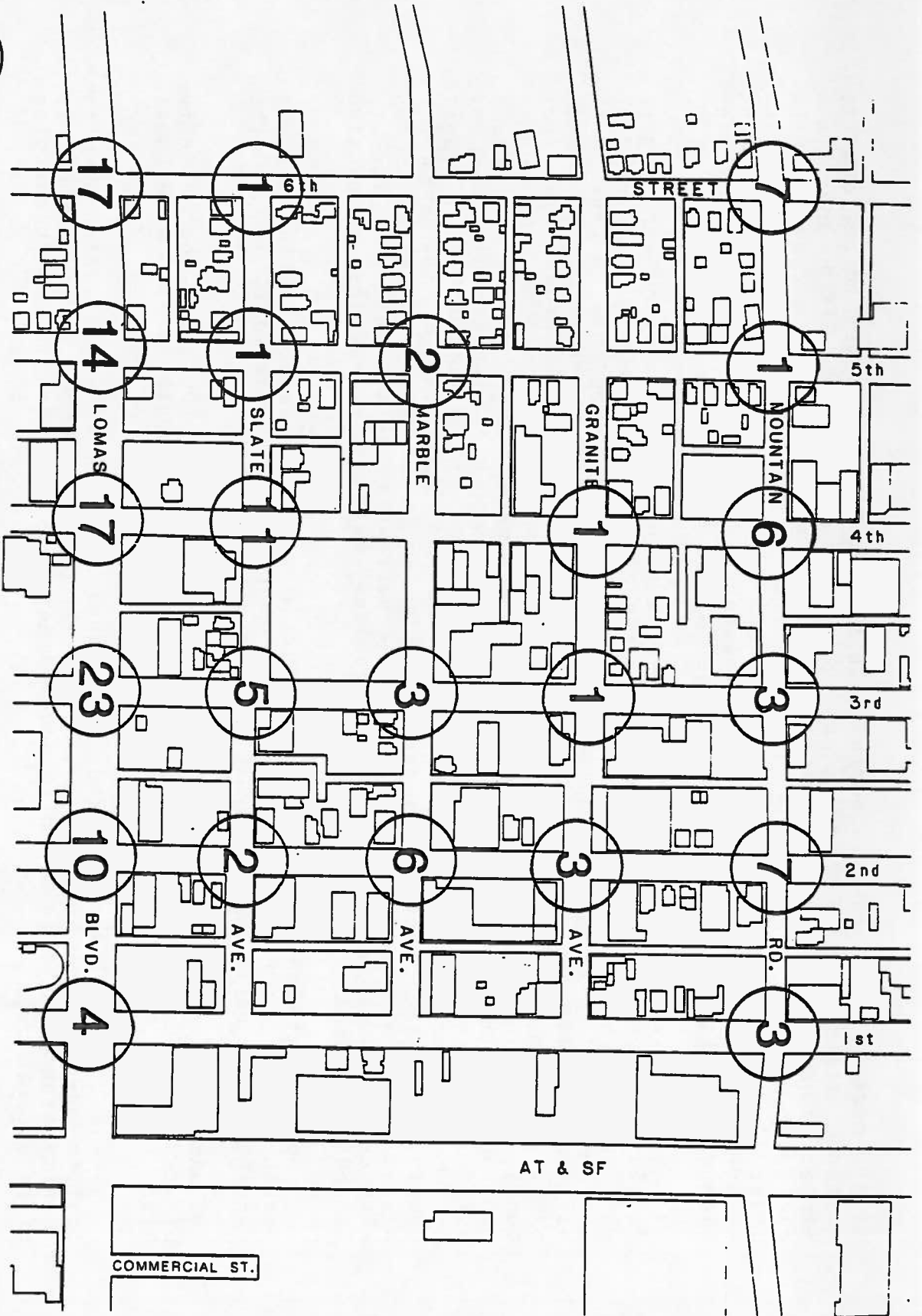
Many lots in the McClellan Park area were originally platted for single-family residential purposes and are therefore inadequate to accommodate parking needs of the newer commercial and industrial activities. Because many of the existing commercial buildings were constructed prior to off-street parking requirements, their parking needs are largely met through on-street parking. Even for owners who desire to provide parking on-site, the common configuration of older buildings on small lots makes this difficult. Because many of the businesses are auto-oriented or served by trucks, the lack of sufficient on-site parking impairs their potential for expansion. As a result of these land use and platting conditions and heavy use of the area for Downtown employee parking, the area experiences severe parking problems. The high demand for on-street parking and the narrowness of the east-west streets also create local traffic congestion problems, making the area less attractive for pedestrians.

Some of the on-street parking available is not useable. Portions of the Fourth Street curb are much higher than the street pavement, making the opening of car doors on the curb side difficult.

An investigation of traffic accidents in the area shows that the majority of accidents occur at the intersection of major north-south streets with Lomas Blvd. (See Map 8).

Pedestrian movement in the area appears to be very restricted due to traffic movement and parking problems, although McClellan Park provides an amenity around which to organize development more sensitive to and encouraging of pedestrian use.

City bus service to the area is provided along Fourth Street and Lomas Blvd. from Third Street to Sixth Street (See Map 9). There are several existing designated bike routes within the area. A northbound bike route has been established on Second Street, a southbound bike route on Third Street, and an east-west bikeway on Mountain Road.

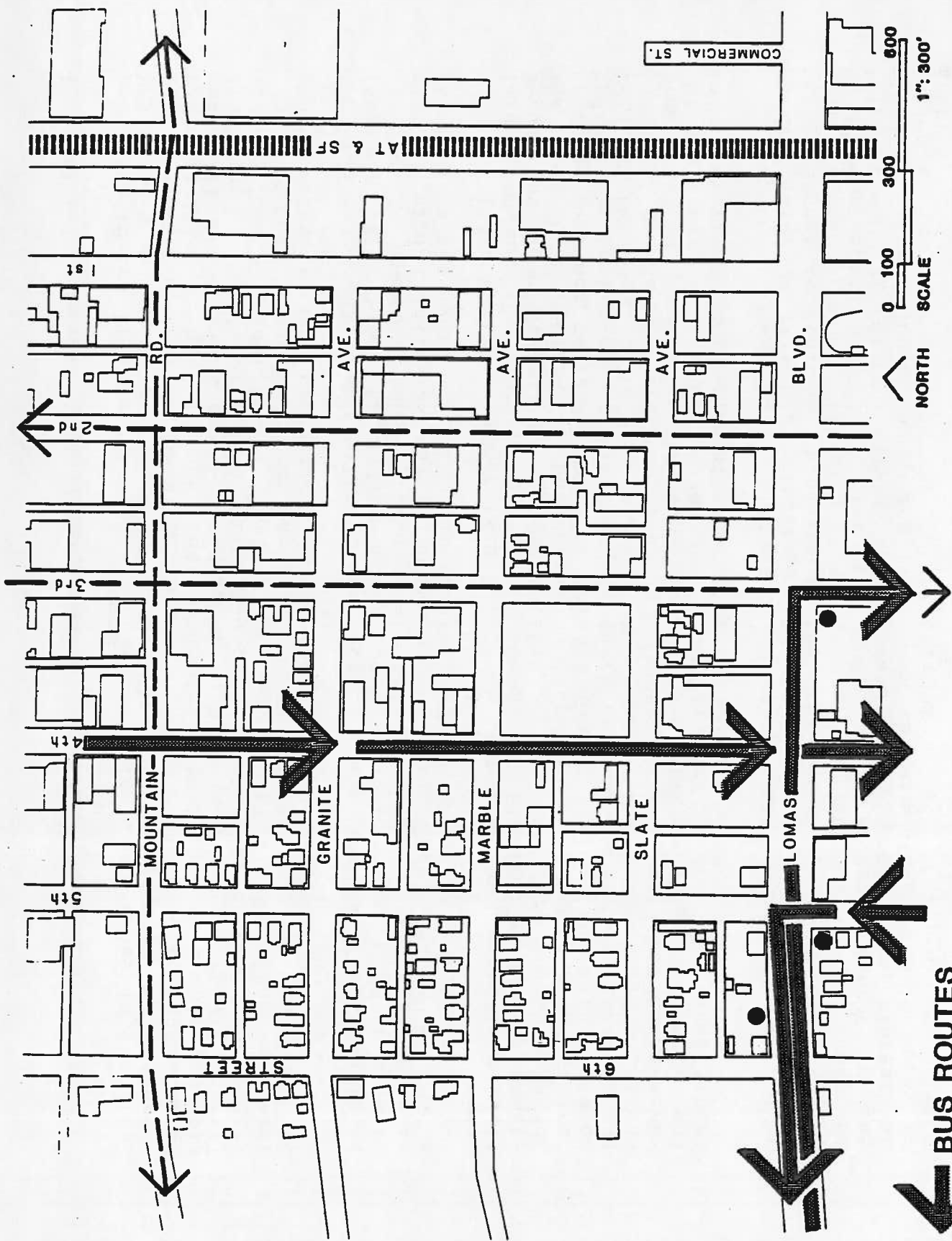


0 ANNUAL TRAFFIC ACCIDENT
FREQUENCY - 1982

SOURCE:
ALBUQUERQUE TRAFFIC
ENGINEERING DIVISION

NORTH
SCALE 0 100 300 600
1" = 300'

TRAFFIC ACCIDENT CONCENTRATION



EXISTING BUS & BIKE ROUTES

MAP 9

- THICK ARROW BUS ROUTES
- DASHED ARROW BIKE ROUTES
- SOLID DOT BUS STOPS

SOURCE: CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT

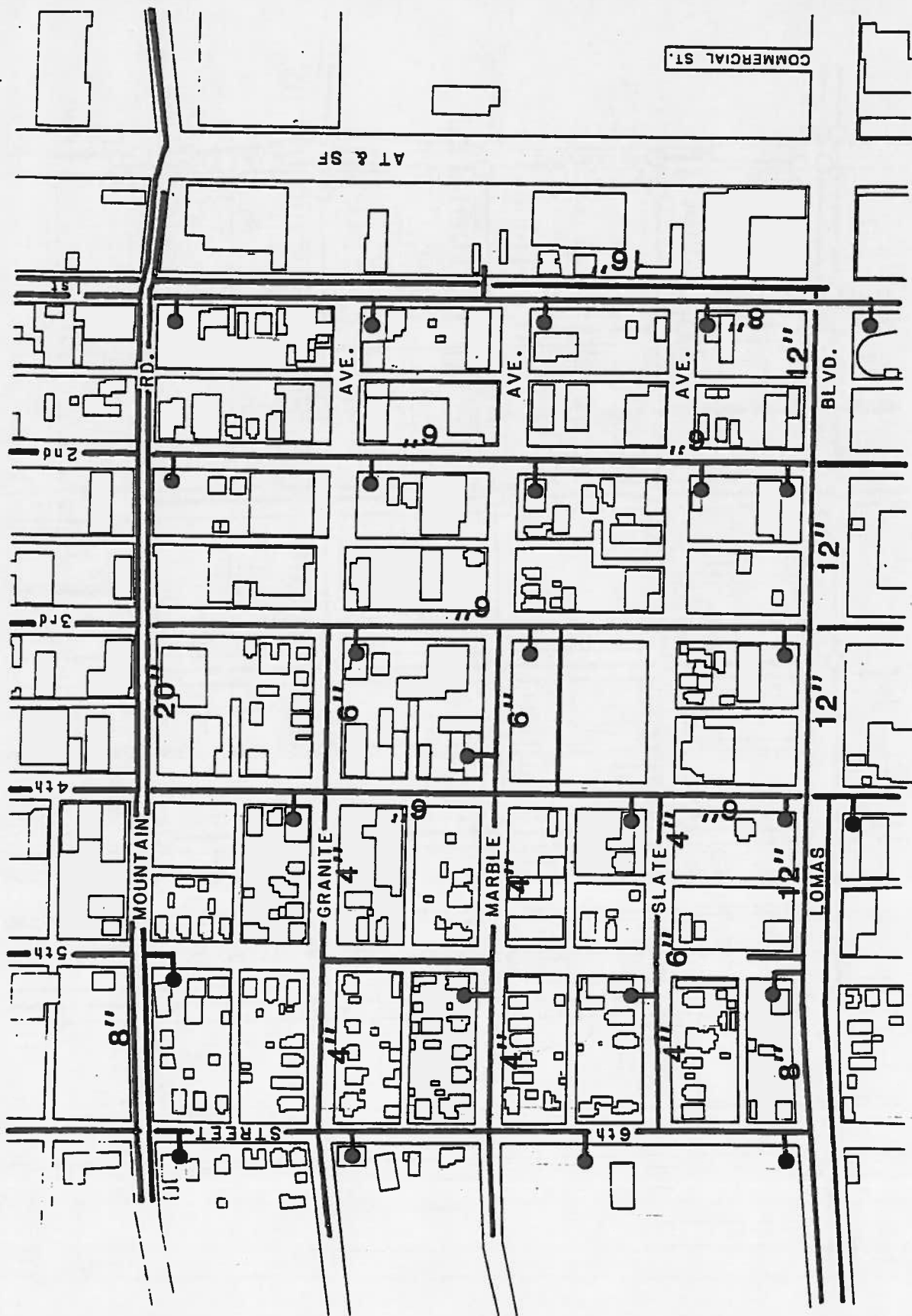
F. Public Improvements - Utilities, Drainage, Sidewalks, and Alleys

Maps 10 and 11 show existing water and sanitary sewer lines in the area. While there is adequate service of these utilities for existing development, new more intense use in the future would require a substantial upgrading of existing lines. The four-inch lines west of Fourth Street in Granite, Marble and Slate are fairly old steel lines, which need to be replaced with ductile iron lines. The lines on the east side of Fourth are neither old nor undersized. However, additional "looping" to interconnect lines on the east-west cross streets with those on the north-south streets may be necessary to provide adequate fire protection, particularly for new development.

Two major electric facilities are located along Lomas at First and Third (See Map 12). Major facilities along Lomas intrude visually on a primary entrance to Downtown. Undergrounding of small distribution lines and relocation of major facilities may be necessary over the long term to achieve a desirable urban center character in keeping with the Downtown Core.

The flood hazard area map (Map 13) shows that a hundred year flood would largely affect the eastern portion of the area. Flooding occurs on First, Second and Third Streets along with portions of Mountain Road and Lomas Blvd. The area within the plan boundaries has problems in common with general drainage problems characteristic of the Rio Grande valley, which is isolated hydrologically from the Heights by the north and south diversion channels and I-25 on the east. The area has little slope, and the flooding conditions indicated on the map are caused by (a) inadequate and out-dated storm sewer line sizes originally constructed at less than minimum slope standards, and (b) inadequate downstream storm sewer capacity, due to the over-taxed street and storm sewer system generally existing in the valley.

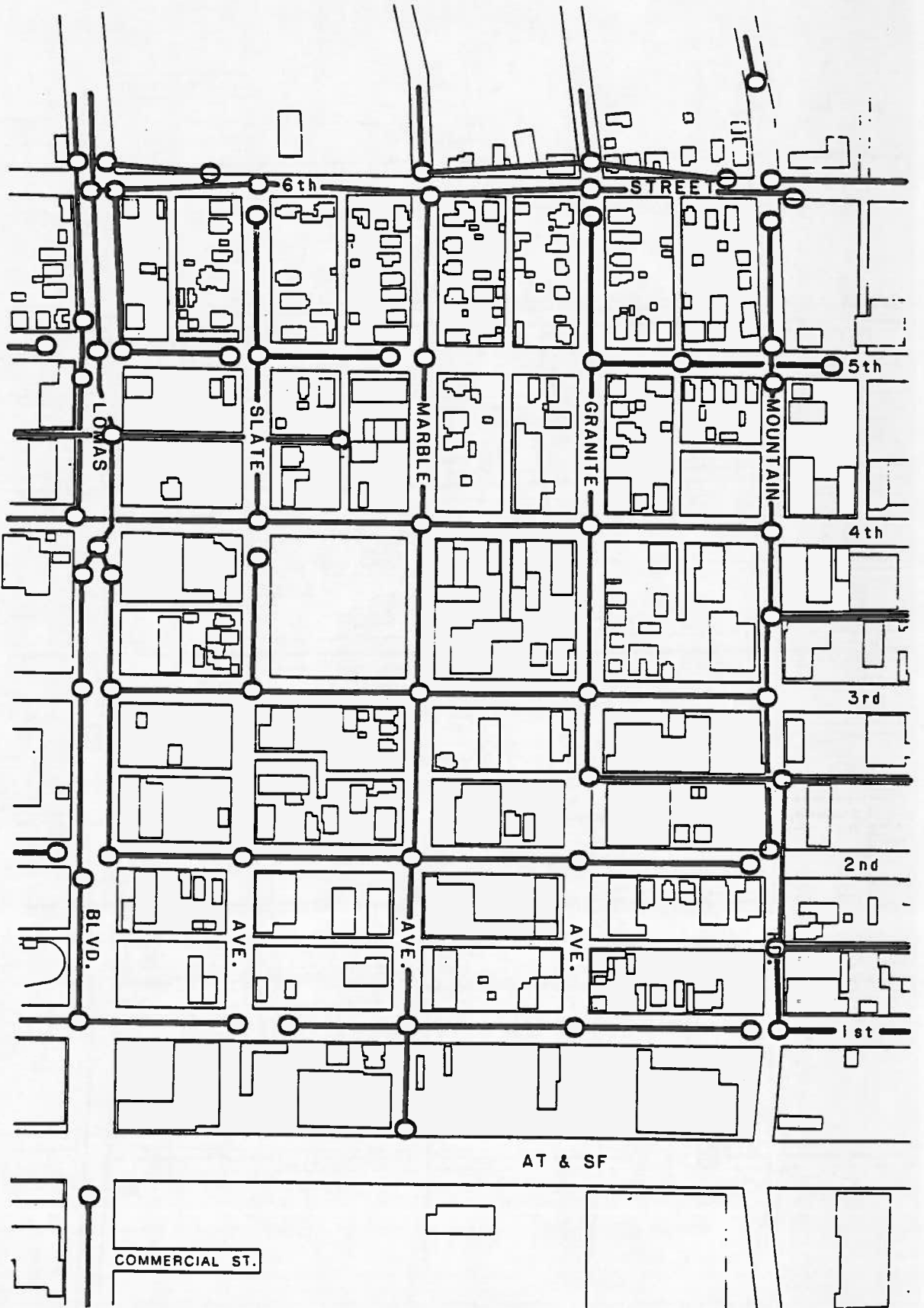
Specific drainage improvements and site development procedures can reduce or eliminate the threat of flooding. A new storm sewer line on Lomas from Eighth Street to Broadway, proposed in the Albuquerque Master Drainage Study, would help to eliminate flooding at the intersection of Broadway and Lomas and on First, Second and Third Streets. Proposed improvements connecting the Third Street to Eighth Street systems would also reduce the threat of flooding. These improvements are programmed to take place in 5-10 years if funded as proposed through the CIP process at a cost of approximately \$1.4 million.



● FIRE HYDRANT

— WATER MAIN TRANSMISSION LINE

SOURCE: ALBUQUERQUE WATER RESOURCES DEPARTMENT



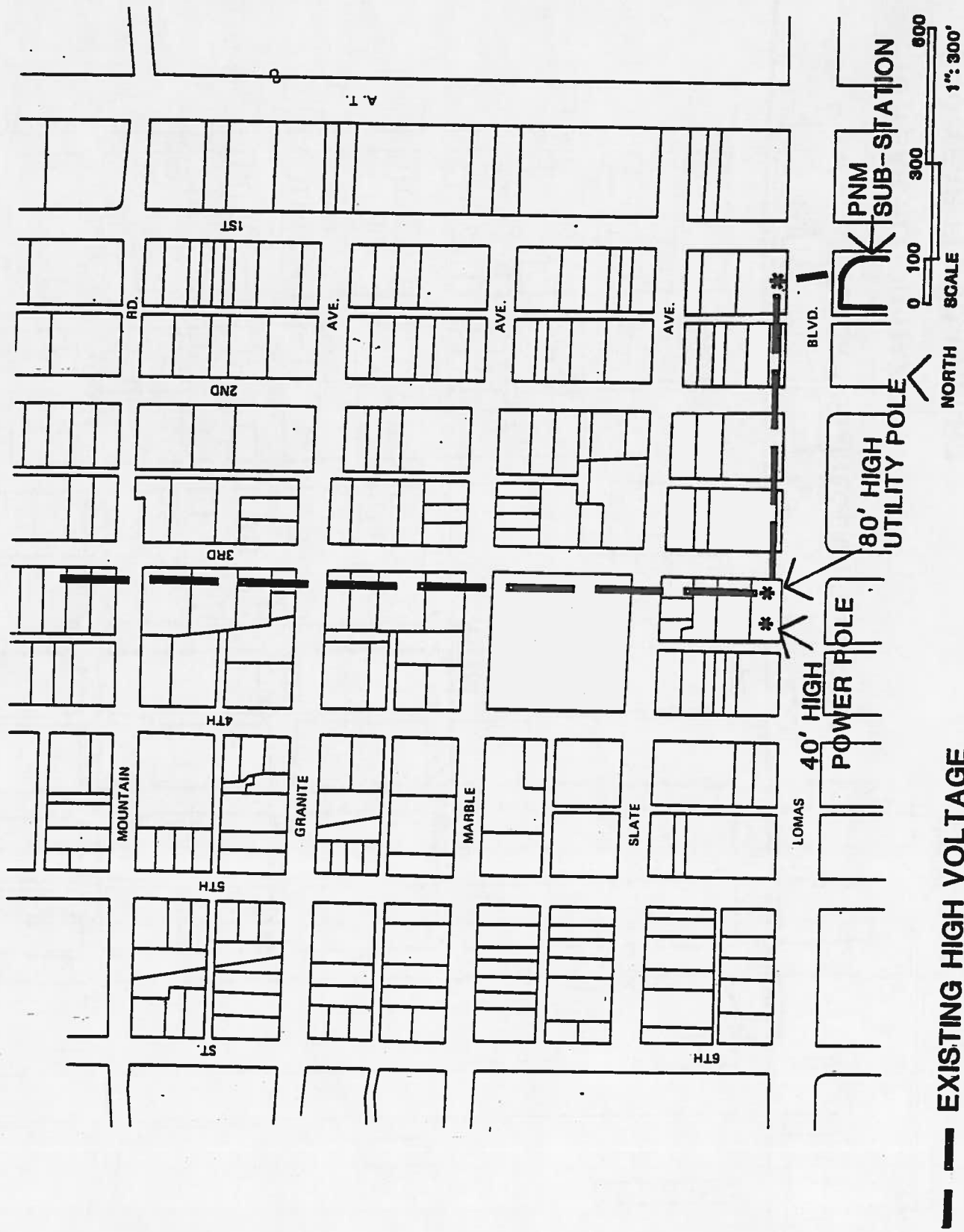
○ — MANHOLE

— SANITARY SEWER LINE

SOURCE: ALBUQUERQUE WATER RESOURCES DEPARTMENT

SANITARY SEWER

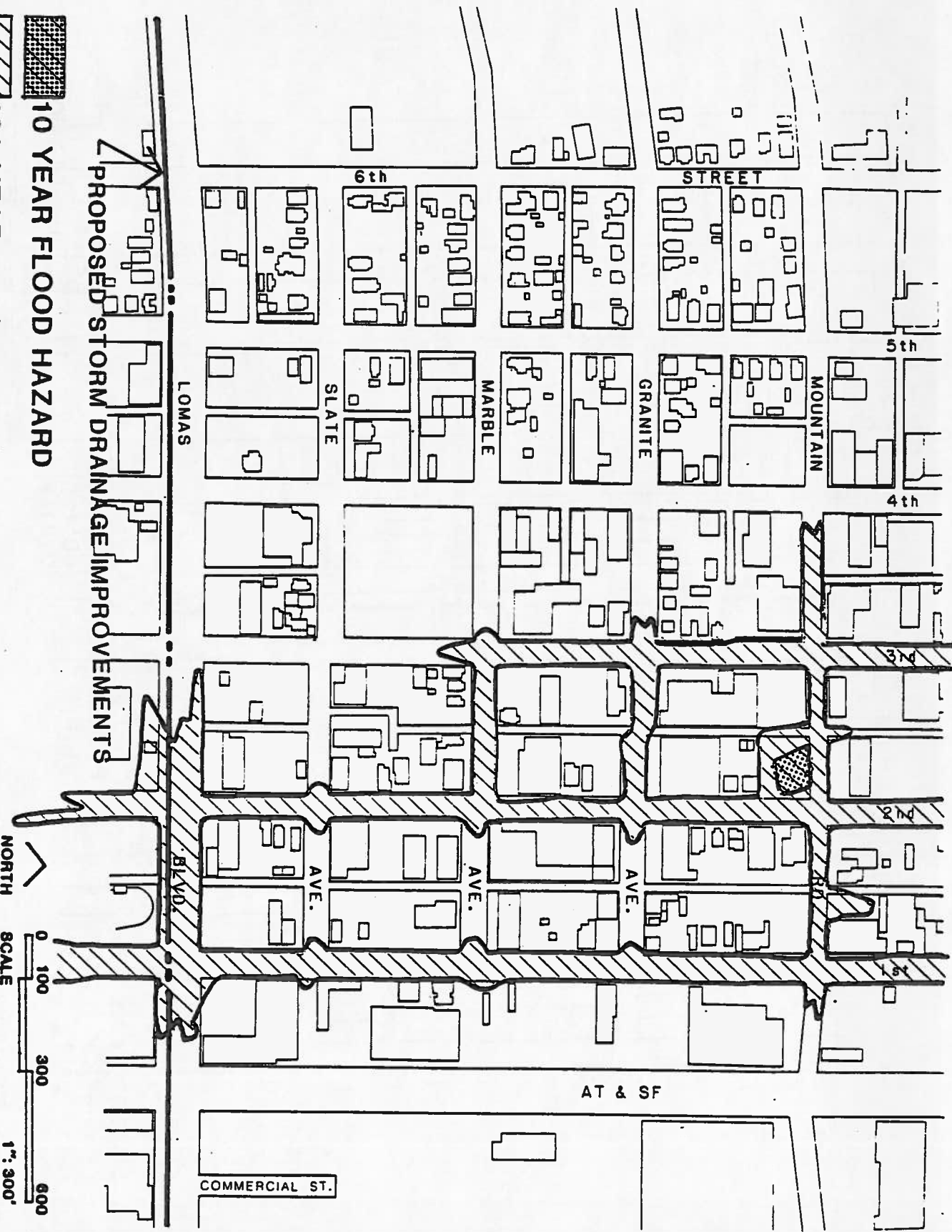
MAP 11



EXISTING HIGH VOLTAGE
TRANSMISSION LINE

EXISTING UTILITY LINE

MAP 12



10 YEAR FLOOD HAZARD

100 YEAR FLOOD HAZARD

SOURCE: ALBUQUERQUE MASTER DRAINAGE STUDY

FLOOD HAZARD AREA

MAP 13

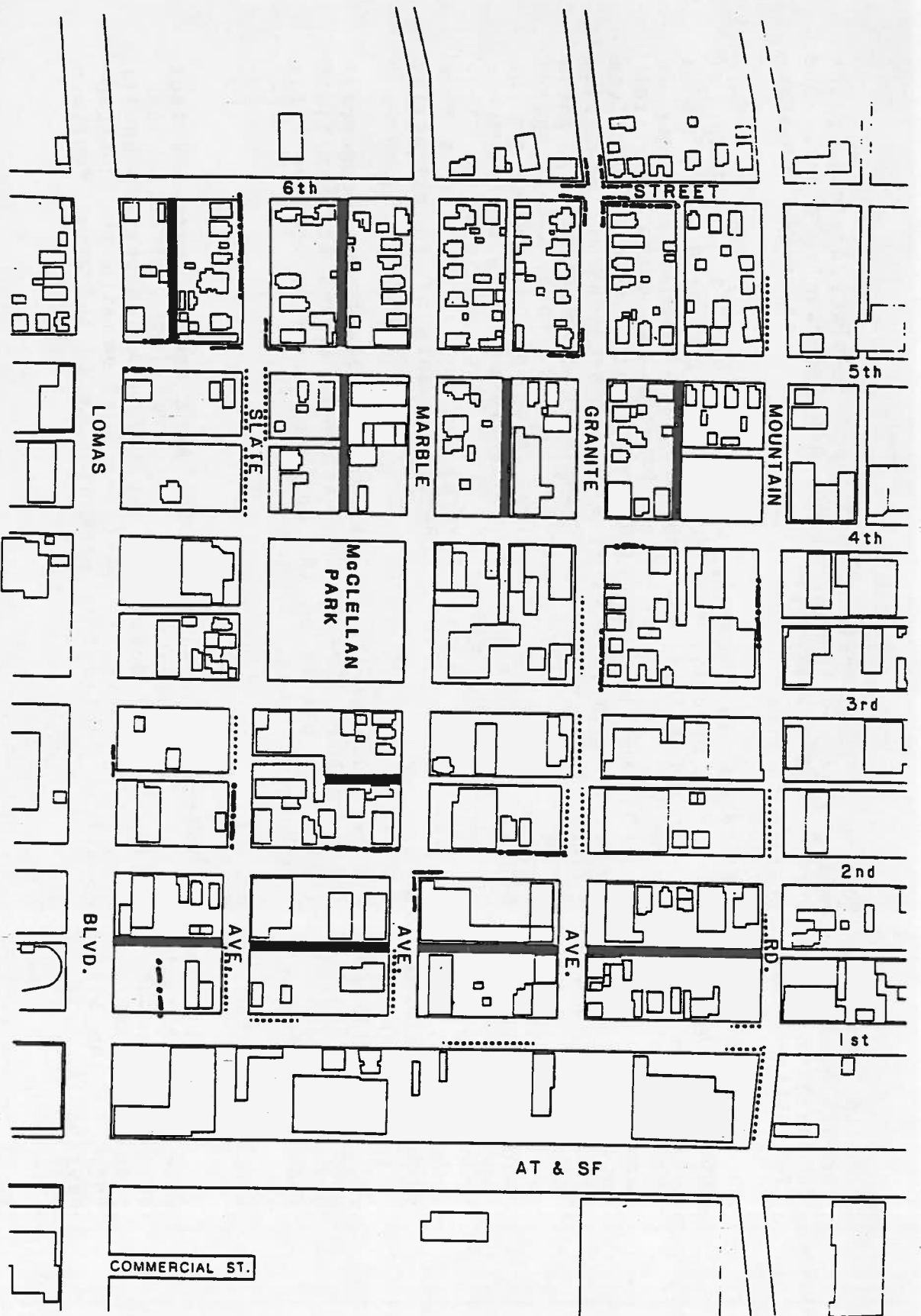
In addition, the City's 1982 Drainage Ordinance requires drainage plans for all building permits, site development plans, and landscaping plans. Due to the lack of downstream capacity for this area, in most cases new construction will require detention on site.

According to a field survey recently undertaken by the Department of Community and Economic Development, the McClellan Park area contains a substantial number of unpaved alleys and substandard sidewalks - either in deteriorated condition or in some cases with sidewalks or curbs completely missing (See Map 14)... On and between Fifth and Sixth Streets, problems include broken and cracked pavement, buckling sidewalk sections and crumbling or missing curbs. Since this area is predominantly residential, these substandard conditions are especially hazardous. Throughout the proposed redevelopment area, broken sidewalks and areas with no sidewalks can be found. As shown on Map 14, over ten half-block sections in the area between Fourth and First Streets have no sidewalks, including sections on First Street, Mountain Rd., Granite and Slate. Several corners in this area have crumbling or missing curbs. Along First Street, remnants of an attractive dark brick sidewalk can be seen.

Ten alleys in this area used frequently by both residents and commercial owners are unpaved; these include five of the east-west alleys between Sixth and Fourth and almost all four blocks of the north-south alley between First and Second from Lomas to Mountain Road.

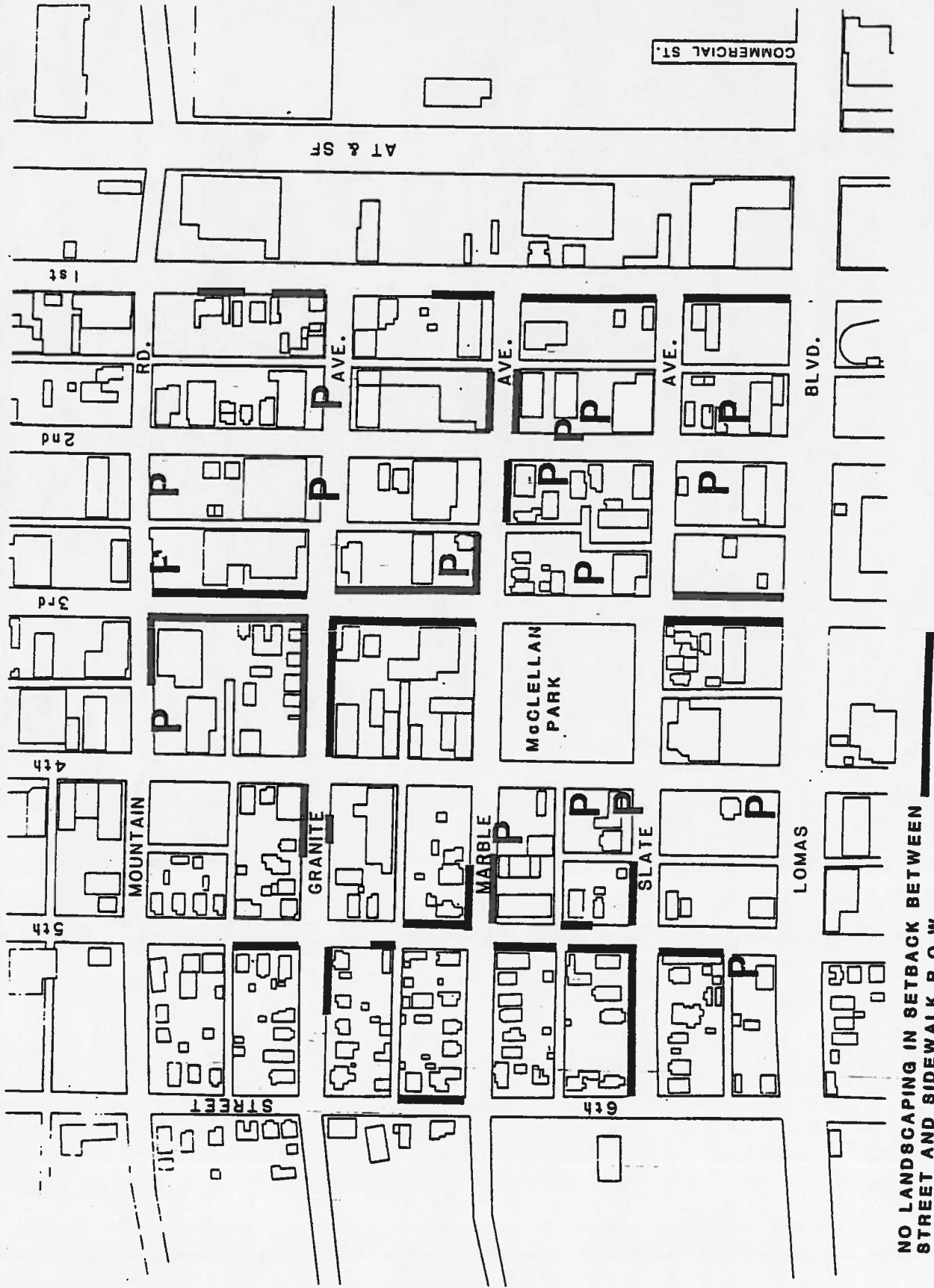
G. Landscaping

While most of the existing sidewalks in the area are at least six feet wide and set back at least three feet, there is very little sidewalk landscaping. As shown on Map 15, only one block has sidewalk landscaping on all sides, and the remaining blocks have at least one section with no landscaping. Of the sixteen small to medium size parking lots in the area, fourteen have no landscaping.



DETERIORATED SIDEWALKS
 UNPAVED ALLEYS
 DETERIORATED CURB
 NO SIDEWALK

SOURCE: COMMUNITY AND ECONOMIC
 DEVELOPMENT AND DEPARTMENT FIELD SURVEY

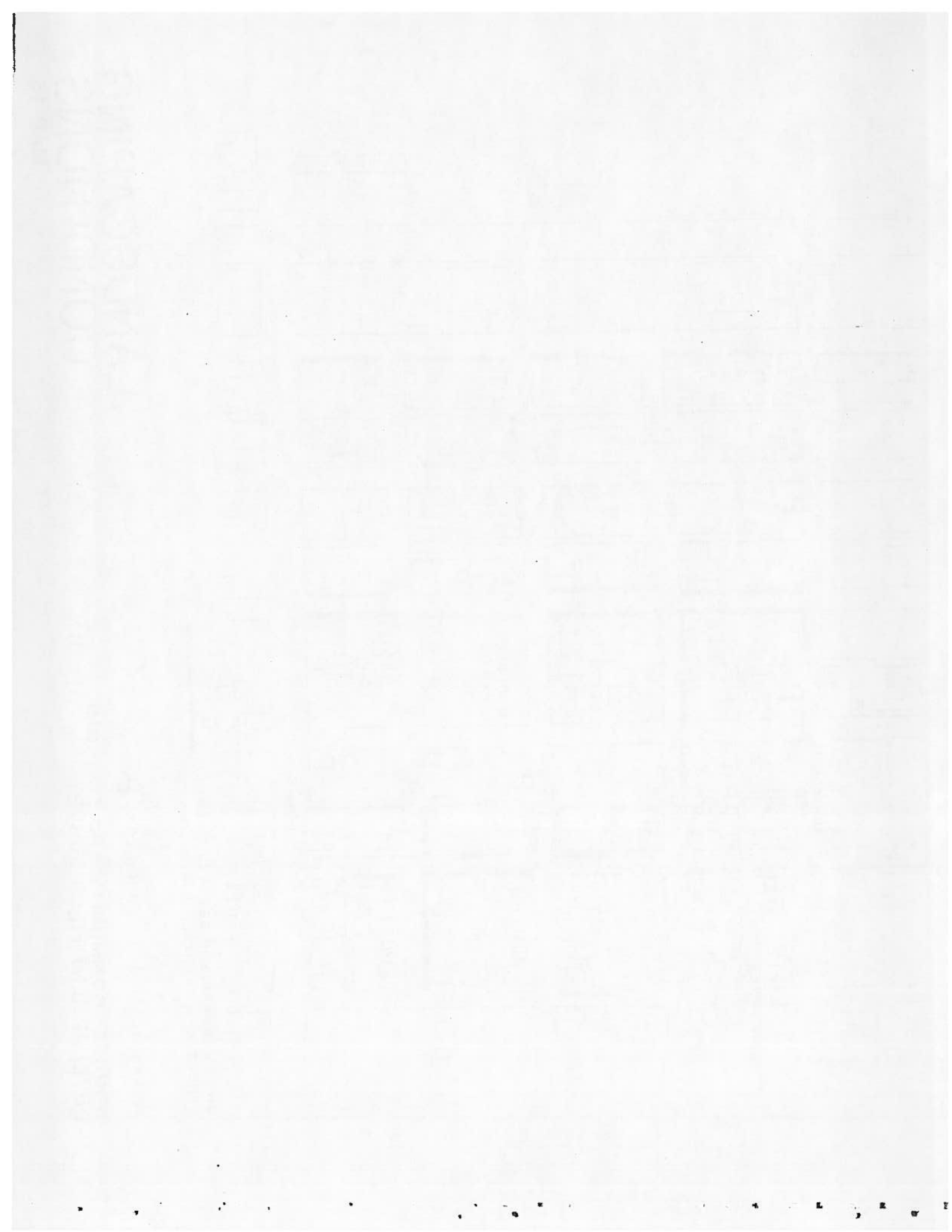


LANDSCAPING CONDITIONS

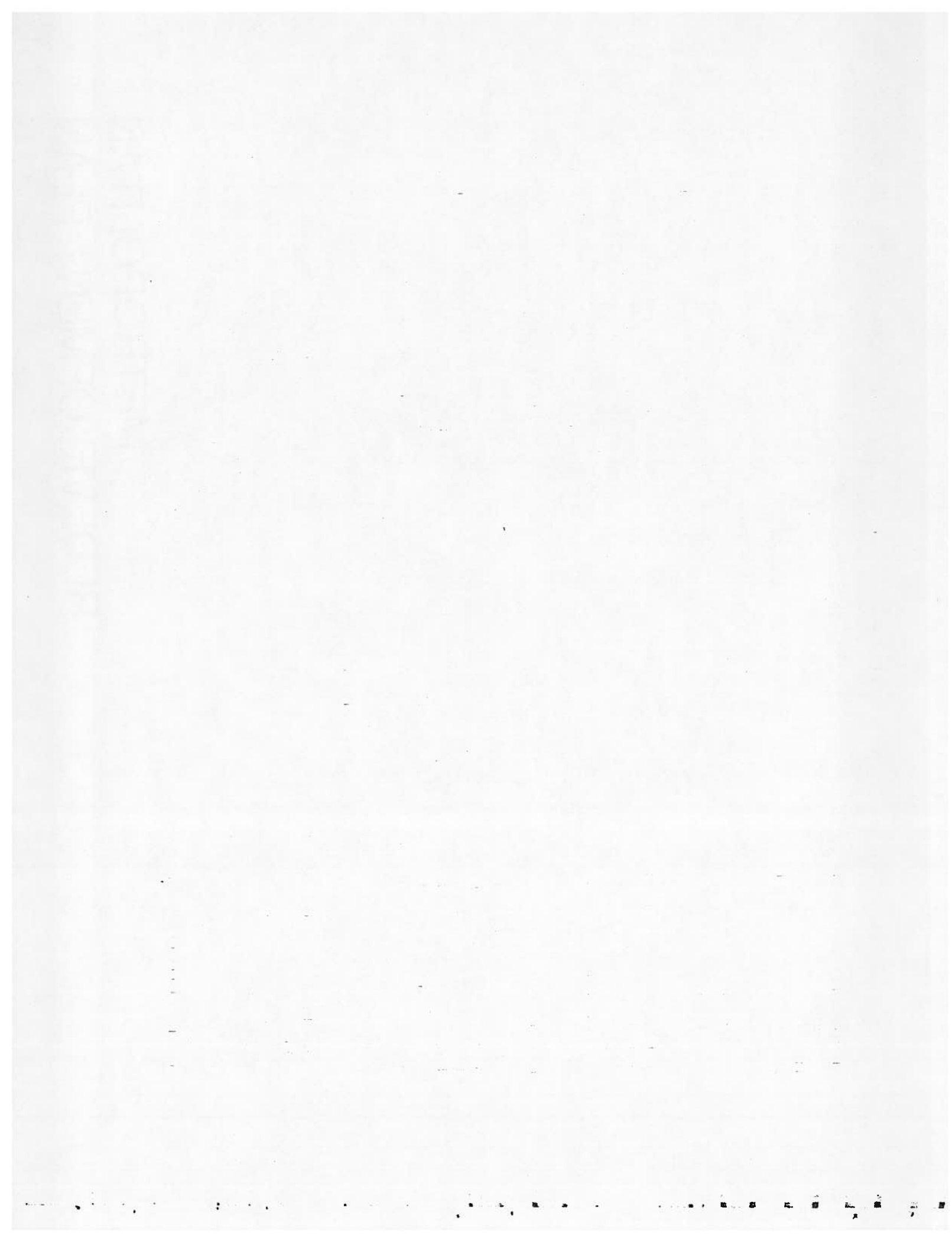
MAP 15

NO LANDSCAPING IN PARKING LOT **P**

SOURCE: COMMUNITY AND ECONOMIC
DEVELOPMENT FIELD SURVEY



METROPOLITAN REDEVELOPMENT PLAN



III. METROPOLITAN REDEVELOPMENT PLAN ELEMENTS

GOALS FOR THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN

1. Allow expansion of the existing Downtown Urban Center to include appropriate portions of the McClellan Park District.
 - 1-1 Provide adequate development sites for an on-going redevelopment program attracting private investment
 - 1-2 Continue to expand the Downtown Core tax base.
 - 1-3 Provide a total area comparable in size to other major Urban Centers.
2. A portion of the McClellan Park Area should eventually become a functional district of the Downtown Core with its own distinct identity.
3. The area should contain a mixture of uses, architectural forms and building scales to create a quality urban environment that is varied, dynamic, and oriented to people.
4. The integration of historic elements into redevelopment projects shall be encouraged.
5. McClellan Park should be emphasized as a focal point of the McClellan Park District.
 - A. Create design guidelines to assure that new development responds to the park as a positive visual and functional amenity.
 - B. Create high quality pedestrian linkages to McClellan Park to optimize pedestrian access from other areas of the district and from the Civic Plaza.
6. A high intensity, active and high quality public pedestrian environment should be created within the area.

7. Transit and pedestrian links should be created between major urban open spaces and amenities (including McClellan Park, Civic Plaza, and Alvarado Square).
8. Residential rehabilitation, new residential construction and hotel development shall be promoted to encourage 24-hour activity, provide close-in housing for downtown employees, and actively promote compatible mixed-use redevelopment.
9. The viability of existing businesses shall be protected during the rehabilitation and redevelopment of areas within the district.
10. Mountain Road west of Fourth Street should continue its present character as a pedestrian scale historic corridor to Old Town.
11. Traffic on Mountain Road should not be increased.
12. Street level development along Fourth Street should be pedestrian oriented commercial activity reflecting its historic role as a major commercial street.
13. Financial incentives should be used for a variety of redevelopment needs including rehabilitation, new construction, and large and small projects.

A. Zoning Concept (See Map 16)

1. Downtown Core - SU-3 Zoning

Recommendations (See Map 17)

1. The present Downtown Core SU-3 zone should be extended one block north of Lomas between the Railroad Tracks and Sixth Street and between Lomas Blvd. and Slate Avenue so that both sides of Lomas are zoned the same. This policy is appropriate for a major arterial, and will help to encourage appropriate development and treatment of Lomas Blvd. in accordance with its function as a major entrance to Downtown. Rezoning to SU-3 is proposed with the adoption of this Plan, through amendment to the Downtown Core Interim Sector Development Plan.

2. Design criteria to be met in site plan review will be specified for each block within the new SU-3 area. (See Section III. F., Map 22)

3. Expansion of the Downtown Core north of Slate Avenue to Mountain Road should be considered in the process of preparing a Downtown Core Sector Development Plan. During this process such issues as densities, surrounding land uses and plans, potential infill development within the existing core area, and the size of Albuquerque's downtown in relationship to other cities should be analyzed as a basis for boundary recommendations.

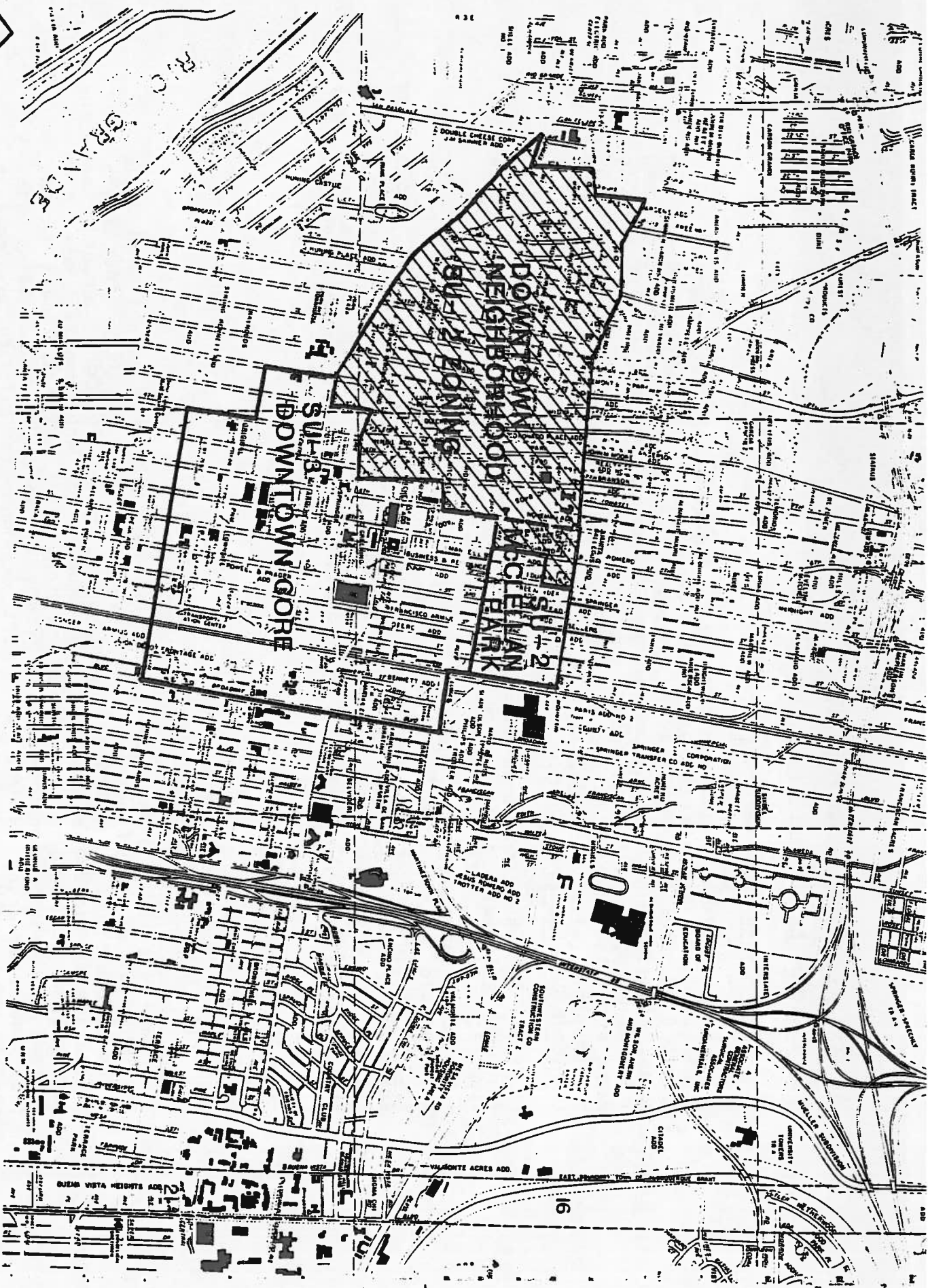
Zoning Rationale

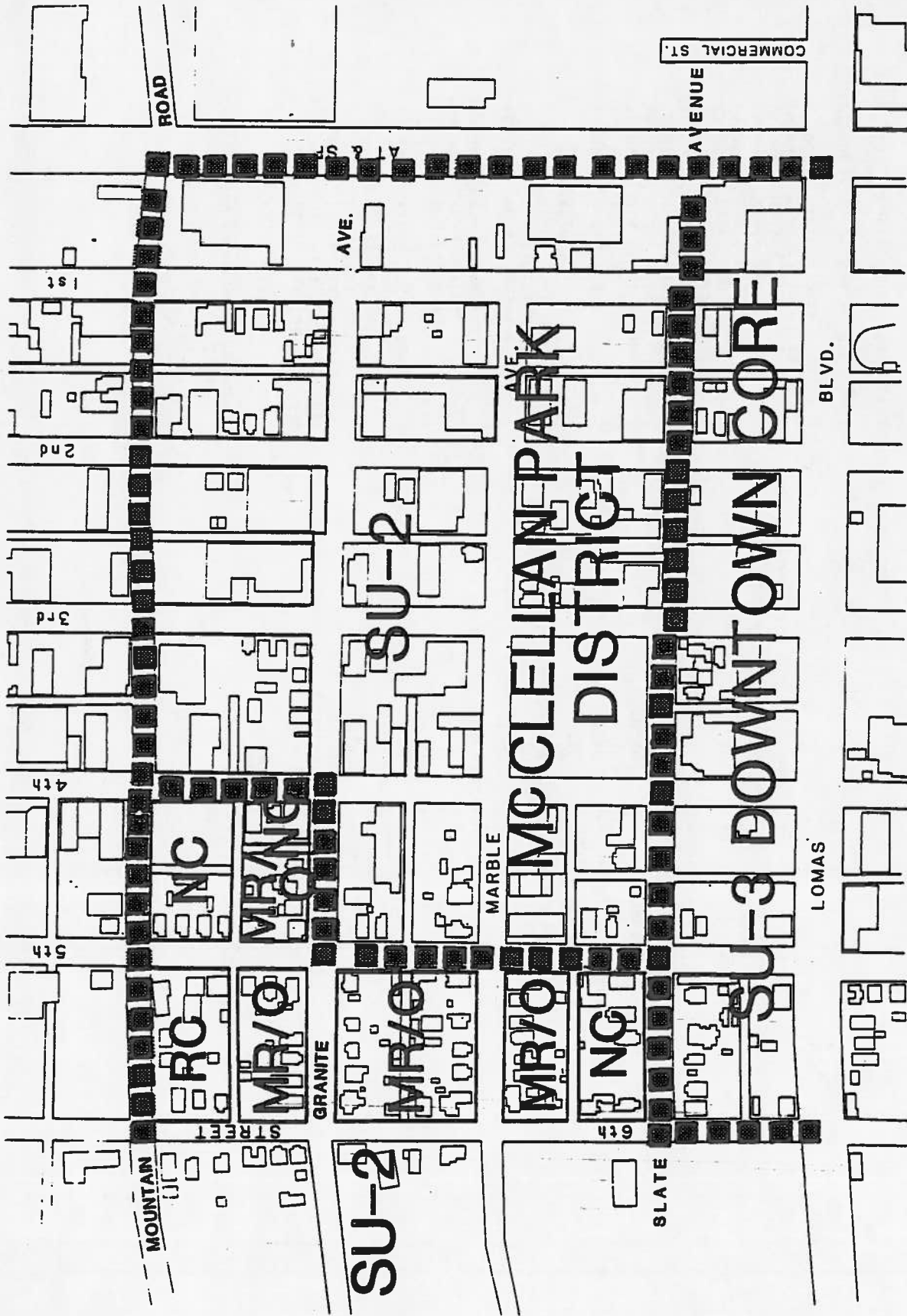
The reasons for these recommendations are detailed as follows:

(1) Need for Expansion of the Downtown Core

The existing boundaries of the Downtown Core were established with the adoption of the first Downtown Plan in 1970, with only minor revisions since then. In 1976, adoption of Downtown Core Sector Plan boundaries included a three-block expansion to the Robinson Park area for purposes of encouraging housing and a four-block expansion east to the railroad tracks to encourage conversions of warehouses to office use. Thus the boundaries of the Core were expanded in 1976 to accommodate growth and provide sites for desired development patterns; boundaries

NORTH





PROPOSED ZONING

MAP 17

OFFICE SPACE ADDED TO THE DOWNTOWN SINCE 1970

CONSTRUCTED OR UNDER CONSTRUCTION

New Construction

117,000	Amer. Bank of Commerce
107,000	Mt. Bell State Hdqtrs.
301,000	First Plaza Galleria
80,000	Plaza del Sol
54,000	Plaza Maya
30,000	Rio Grande Valley Bank
87,500	Albug. Nat'l Bank
32,200	Mt. Bell Credit Union
198,000	PNM Phase I
170,000	Roma Northwest
340,000	Plaza Compana

1,516,700 Total Square Footage for New Construction

Renovations

24,000	Rosenwald
14,000	Sunshine
85,000	Old First National
26,000	Occidental
15,000	M J O'Fallon
88,000	Copper Square
56,000	Crossroads (Woolworth)
35,000	Third Central Plaza
16,800	Sun Countyplex
6,500	Slade Dairy
14,300	Hudson Hotel
20,000	Produce Building
12,000	Pacific Desk

412,600 Total Square Footage for Renovations

1,929,300 Total Square Footage for all Constructed

PLANNED - NOT YET UNDER CONSTRUCTION

New Construction

226,700	City/County Office Building
100,000	500 Lead Limited
200,000	First City Bank
60,000	New Mexico Pacific
72,000	Union Square
115,600	Cavan Building

774,300 Total Square Footage for Planned New Construction

Renovations

26,700	Quickel Building
7,000	Ocho Building
16,100	McCanna Hubbel Building
65,000	Albug. High School
12,000	Schuffelebarger
8,500	Graham Paper Company
5,300	110 Gold SE
40,000	Wool Warehouse
180,600	Total Square Footage for Planned Renovations
954,900	Total Square Footage for Planned Construction

2,884,200 Total Square Footage Constructed and Planned Since 1970

should continue to be viewed as flexible to meet changing needs and conditions.

Designed to accommodate a highly concentrated urban renewal program, the boundaries established in 1970 do not take into account major changes which have taken place in the downtown since then. Table 1 indicates that almost three million square feet of new construction have been completed or planned since the initial definition of core area boundaries in 1970. Thus, development opportunities within the Core have been considerably reduced since it was originally defined. This reduction of development opportunities within the Core, coupled with containment policies imposed by neighborhoods to the west, east and south, impairs the City's ability to respond adequately to market demand. This in turn hinders the continued achievement of a key public policy objective--that of expanding and strengthening the employment and tax base within the center city, or as the Comprehensive states, "continuing and expanding the redevelopment and rehabilitation of older areas." Within the context of a city-wide growth management strategy, the City's redevelopment program must be viewed as an on-going program which continues to strengthen the tax base, rather than one that is completed at a single point in time.

For quality redevelopment of the Downtown to continue, desirable sites must be available to meet private sector needs for design flexibility and assembly at feasible cost. Few sites can be found within the present SU-3 area. Only one full block in public ownership remains undeveloped after clearance by the City (the block north of Civic Plaza). Available land has a less desirable development configuration or lacks comparable open space amenities provided to this new SU-3 area by McClellan Park.

Although the Comprehensive Plan does not address the size of urban centers, an estimate of Downtown's ultimate size potential can be derived from comparison with the Coronado/Winrock SU-3 area, which contains a total of approximately 400 acres compared to 182 acres within the Downtown SU-3 zone. It can be argued that Downtown should be the City's main urban center, if evaluated in terms of the principal criteria listed in the Comprehensive Plan for urban center designation: its good freeway access; its potential for expanded mass transit service; and its centralized location relative to projected growth patterns of the metropolitan

area. Development opportunities must be expanded to remain competitive with other urban center locations.

(2) Location of Core Expansion

The area north of Lomas is the most logical growth path for several reasons:

- a. The Downtown Core cannot expand to the south, west or east because of the established neighborhoods in those directions and the neighborhood sector plans which protect and strengthen their residential character. Expansion to the north is the only remaining option.
- b. This area contains predominantly older commercial and manufacturing uses in a general condition of deterioration and non-development.
- c. McClellan Park provides a significant urban design amenity which can serve as a focal point around which to organize private reinvestment north of Lomas. Redevelopment could change the now under-utilized park to a valued part of the downtown environment.
- d. Expansion to the north would curtail demand for commercial/office incursions into residential areas on downtown's eastern, western, and southern boundaries, thus protecting existing neighborhoods.

(3) Boundaries

Possible SU-3 boundaries recommended for further study include the blocks surrounding McClellan Park, in recognition that the park represents a major amenity and focal point around which to organize redevelopment appropriate to an urban center character. Possible boundaries extend north to Mountain Road east of Fourth and Fifth Streets and east to the railroad tracks since over the long term it may be in the city's best economic development interests to replace existing marginal commercial and industrial uses in that area, many of which would be better served through relocation to larger industrial or warehousing

sites with more adequate space for on-site parking and better transportation access. Possible SU-3 boundaries end at Fifth Street on the west in recognition of its more stable character as a viable residential neighborhood with strong potential for rehabilitation and re-use of existing structures. This area would be best protected by inclusion within the Downtown Neighborhood Area, as recommended in this plan. The blocks between Lomas and Slate, the Railroad Tracks and Sixth Street are included in the SU-3 area to be rezoned with the adoption of this Plan since they share many of the same characteristics which led to the City's rezoning of the First City site. Both sides of Lomas, as a major arterial, should be zoned the same. Extension of SU-3 zoning one block north of Lomas will strengthen the street's function as a major entrance to Downtown.

2. SU-2 McClellan Park District

Recommendations (See Map 17)

1. A special McClellan Park District zone should be instituted for the area north of Slate Avenue to Mountain Road and generally east of Fifth Street to the railroad tracks. Rezoning is proposed with the adoption of a Sector Development Plan for the McClellan Park District, as contained in Section IV.

2. Parking requirements should generally be equivalent to those now required by the Zoning Code for each use, except for pedestrian-oriented retail establishments and optional alternatives to encourage structured parking. These alternatives would allow developers the options of: (1) contributing a fee for public structured parking in lieu of providing parking on-site; or (2) obtaining City waiver of 50% of parking requirements if structured parking is provided by the private sector.

3. Uses which are incompatible adjacent to the Downtown Core Urban Center should be discouraged and redevelopment to a more urban character encouraged. Heavy commercial and industrial uses would become non-conforming, and outdoor storage would become conditional under the recommended zone.

4. Mixed-use development which maintains the present ratio of residential to non-residential uses shall be required for the blocks

immediately to the west and northwest of the park to provide a transition to the neighborhood and create a well-planned, mixed-use character.

5 Zoning should encourage quality redevelopment. Design criteria to be met in Site Plan Review should be specified for each Block within the SU-2 zone north of State. (See Section III. F and Map 22) These criteria would address such issues as:

- a. The need for transitions to lower scale development where the McClellan Park District interacts with neighborhood areas to the west and north;
- b. Requirements for pedestrian orientation including retail and service commercial uses, at ground level fronting on McClellan Park and along Fourth Street, and encouragement of ground level retail uses along major pedestrianways;
- c. The need for maintaining solar access to the park, to the neighborhood, and to major pedestrianways; and
- d. Requirements for area-wide landscaping consistent with those now imposed for the Downtown Core.

Zoning Rationale

(1) Need for Development Controls

The imposition of the present Downtown Core SU-3 zoning on the entire planning area could have adverse effects on that area and could exacerbate already serious problems:

- a. The wide latitude of uses now allowed within the Downtown Core SU-3 zoning would do nothing to solve the incompatible use problems now existing in the area.
- b. The lack of design criteria within the present Downtown Core SU-3 zone would leave the City without adequate tools to ensure quality redevelopment, particularly around McClellan Park and in areas serving as transitional to lower scale patterns between Fifth and Sixth.

- c. The absence of parking requirements within the Downtown Core SU-3 zone could exacerbate already severe parking problems and could impose unnecessary financial hardship on the City by forcing extension of subsidized parking policies without identifying financing sources.

Creation of a special McClellan Park District zone provides the controls necessary to address the problems outlined above.

(2) Redevelopment Standards

Design criteria will help to ensure high quality redevelopment, with architectural design and landscaping in accordance with basic principles of urban design.

(3) Land Use Objectives

The proposed zoning is designed to promote compatible mixed-use redevelopment (See Goal #8) by maintaining the existing proportion of residential to non-residential development in key transitional blocks immediately to the west of McClellan Park. These requirements for residential use are appropriate for these blocks since they: (a) serve as transitions between the proposed higher density commercial redevelopment within the McClellan Park District and the neighborhood to the west; and (b) are located adjacent to McClellan Park providing a major open space amenity for residents. Requirements for mixed-use including residential will promote a "distinct identity" for the McClellan Park District and are essential to creating a well-planned urban character.

(4) Parking

See Section III. E.

(5) Strategy

Re-zoning to SU-2 McClellan Park District is proposed with the adoption of this Plan (See Section IV).

3. Downtown Neighborhood Area - SU-2 Zoning

Recommendations (See Map 17)

1. The three blocks between Fifth and Sixth Streets north of Slate Avenue to Mountain Road and the block between Fourth and Fifth Streets between Granite Avenue and Mountain Road should be added to the Downtown Neighborhood Area Sector Development Plan in recognition of their neighborhood character.

2. This general area should be zoned for low-scale, mixed use development which allows both residences and offices. The zone should have as permissive uses townhouses, single family residences, and 50% use of any residential use for office. As a conditional use, 100% office use should be allowed if certain specified criteria are met.

3. The "edges" bordering Mountain Road between Fourth and Fifth Streets and north of the proposed SU-3 zoning between Fifth and Sixth Streets one-half block north of Slate Avenue should be zoned as buffer areas for low-scale neighborhood commercial development.

4. Residential densities should be compatible with existing single-family homes.

Zoning Rationale

(1) Strengthening Residential Character

The area recommended for MR/O zoning consists predominantly of single family residences. There are 39 houses in the three blocks west of Fifth Street while there are only five commercial uses, most of which involve conversions of residences to offices. The character of the area therefore relates to the Downtown Neighborhood Area to the west. The majority of residents and property owners in this area have expressed a desire to preserve and enhance these low-scale residential characteristics.

(2) Allowing Low-scale Mixed Use

The area proposed for MR/O zoning would respond to the market demand for conversions of single-family residences to office uses related to the

Downtown Core. While it is important to retain the existing single-family scale, this area is more appropriate for office conversion of single-family homes to offices than other areas adjacent to the Downtown Core, such as the HDA zoned area west of Seventh Street and south of Lomas Blvd., and the proposed mixed-use zoning would encourage reinvestment in the form of rehabilitation of existing buildings.

(3) Preserving the Character of Mountain Road

Low scale commercial development would be permitted along the edges of the area. On the northern edge along Mountain Road the zoning is proposed to be RC, which includes a conditional use for 100% commercial use. This zoning is consistent with the Downtown Neighborhood Area and Sawmill Plans in which properties along Mountain Road are generally zoned residential/commercial or residential. The RC and NC zoning reinforced the historic character of Mountain Road as a narrow street bordered by low scale development, and supports the goal of not increasing traffic along Mountain Road.

(4) Providing Transitional Areas

Since the half block on the north side of Slate between Fifth and Sixth is across the street from recommended SU-3 zoning, it should not be zoned residentially but rather should function as a transition or "buffer" to the low-scale mixed use zone to the north. Slate Avenue is also part of the pedestrian circulation system and the neighborhood commercial uses permitted under NC can support the pedestrian use of the street.

(5) Strategy

Re-zoning to SU-2 is proposed with the adoption of this Plan, through amendment to the Downtown Neighborhood Area Sector Development Plan (See Appendix A).

B. CIRCULATION

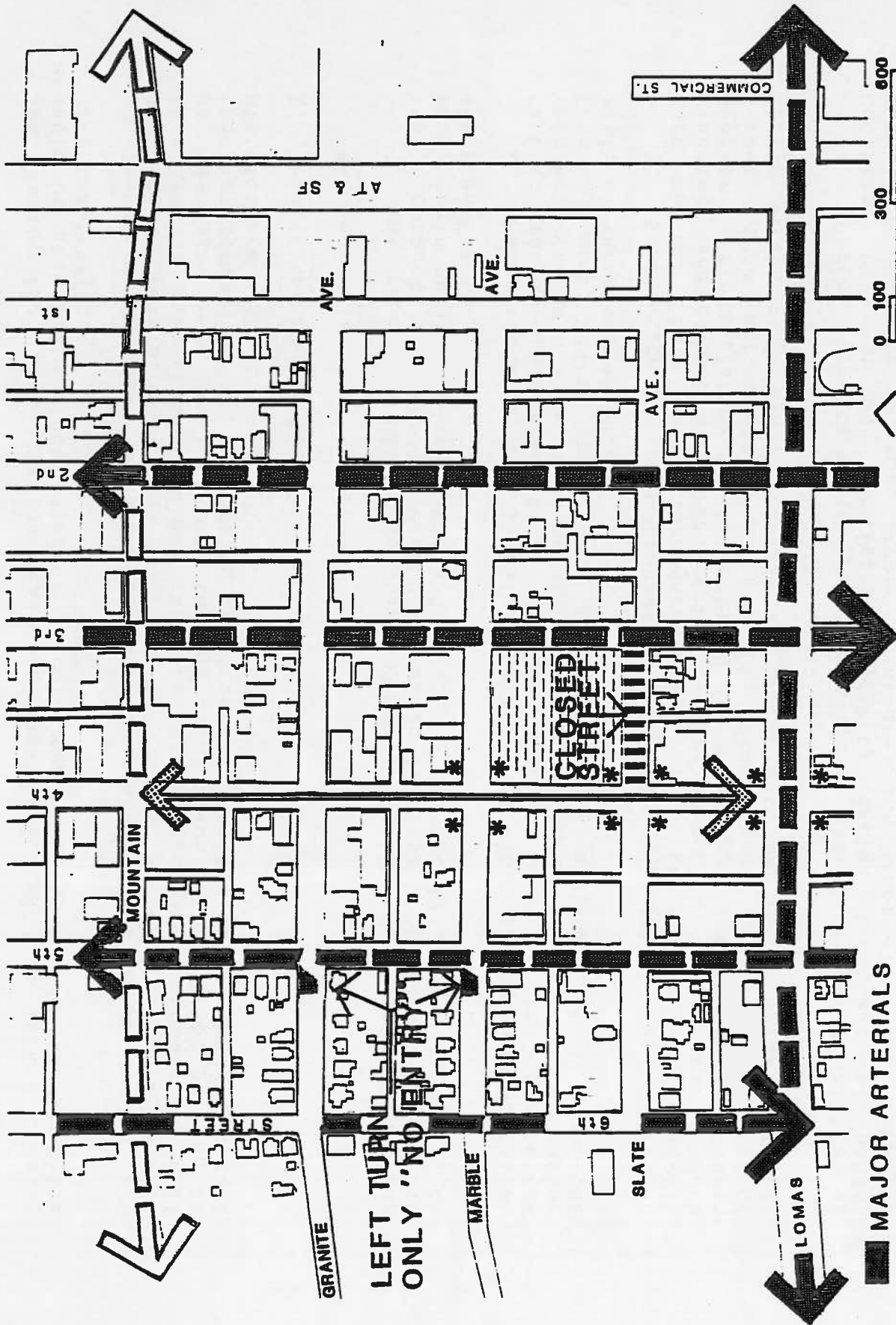
1. Vehicular Circulation (See Map 18)

Recommendations

1. As the McClellan Park District is redeveloped, on-street parking should be eliminated to improve local vehicular circulation.
2. Temporary barricades should be installed at the intersections of Granite and Marble Avenues with Fifth Street which permit left turns onto Fifth Street but prevent left turns from Fifth Street onto Marble and Granite Avenues as a means of reducing through traffic on primarily residential streets. If this experiment is successful, temporary barricades should be replaced with permanent installations.
3. Slate Avenue between Third and Fourth Streets should be closed to vehicular traffic to promote a pedestrian relationship between McClellan Park and the new development south of Slate Avenue.
4. Fourth Street should continue its function as a minor arterial serving local businesses as well as providing access to Downtown. At such time as pedestrian activity increases to levels which warrant pedestrian controlled traffic signals according to official standards, such signals should be installed at the intersections of major pedestrianways with Fourth Street.
5. Curb parking should be eliminated on Fourth Street between Lomas Blvd. and Slate Avenue. Installation of street trees is encouraged, but any such improvements shall not reduce the existing 40' street pavement width.

Rationale

The vehicular circulation concept for the McClellan Park area is in accordance with the Long Range Major Street Plan, which identifies Lomas, Second, Third, Fifth, and Sixth Streets as principal arterials serving downtown; Mountain Road as a collector street; and Fourth Street as a minor arterial. The Plan recognizes that all other streets are presently used primarily for local traffic. The Plan, however, proposes a number of modifications to the local vehicular circulation system, as described above. The only actual street closure is recommended for Slate Avenue between Third



VEHICULAR CIRCULATION

MAP 18

and Fourth; the Transportation Department has indicated that such a closing would be acceptable since adjacent streets would be capable of handling the diverted traffic.

These recommended improvements to the local circulation system are designed to reinforce desired land use and zoning patterns. It is assumed that traffic congestion problems currently experienced on local streets will be alleviated over the long-term through elimination of on-street parking as the area redevelops and as parking requirements proposed in the McClellan Park District are met.

2. Transit and Pedestrian Circulation

Recommendations

1. At such time as a Downtown shuttle loop is instituted, the loop should connect the McClellan Park District to the rest of Downtown. A possible route could be Third Street, Fifth Street, and Granite Avenue on the north, as shown on Map 19.

2. Pedestrianways should radiate in all directions to and from McClellan Park to provide optimum access to the park from all areas of the District and reinforce the park as a focal point. Slate would serve as a primary connector from the west, Fourth Street from the north and south, and Marble from the east, as shown on Map 20.

3. Fourth Street shall provide a pedestrian connection from McClellan Park to the Civic Plaza through removal of on-street parking, sidewalk widening, and street tree landscaping between Lomas and Slate, and through pedestrian signalization improvements to the intersection of Lomas and Fourth Street. Such improvements shall not affect the through vehicular capacity of Fourth Street as a minor arterial and shall not reduce the existing street right-of-way.

4. Design elements of the pedestrian system should create visual ties to McClellan Park through consistent, quality design treatment of paving materials, lighting systems, street furniture, and other elements creating a high quality pedestrian environment.

5. Slate Avenue between Third and Fourth Streets should be closed to vehicular traffic and converted into a landscaped mall. (See also Recommendation #3 under Vehicular Circulation) This closure would enhance the over-all quality of the development south of Slate by strengthening its pedestrian orientation and providing opportunities to extend the park landscaping throughout the development south of the park to Lomas.
6. Parking requirements should be waived for retail outlets which encourage pedestrian traffic and use.

Rationale

The Albuquerque/Bernalillo Comprehensive Plan establishes the following policies:

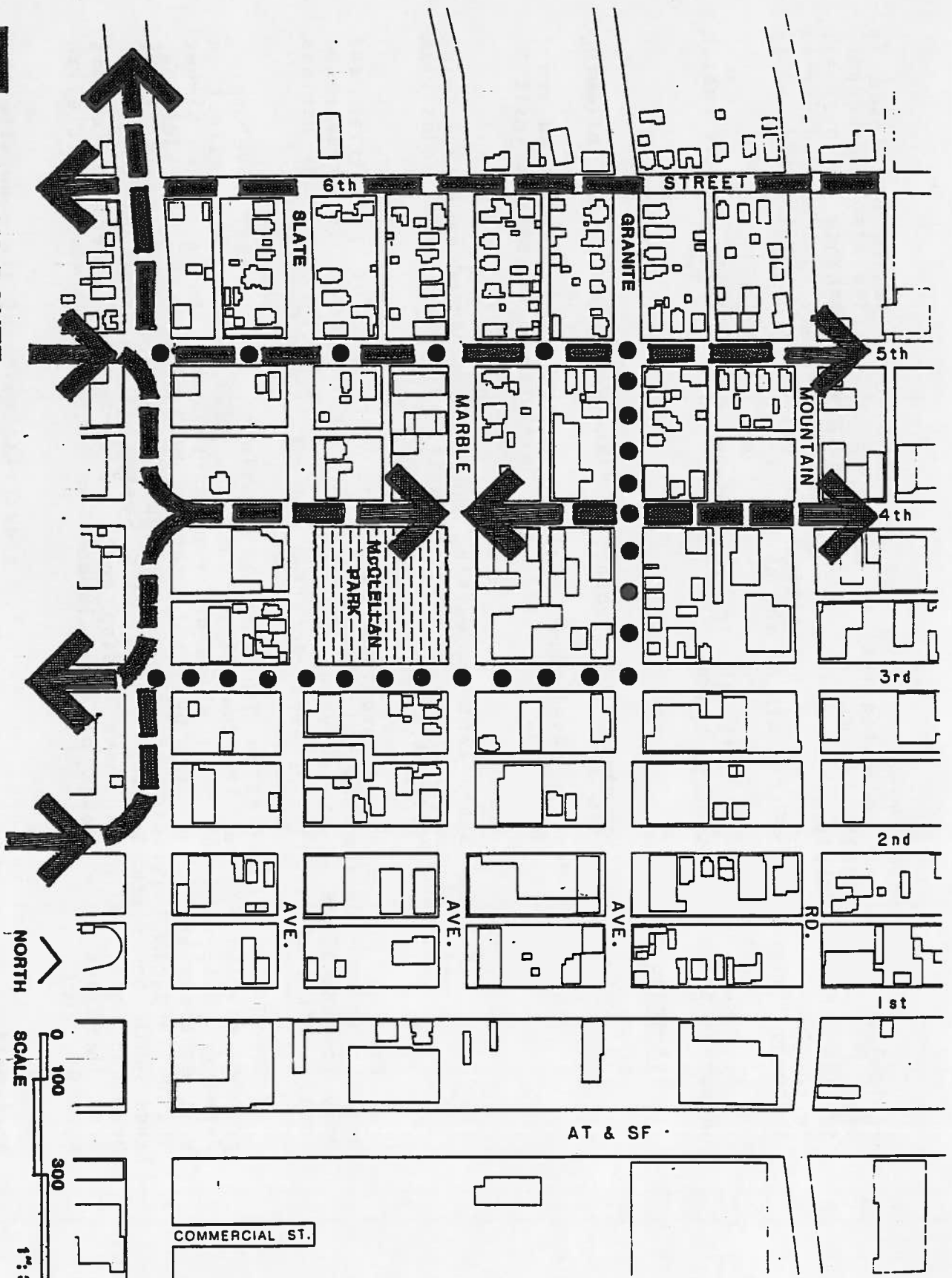
"Higher density development shall be concentrated in selected areas (urban centers...), to facilitate development of mass transit." (Policy A.5.h)

"In major urban centers, walking should be enhanced by establishing pedestrianways separate from streets and auto free pedestrian zones." (Policy A.5.i.)

This policy framework provides the basis for specific pedestrian and transit recommendations in this Plan. Actual street closure is recommended only for one block of Slate Avenue in order not to exacerbate already serious local traffic circulation problems detailed under Existing Conditions.

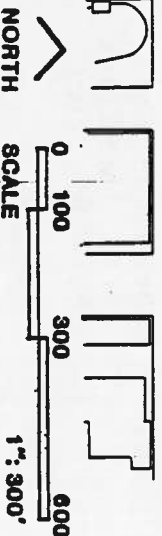
The Transit Circulation Map (Map 19) reflects the Transit Development Program adopted by the City Council on July 18, 1983, which takes effect in January, 1984. The bus route which now runs north and south on Fourth Street will continue as the primary bus route serving McClellan Park. In addition, the new program institutes an express bus route running north on Fifth Street and south on Sixth Street. Since this system is intended to serve the Downtown Core, it should have a stop north of Lomas when ridership in this area increases as a result of redevelopment in order to serve the McClellan Park District.

The rights of way most suitable for pedestrian movement are generally the east-west streets because these local streets have less traffic than the major arterials serving downtown in the north-south direction, and more potential



CITY BUS ROUTE EFFECTIVE JAN. 1984

●●● DOWNTOWN "MINI-BUS" SHUTTLE ROUTE (PROPOSED)



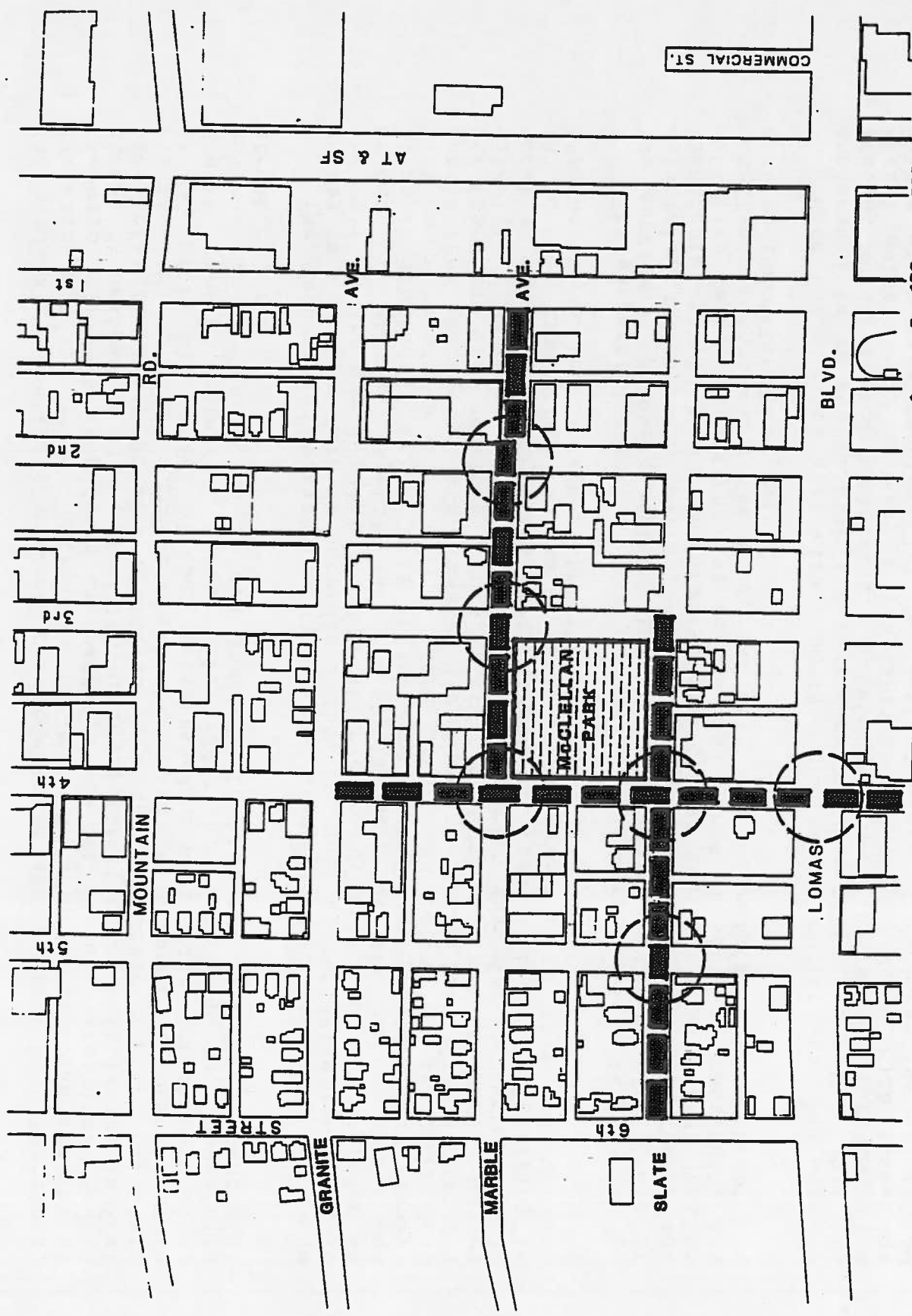
TRANSIT CIRCULATION

PEDESTRIAN CIRCULATION

MAP 20

PEDESTRIAN CROSSING AT INTERSECTIONS

PEDESTRIANWAYS



for minimizing conflicts between the pedestrian and automobile. Therefore, the east-west streets are designated in the pedestrian circulation element as the major carriers of pedestrian traffic, with one notable exception. Fourth Street is designated as a pedestrian oriented street because it is the logical pedestrian connector between McClellan Park and the Civic Plaza. The Civic Plaza's reuse of Fourth Street right-of-way and the planned mall to the south of the Civic Plaza have already established a pedestrian orientation along Fourth Street south of Lomas. In addition, improving the pedestrian environment on Fourth Street can enhance its historic role as a commercial street.

The recommended pedestrian system is also intended to provide optimum access to McClellan Park in accordance with the goal of this Plan to emphasize the Park as the focal point of this District. McClellan Park is intended to become the physical symbol and visual landmark of the entire area, and strongly linking it to the rest of the area through designated pedestrianways will help reinforce that goal. These landscaped pedestrianways will lead people from the more remote areas of the District to the park along landscaped corridors and will continue across intersections through use of special paving materials. A major expression of the pedestrian circulation system should occur at the intersection of Fourth Street and Lomas, visually signifying to the driver that there is major pedestrian movement at this intersection linking the McClellan Park District to the rest of downtown.

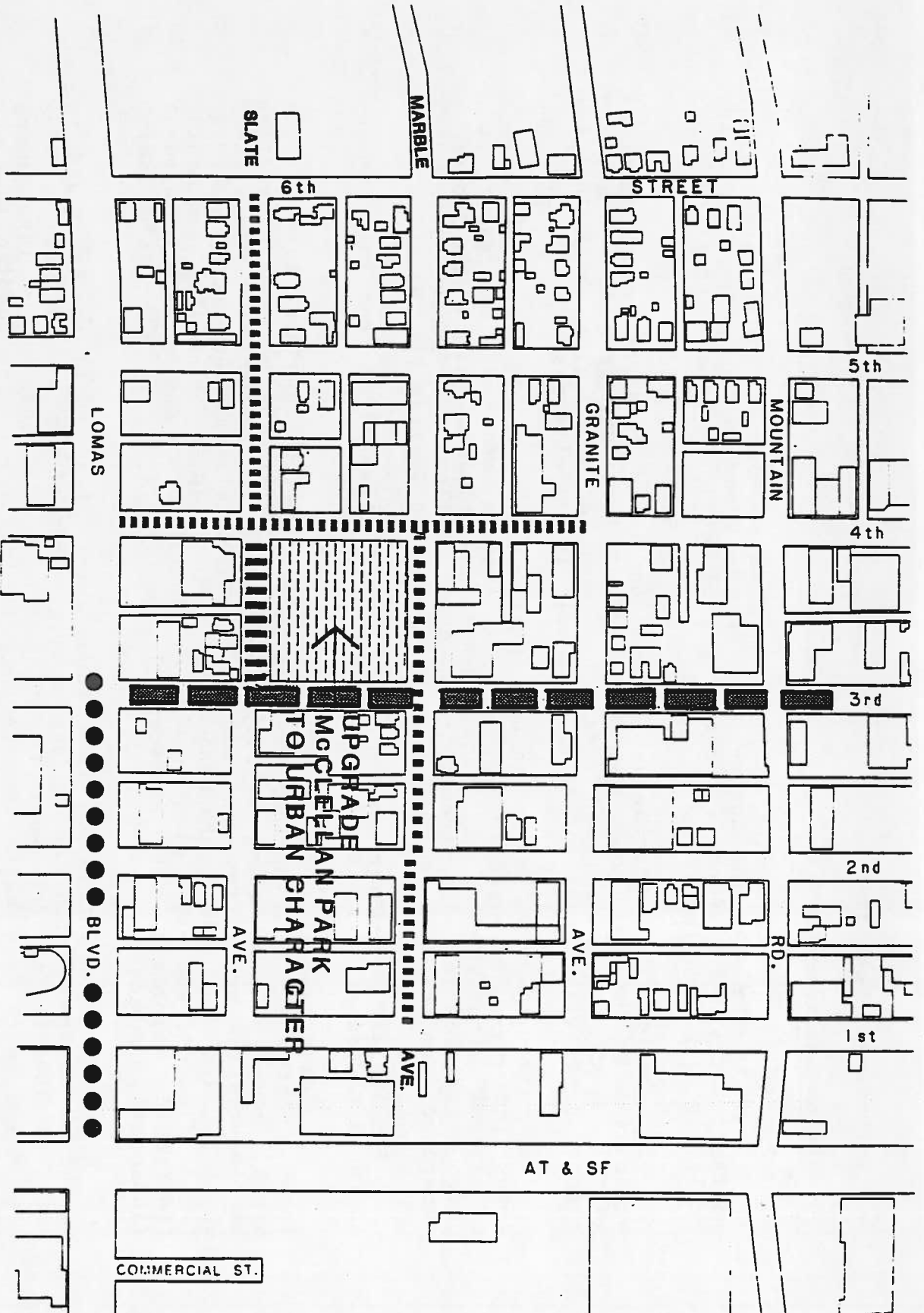
The successful design of the pedestrian circulation system is critical to the successful redevelopment of the McClellan Park District. The kinds of materials, the type of paving, the street furniture, lighting systems, and landscaping should be of the highest quality and consistent with treatment of McClellan Park. Consistency of design will create a sense of continuity and cohesiveness throughout the area, and will help to reinforce the role of the park as the major focal point.

Land use changes will also promote a pedestrian character. The area is encouraged to redevelop with pedestrian-oriented retail uses rather than the present auto-oriented businesses. Waiving parking requirements for specified retail outlets will provide a substantial public incentive which eases the burden of parking problems for the desired uses. This incentive will allow the expansion of existing pedestrian-oriented retail establishments, such as restaurants, and will encourage other such development to locate within the area.

C. Landscaping Concept

Recommendations

1. Third Street should become a landscaped "parkway" with street trees from I-40 to the Alvarado Square area of the Downtown Core, to enhance the northern access to Downtown and create a landscaped tie between Coronado Park, McClellan Park, and the Civic Plaza.
2. Designated pedestrianways shall be fully landscaped and improved walkways with special paving treatment, street furniture such as benches and kiosks, special lighting, and pedestrian-oriented landscaping which includes planter areas with shrubs and flowers as well as street trees.
3. Throughout the McClellan Park District and the new SU-3 area, street trees and sidewalk improvements will be required for all new development consistent with street tree requirements now imposed within the Downtown Core. Installation of street trees shall follow the Street Tree Plan excerpted from the 1975 Downtown Plan Revision (See Section III. F)
4. The Lomas Pedestrianway Project should be extended from Third Street to the Railroad right-of-way along both sides of Lomas Blvd.
5. The urban character of McClellan Park should be enhanced to make it a focal point for the District. Improvements should include adding seating areas, paving the existing walkways, improving the stage area to attract people-oriented activities, and adding a special element such as a fountain, while at the same time enhancing natural landscaping by adding ornamental trees, flowers, and other plantings which contribute to the variety of natural landscaping materials. The landscape design should retain the basic "soft" landscaping character.
6. A detailed McClellan Park landscaping plan should be developed to establish design continuity in the public right-of-way and provide a more detailed landscaping framework to guide new development. This landscaping plan would serve as a basis for the City to identify costs, funding sources, and proceed with implementation.



- ▬▬▬ LANDSCAPED MALL
- ▬▬▬ LANDSCAPED PEDESTRIANWAY
- EXTENSION OF LOMAS BLVD.
- PEDESTRIANWAY DEVELOP 3RD STREET AS A LANDSCAPED "PARKWAY"

Rationale

Provision of landscaping amenities throughout the McClellan Park Redevelopment Area will help to carry out a primary aim of redevelopment to attract people, activity, and private investment by improving the total physical environment.

Plantings, properly placed and used, can perform a variety of functions which make the area more pleasant for people. They can provide shade, serve as windbreaks, reduce glare, absorb noise, form screens separating pedestrians from traffic, and help to purify the air. These abilities are particularly crucial adjacent to the Downtown urban center.

In addition, plantings can add beauty and color, a sense of seasonal change, and provide softer forms of human scale contrasting to the hard surfaces and massive character of structures and spaces in a highly urbanized setting. Street trees in particular can help to unify certain discordant architectural elements in the area and provide identity to the McClellan Park District as a special place distinct from other parts of the city.

Critical components of the landscaping design for the McClellan Park area are the proposed landscaping treatment for public rights-of-way, in particular the major pedestrianways, and for McClellan Park itself. The pedestrianways will be fully developed, with special sidewalk materials and plantings as described under Recommendation #2. The recommendation for street trees along Third Street is based on its unique role as the only major arterial serving downtown that passes by three major parks: Coronado Park, McClellan Park, and the Civic Plaza. This fact provides a unique opportunity to create linkages which strengthen park exposure to the street and develop a sense of place and entrance to the Downtown from the north.

The recommendation to extend the Lomas Pedestrianway from Third Street to the Railroad right-of-way recognizes that the project has been a major improvement in the Downtown area and that the extension will enhance an important eastern entrance to Downtown.

A significant element of the landscape concept is the proposed upgrading of McClellan Park to provide an environment more suited to the proposed urban center character. Improvements to the park should provide opportunities for seating, conversation, areas for small public gatherings, sidewalk displays,

street vendors, small art shows, and other types of activities that would add vitality to this urbanized setting. The Park should also continue to be a natural, landscaped environment providing for large areas of grass, trees, shrubs, flowers and other natural plantings. The Park is currently surrounded on all sides by streets, two of them arterials. The proposed mall at Slate will allow the Park to connect directly to new development to the south, remove parked cars from at least one of its edges, and increase the area allotted for pedestrians. It will also allow opportunities to continue the Park environment across Slate and into the block north of Lomas between Third and Fourth Streets, giving it some visual expression on Lomas.

D. Public Improvements

1. Utilities

Recommendations

1. Undergrounding of small electric distribution lines and telephone lines, and relocation of major facilities should be done as the area redevelops, if the McClellan Park District is designated part of the Downtown Core. The major transmission line along Third Street and the towers at the intersections of First and Third with Lomas should be relocated to the east to minimize impact on developable sites. The Facility Plan: Electric Service Transmission and Subtransmission Facilities (1981-1991) would need to be amended accordingly through the Visual Resource Management System. This recommendation is in accordance with policies adopted in that plan for urban centers.

Rationale

The utilities in the McClellan Park Area, both telephone and electrical, create visual environmental problems. Locations of major electric utility poles at the intersections of Third and First Streets with Lomas intrude visually on a major Downtown entrance from the east and are incompatible with the Urban Center character along Lomas recommended in this plan.

2. Drainage

Recommendations

1. Storm sewer improvements to Lomas Blvd. and Aspen Avenue as identified in the Albuquerque Master Drainage Study (AMDS) should be included for funding in the six-year CIP program.

2. Drainage plans must be submitted and approved for all new construction, and must conform to the 1982 Drainage Ordinance. (See Section III. F.)

Rationale

As discussed under Existing Conditions, the McClellan Park area exhibits

drainage problems common to valley areas east of the Rio Grande. These problems consist of older storm sewer facilities which are not built to current standards and inadequate downstream capacity. As a result, drainage solutions must be addressed on a site specific basis through City review process. In most cases, on-site detention of the 100-year run-off is required for new construction.

3. Water and Sanitary Sewer Line Replacement

Recommendations

1. Replacement lines should be sized to accommodate densities and types of development recommended by this Plan.
2. The capacity of sanitary sewer and water lines shall be addressed on a case by case basis as developments are proposed.

Rationale

The Water Resources Department has General Obligation Bond funds for the replacement of water lines. Although an area somewhat larger than the McClellan Park area is being planned for replacement lines, the plans should recognize the new development proposed by this plan and propose lines sufficient in size and engineering standards to serve the urban center scale development recommended by this plan. However, the project is not an extension project, and it is conceivable that some development could be proposed which would require on and off-site line extension for water service and/or fire protection. System wide availability within the area cannot, therefore, be assured, but will be studied by Water Resources on an individual project basis.

Because sanitary sewer lines may not be replaced as a result of the above mentioned project, the capacity of sanitary sewer lines must also be assessed on a case by case basis as developments are proposed.

E. Parking

Recommendations

1. A parking strategy for the entire Downtown Core should be developed in the revision of the Downtown Core Interim Sector Development Plan.
2. The existing parking requirements should not be reduced, except for retail outlets which encourage pedestrian traffic and use. The McAllellan Park District zone should require parking for all other new development pursuant to normal Zoning Code requirements for each use. Developers should be permitted to meet these requirements by paying a parking dedication fee for spaces in public parking structures in lieu of providing on-site parking, at a rate of one-half the current public cost of each parking structure space. (See Section IV)
3. In the site plan review process, higher density developments should be encouraged to provide on-site parking in structures rather than surface lots; the City should grant waivers of 50% of full parking requirements for that portion met by private structured parking. (See Section IV).
4. Public parking structures should be located in areas which best respond to redevelopment patterns as they emerge.
5. Financial mechanisms for joint public-private sector funding of parking structures should be encouraged and considered by the City on a project specific basis to reduce public subsidy costs.
6. As a short term strategy, policing of on-street parking should be expanded north of Lomas to improve enforcement, and encourage use of on-street parking to serve local businesses rather than long-term employee parking.

Rationale

A parking strategy for the Downtown Core will be a major element of the Downtown Core Interim Sector Development Plan revision. A comprehensive study is needed to:

- (1) Develop a workable and acceptable public/private partnership, possibly using new forms of tax increment financing, for the

construction and operation of Downtown parking structures; and

- (2) Establish a broader parking policy related to transit needs and objectives for Downtown as a major Urban Center, identifying acceptable and desirable transit/auto ratios.

Such a study is beyond the scope and jurisdiction of this Plan.

Extension of the present Downtown Core zone, with no parking requirements, north to Mountain Road would be unacceptable since it would not address the current parking deficiencies in the area, thus adding to on-street parking and traffic congestion problems, and would impose subsidy requirements on the City without identifying a funding source.

Therefore the proposed McClellan Park District zoning imposes parking requirements on new development generally pursuant to the Zoning Code. To encourage structured parking and provide an alternative for developers who cannot provide parking on-site due to space limitations, the zone permits:

- (1) a waiver of these on-site requirements if developers contribute to a public parking structure fund an amount equivalent to one-half the City's cost for each space required; or
- (2) a waiver of 50% of parking requirements for that portion met through provision of private structured parking.

To encourage pedestrian-oriented development, the zone also permits waiver of all parking requirements for certain specified retail uses.

As part of the revision of the Downtown Core Interim Sector Development Plan, the parking needs of the McClellan Park District will be analyzed in more detail, with possible application of solutions developed for the rest of the Downtown to the McClellan Park area. This more detailed study, in addition to addressing financing and parking needs, would recommend specific locations for structures which would tie-in to the pedestrian system and land use patterns established by this plan. This would permit long-term planning for City public structure commitments as a prerequisite to implementing the parking dedication fee concept proposed in this plan.

F. Guidelines For Review of Site Development Plans

1. Site Development Plans submitted pursuant to SU-3 Downtown Core and SU-2 McClellan Park District zoning regulations will be reviewed for conformance to the following design and use criteria: (See Map 22 for Block Number designations).

a. MIXED USE:

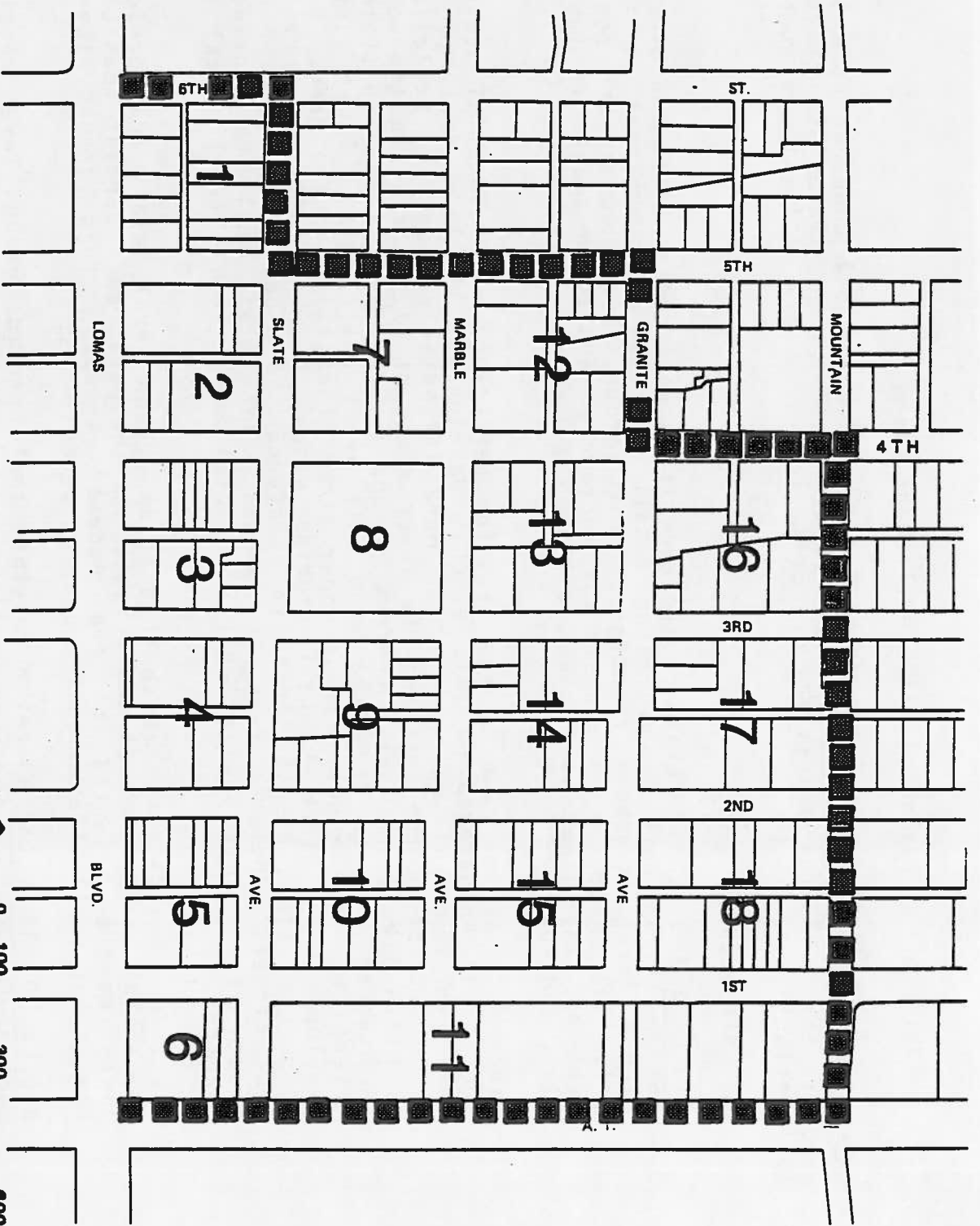
Blocks 2 & 3 Shall reinforce the pedestrian environment of Fourth Street and McClellan Park by providing retail and service commercial at the ground level at those frontages. This ground level commercial shall offer visual appeal to pedestrians. Primary pedestrian access to these uses and any other land uses developed on these blocks shall be from Slate and Fourth Street.

Block 7 An increase of the existing percentage of residential square footage is encouraged on this block. Development shall be designed to serve as a transition between the more intensively developed McClellan Park District to the east and the lower scale mixed use area to the west of Fifth Street and shall conform to the Typical Transition illustrated in Diagram 1. New development on this block shall have a lower story orientation to the west and an upper story orientation to the park. New development in Block 7 shall provide ground level retail and service commercial along Fourth Street to reinforce the pedestrian character of that street. Wherever feasible, ground level retail shall be provided along Slate. This ground level commercial shall offer visual appeal to pedestrians.

Block 9 New development shall provide ground level retail and service commercial along Third Street oriented to the park, and wherever feasible along Marble oriented to the pedestrian way. This ground level commercial shall offer visual appeal to pedestrians.

Blocks 10, 14 & 15 Wherever feasible shall provide ground level retail and service commercial along Marble Avenue. This ground level commercial shall offer visual appeal to pedestrians.

Block 12 New development shall be designed to serve as a transition between the more intensively developed McClellan Park District to the



NORTH
SCALE
0 100 300 600
1" = 300'

McCLELLAN PARK BLOCK NUMBERS

MAP 22

east and the lower scale mixed use residential area west of Fifth Street and shall conform to the Typical Transition illustrated in Diagram 1. The residential uses should have a lower story orientation to the west and north and an upper story orientation to Fourth Street and the park. New development in Block 12 shall provide ground level retail and service commercial along Fourth Street to reinforce the pedestrian character of that street. This ground level commercial shall offer visual appeal to pedestrians.

Block 13 new development shall provide ground level retail and service commercial along Fourth Street and along Marble oriented to McClellan Park. This ground level commercial shall offer visual appeal to pedestrians.

b. SOLAR ACCESS

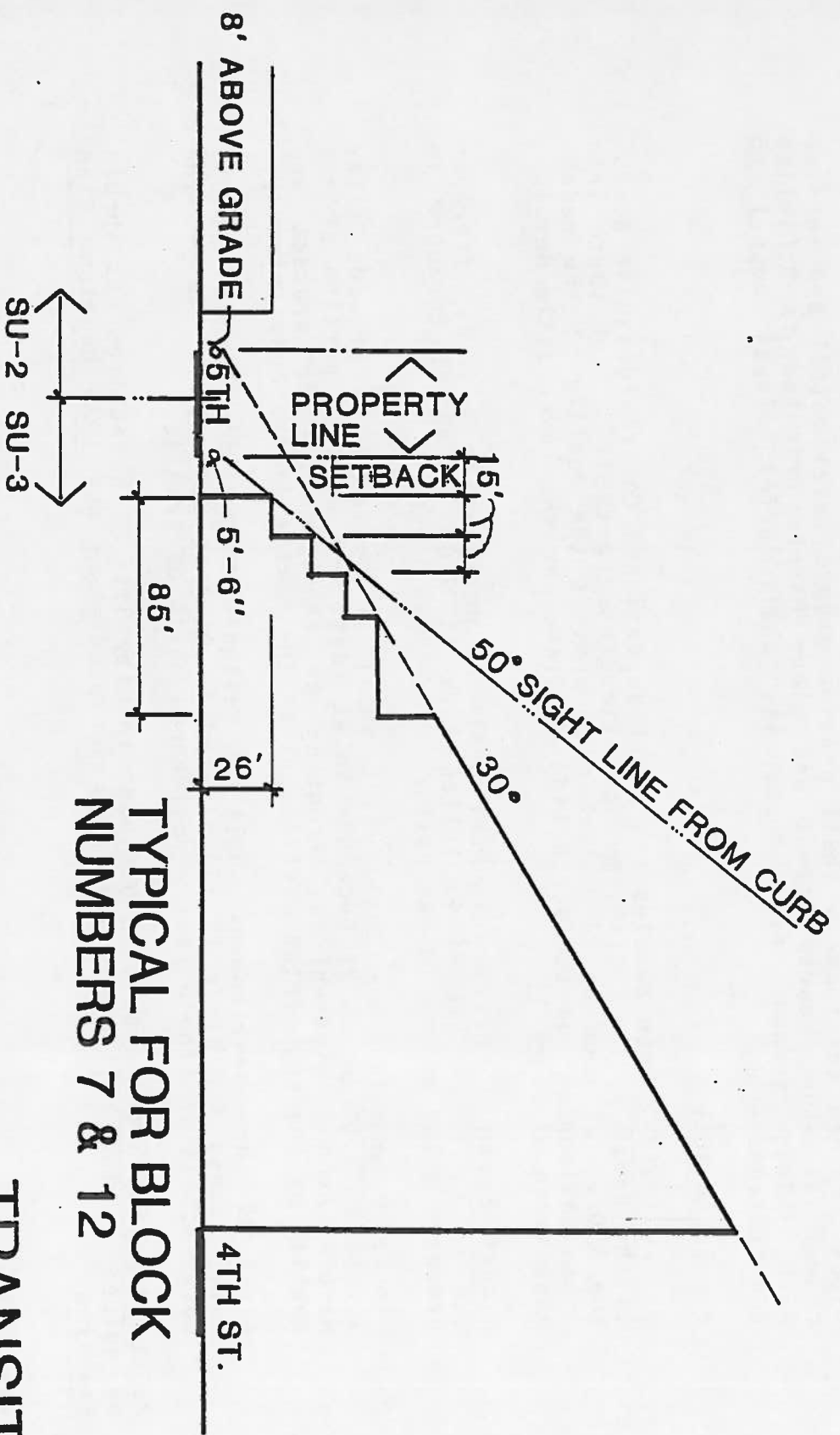
Blocks 1 and 2 new development shall be designed to provide solar access to the north side of Slate Avenue extending twenty (20) feet south into the R.O.W. at noon on 21 December to protect the quality of the pedestrian environment on the north side of Slate and the lower scale development north of Block 1.

Blocks 2 and 3 new development shall be designed to provide afternoon sun to at least 75% of McClellan Park at 2:00 pm on 21 December to preserve solar access to the park.

Blocks 9 and 10 new development shall be designed to provide solar access at 2:00 pm on 21 December to at least 50% of that portion of the Marble Avenue right-of-way fronting on the premises to protect the quality of the pedestrian environment on the Marble Avenue pedestrianway.

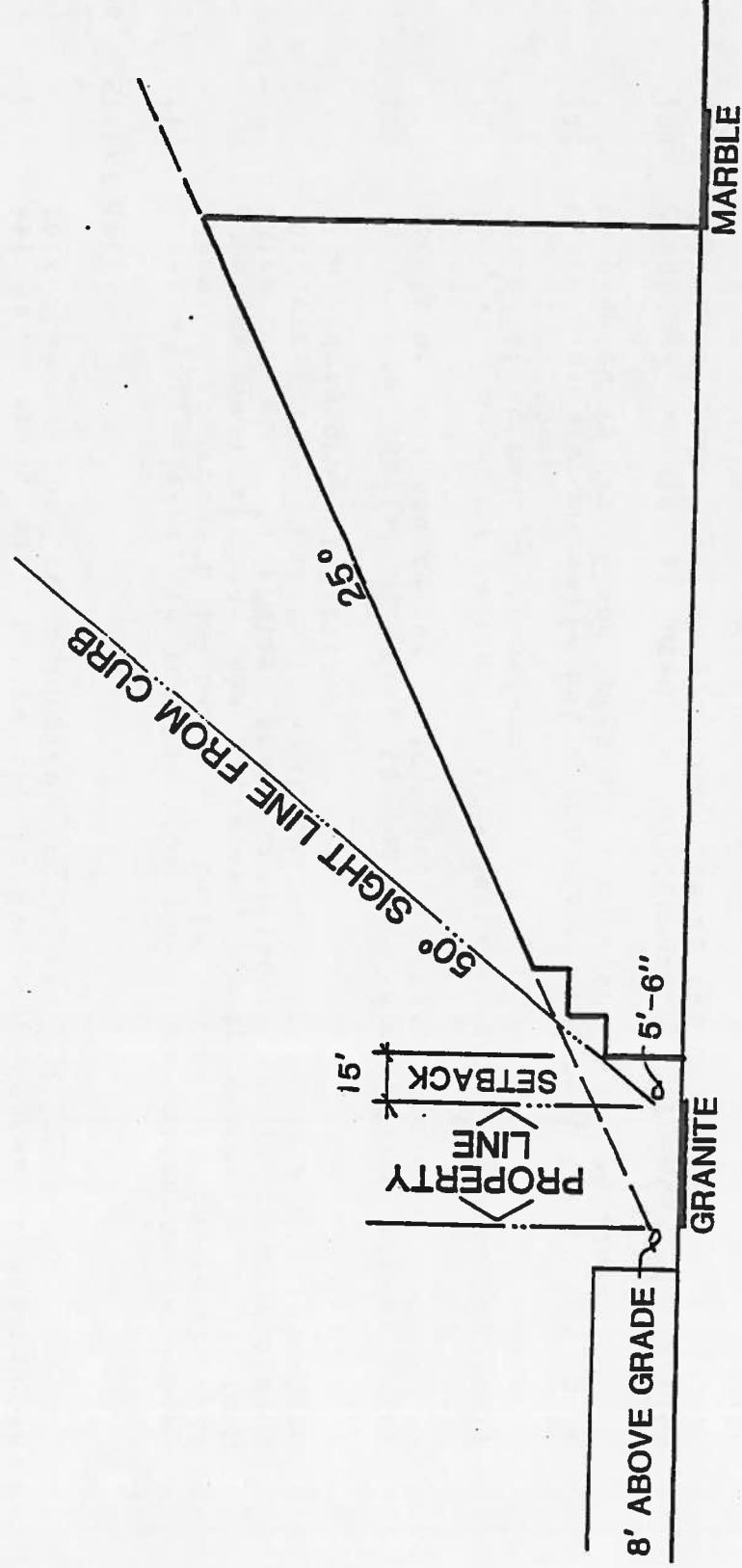
Block 12 new development shall be designed to conform to the Typical Solar Access for Block 12 illustrated in Diagram 2, in order to provide solar access to single family residences north of Granite.

2. Landscaping Plans submitted pursuant to City Site Plan requirements should be guided by the following criteria, excerpted from the 1975 Downtown Plan Revision.



TYPICAL FOR BLOCK
NUMBERS 7 & 12

TRANSITION
DIAGRAM 1



TYPICAL FOR BLOCK 12

SOLAR ACCESS

DIAGRAM 2

a. ON-SITE LANDSCAPING

- (1) Normal zoning requirements on parking lot landscaping apply where off-street parking is provided.
- (2) All outdoor pedestrian activity areas shall be heavily landscaped and shall be compatible with pedestrian way street tree and landscape concepts. This shall include, but not be limited to: plazas, outdoor eating areas, outdoor sales areas, recessed building entries, etc.
- (3) All landscaping must follow the Landscaping Concept contained in this Plan and the City's adopted Street Tree Ordinance.

b. STREET TREES

- (1) Trees along streets in the Downtown should be suited to an urban, man-made environment in terms of their resistance to inner city problems such as heat and pollution, their compactness of form which can adapt to limited space conditions, their low maintenance characteristics, and their root system which should not interfere with underground utilities.
- (2) To provide special identity to the core area, large street trees should be confined to two basic, complementary species.
- (3) To give a sense of continuity to streets, trees should be regularly spaced along each thoroughfare.
- (4) Evergreens are generally not appropriate as street trees, but could be planted in groves and parks where more space is available.
- (5) Plantings should be used to differentiate streets of varying degrees of pedestrian or vehicular use as follows:

On streets with the highest volumes of vehicular traffic, larger deciduous trees should be planted to relate to the faster speed of the passing motorist.

Smaller trees which provide shade, color, and seasonal change should be used on streets with less traffic volume.

For streets with larger amounts of pedestrian traffic within commercial districts, intensive vegetation in more formal, contained arrangements is recommended. Within residential areas, more informal treatment with greater flow between the pedestrian areas and plantings is recommended.

To provide continuity within the pedestrian circulation system, landscaping along the major pedestrianways should be treated as one cohesive design emphasizing intensive use of smaller, ornamental trees and including finer landscaping elements for people, such as benches and fountains. Landscaping along designated pedestrianways would be specified at the time of their design.

TREE TYPES

Existing, healthy street trees should not be removed, but as they age or become diseased, they should be replaced only with the types recommended in this Plan.

One-Way Streets

The Street Tree Plan recommends the use of Sycamore species, specifically the *Platanus acerifolia* "Bloodgood" variety (commonly called London Plane Tree) or *Platanus orientalis* (Oriental Plane Tree). This is the largest size tree recommended.

The Planting of London Plane trees is recommended for the following one-way streets: Second, Third, Fifth & Sixth Streets,

Two-Way Streets

The Plan recommends two types of smaller trees for two-way streets carrying lower volumes of traffic. These include members of the ash species (*Fraxinus*) including the Arizona ash (*Fraxina velutina* - "Standley"), green ash (*Fraxinus pennsylvanica lanceolata*), modesto ash (*Fraxinus velutina glabra*), and white ash (*Fraxinus americana*). These two types are recommended for planting along the following streets: First, Fourth, Slate, Marble and Granite Avenues.

3. Drainage plans for all new development must be submitted to the Hydrology Section of the Department of Municipal Development for review and approval. The 1982 Drainage Ordinance establishes existing review policy.

The following recommendations and requirements have been made by the City Hydrologist for any new development in the Plan Area:

1. Pre-design meetings between architect, engineer, client and City Hydrology Staff should be held well in advance of final preparation of plans.
2. In general, plans should reflect the fact that little or no downstream capacity exists in the street and storm sewer system. Therefore:
 - a. Detention ponds are required and a configuration of landscaping/parking area ponding is often an optimum solution.
 - b. Whenever possible, the ponding should drain to an existing catch basin or storm sewer line.
3. Landscaping schemes should reflect the need to prevent irrigation runoff from impacting the downstream system.
4. In developments bordered by streets which flood during the 100-year storm as indicated in the AMDS, finished floor elevations shall be one-foot above the flood elevation in the street.

6. DEVELOPMENT REVIEW PROCESS

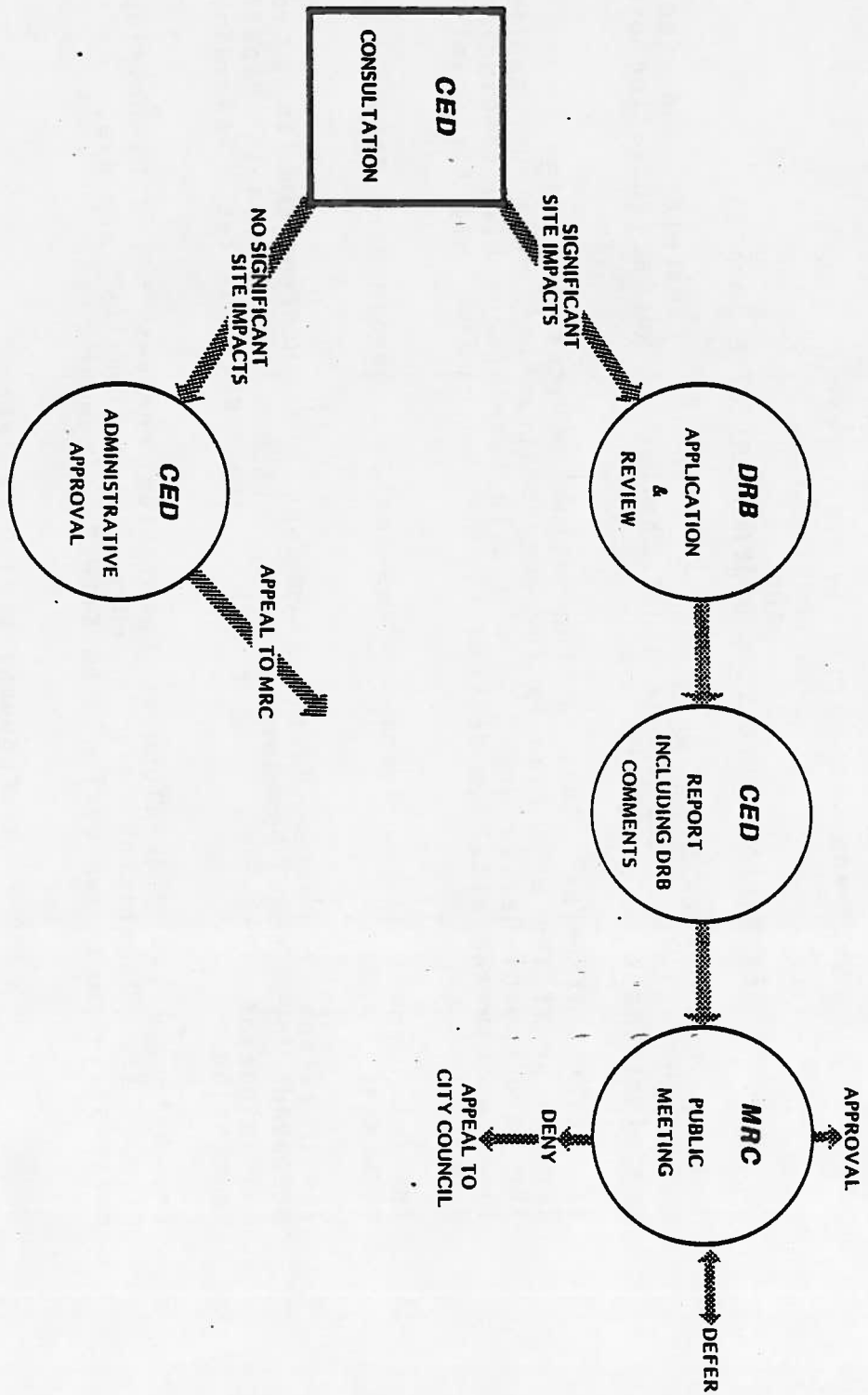
SU-3 AND SU-2 MCCLELLAN PARK DISTRICT ZONES FOR NEW CONSTRUCTION

AND RENOVATIONS INVOLVING SIGNIFICANT SITE IMPACTS

1. Developer submits Site Development Plan to Community and Economic Development staff. Staff determines whether or not a renovation project has significant site impacts.
2. If staff determines that a renovation project has significant site impacts or if the Site Plan is for new construction, developer applies to the Development Review Board with a Site Development Plan (including any signs within the site) as defined by the Zoning Code and the Development Process Manual.
3. The Development Review Board reviews the Site Development Plan and makes comments.
4. The Development Review Board's comments are incorporated in a report prepared by the Community and Economic Development Department Redevelopment Planning staff for the Metropolitan Redevelopment Commission.
5. The Metropolitan Redevelopment Commission reviews the Site Development Plan. The Commission may approve, conditionally approve, defer a decision, or deny approval of the Site Development Plan.

DEVELOPMENT REVIEW PROCESS FOR RENOVATIONS OR CHANGES NOT INVOLVING SIGNIFICANT SITE IMPACTS

Site Development Plans (including signs) shall be administratively approved by the Community and Economic Development Redevelopment Planning staff.



DESIGN REVIEW PROCESS

DIAGRAM 3

H. FINANCING

Recommendations

1. All redevelopment incentives available under the State Metropolitan Redevelopment Code should be made available to this area, including use of Metropolitan Redevelopment Bonds for rehabilitation and new construction, and use of Tax Increment funds for public improvements. The City will make a diligent effort to secure the placement of specific redevelopment projects not using bonds into a Tax Increment District in accordance with applicable State Statutes requiring the approval of other taxing authorities. The following policies shall apply to guide the use of these incentives:

a. Redevelopment bonds shall be used to encourage redevelopment in accordance with the Goals and Objectives of this Plan; non-conforming uses shall not receive redevelopment bonds to finance expansion.

b. Any tax increment funds generated shall be used for public improvement projects in the following order of priority; which will guide subsequent specific council approval and appropriation processes:

- (1) Utility relocation as described in Section III. D.
Approximate Cost: \$600,000
- (2) Construction of major public pedestrianways
- (3) Improvements to McClellan Park
- (4) Area-wide sidewalk repair and replacement
- (5) Public parking structure (if needed)

2. Industrial Revenue Bonds should be made available to assist businesses that wish to re-locate out of the area and encourage a gradual transition to a more urban character.

3. The Downtown Development Loan Pool Boundaries should be expanded to include the McClellan Park Redevelopment Area through City Council action.

4. Community Development funds for housing rehabilitation should be made available to the residential areas generally west of Fifth Street through expansion of the Downtown Neighborhood Community Development Area to coincide with the recommended DNA SU-2 zone boundaries (See Map 17). The Neighborhood Housing Services (NHS) program should be encouraged to expand into this area through the normal CD planning process.

5. Projects within the McClellan Park District and the Downtown Core SU-3 zone should be eligible for Downtown Incentives funds for public right-of-way improvements in response to private investment. The same public-private sharing of costs should apply as is normally followed within the Downtown Core: (a) The installation and maintenance of street trees on streets not designated pedestrianways shall be the responsibility of the developer; (b) Sidewalk improvements and installation of an irrigation system connected to a private water source for the street trees shall be the responsibility of the City.

6. An area-wide maintenance assessment district should be instituted for maintaining the major pedestrianways.

7. Within the proposed Downtown Neighborhood SU-2 area, property owners granted conditional uses should be required to replace or repair sidewalks if needed.

8. If State Avenue is vacated, the owner of the then vacated street will pay for improvements to that portion of the pedestrianway.

Rationale

(1) Federal and Local Redevelopment Programs

Two of the major programs funded by Community Development which are needed in this area are the Housing Rehabilitation Program and the Downtown Development Loan Pool Program (DDLPP) which provides interest subsidies for commercial rehabilitation. Although the City has adopted a policy that no new CD areas will be declared, the western portion of the McClellan Park Area can be added to the existing Downtown Neighborhood Community Development Area so that the DNA Sector Development Plan boundaries and the Community Development Area boundaries will coincide. This will enable Neighborhood Housing Services to expand their housing rehabilitation program into this area. The DDLPP

boundaries may be expanded to include the entire McClellan Park Area through City Council action. Although this program now operates only within designated Community Development areas, new Federal regulations permit its extension into non-CD areas. This proposed extension into the McClellan Park area is justified because of its redevelopment status and the need for a range of redevelopment incentives providing funding for small as well as larger projects (See Goal #13). Whereas bonds are feasible only for projects over approximately \$500,000, the DDLP as presently structured may be used for rehabilitation projects under \$250,000. The DDLP therefore supplements the City's bond program as a redevelopment tool. All of these programs function in a "partnership" with the private sector, offering special financing terms as an inducement to private investment.

(2) Tax Increment

Tax Increment funds are generated through private investment and a developers willingness to forgo use of bonds and tax abatement in return for public improvements. Although formation of a tax increment district must be approved by all participating taxing authorities, the City may play a role in encouraging other jurisdictions to support such an effort for this area. If a Tax Increment District is approved, the use of tax increment funds for specific purposes is subject to subsequent City Council approval and appropriation processes; however, the setting of priorities in this redevelopment plan can provide guidance for those future appropriation decisions and provide direction and assurances to the private sector regarding City commitments to future improvements.

Priorities for tax increment funding have been recommended based on their projected impact on private investment decisions, i.e., their function as an incentive to further generation of tax increment revenues, in accordance with the goal of this plan to actively promote redevelopment. The cost of relocating electric utility lines and power towers as discussed in Section III. D. is presently estimated at approximately \$600,000 by PNM. If this cost is borne by the private sector alone, it could serve as a significant deterrent to investment, particularly for the first projects impacted, which would bear a disproportionate share of the cost of relocation.

The Pedestrianways recommended by this Plan can be funded from four possible sources: Tax Increment Financing, Downtown Incentives Fund, assessment district, or by the private developer on a project basis. Because

the Pedestrianways are recommended for more intensive landscaping to a higher standard than the other streets in the area, some public funding should be made available for the Pedestrianway improvements. The two most likely sources are Tax Increment Financing or the Downtown Incentives Program. Tax Increment Financing would permit construction of the entire pedestrianway system at once, while the Downtown Incentives approach requires construction of public improvements only in response to specific private projects. Tax Increment is therefore the preferred funding source. If the capital costs are borne by the City, an area-wide maintenance assessment district would be appropriate for maintaining the major pedestrianways. Instituting these major pedestrianways to and from McClellan Park is a key concept intended to establish the park as a focal point around which to organize significant redevelopment projects attracted to this amenity. The pedestrianways are listed as a higher priority than improvements to the park itself because, as discussed under Existing Conditions, pedestrian movement in the area now is very restricted, with landscaping and sidewalk conditions severely neglected. On the other hand, McClellan Park as it now exists serves as a positive rather than negative influence on redevelopment.

The Downtown Incentives (GO Bond) Program can provide a means of funding sidewalk improvements and landscaping on streets not designated pedestrianways and within the area zoned SU-3 or McClellan Park District. Under this program as presently administered within the Downtown Core, the costs of sidewalk improvements and landscaping are shared between the developer and the City on a project or block basis but only if certain "thresholds" of private investment are met. The program has provided significant development incentives, but at this time demand within the Downtown Core exceeds the funds available. Tax increment funds are therefore recommended as an alternative source for funding an extension of this program to the McClellan Park District.

As described under Existing Conditions, many of the sidewalks and curbs between Fourth and Sixth Streets within the recommended SU-2 Downtown Neighborhood Area have been identified as needing repairs. Sidewalk and curb improvements could be funded by Tax Increment Financing, assessment district, or by each private property owner individually. The zoning in the SU-2 Area permits conditional 100% office and commercial uses. One of the conditions could be that the property owner repair sidewalks if repairs are needed. Tax increment financing could also be used within this area to replace sidewalks comprehensively, rather than on a piecemeal basis by each property owner. If sufficient Tax Increment Funds are not available, an assessment district could be established.

Long-term planning for City parking structure commitments is a prerequisite to implementing the parking dedication facility concept proposed in this Plan. Once the need for public structures has been identified, tax increment funds can be used to finance the City's one-half share of parking structure cost. This public improvement has the lowest priority because it is at this time unknown whether developers will make use of the parking dedication fee option for funding public structures.

3. Urban Enhancement Trust Funds

Extension of the Lomas Pedestrianway Project east from Third Street would be appropriate for financing through Urban Enhancement Trust Funds.

4. General Obligation Bonds

General Obligation Bonds are another source of funding for improvements to McClellan Park. G. O. Bonds are the normal source of funds for park improvements. McClellan park was recently renovated; however, funding was not sufficient to complete all the planned improvements (i.e. the paving of the walkways). Although improvements for the park are also a priority under Tax Increment financing, the park is not a high priority for Tax Increment, and General Obligation Bond financing may be available sooner.

IV. McClellan Park District Sector Development Plan

SU-2 McCLELLAN PARK DISTRICT land use category (See Map 17) is governed by the following regulations:

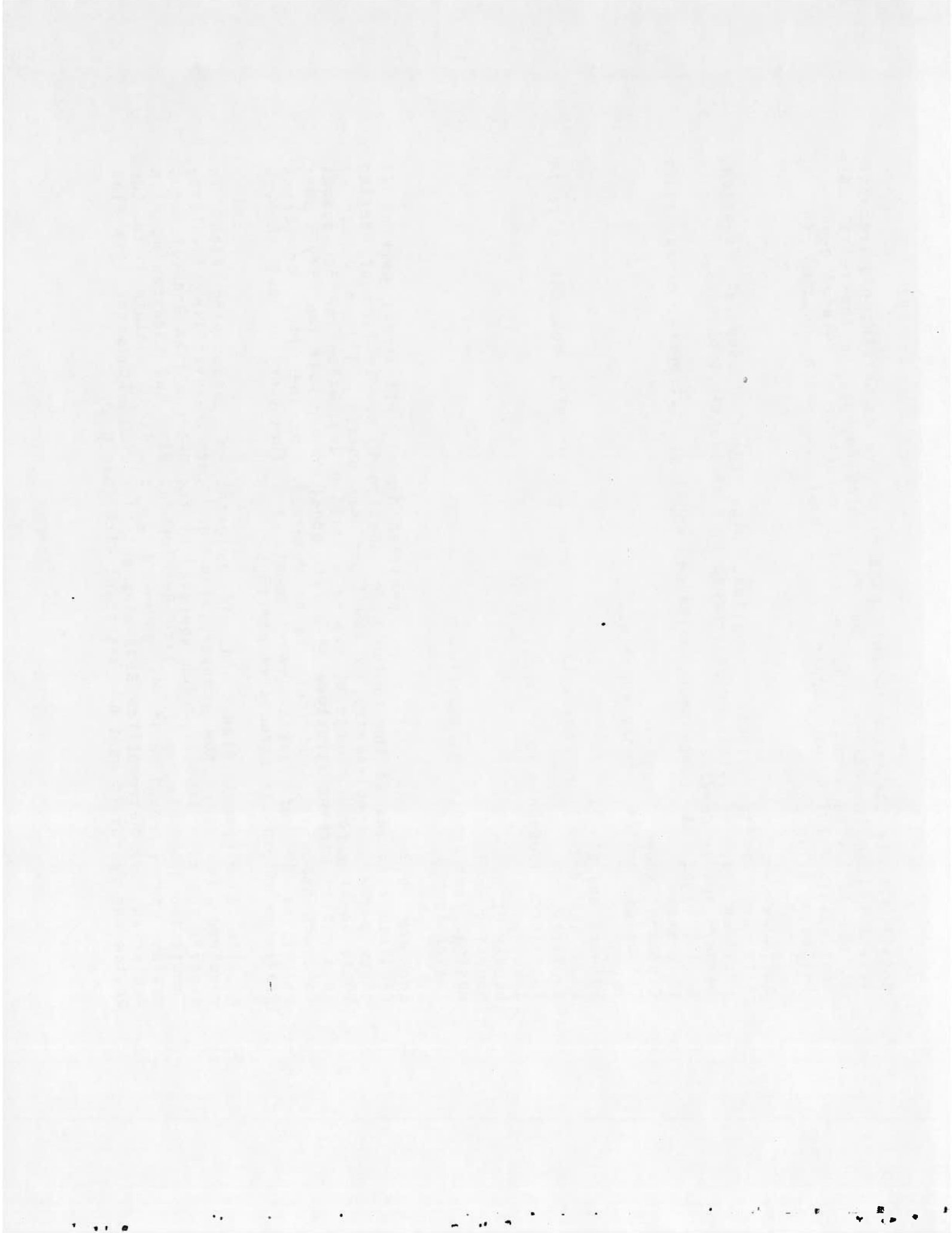
1. Permissive uses: Uses permissive in the C-2, Community Commercial zone, and dwelling units, except as required by the specific block criteria contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Plan Review and as specified below:
 - a. New construction on Block 7 (See Map 22) shall maintain the existing ratio of residential to non-residential square footage of 1 to 1. For every square foot of non-residential use constructed, there must be one square foot of residential floor area constructed. An existing business can expand up to 10,000 square feet without being required to meet this residential to non-residential square footage ratio.
 - b. New construction on Block 12 (See Map 22) shall maintain the existing ratio of residential to non-residential square footage of 1 to 2. For every two square feet of non-residential use which is constructed, there must be one square foot of residential use constructed. An existing business can expand up to 10,000 square feet without being required to meet the residential to non-residential square footage ratio.
2. Conditional uses: Uses Conditional in the C-2, Community Commercial zone.
3. Signs are regulated as in the C-2, Community Commercial zone except that free-standing signs are not permitted.
4. There is no height requirement except as required by the specific block criteria contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Development Plan Review.
5. There is no lot size requirement.
6. There is no setback requirement except as required by the Building Code, Traffic Code, other City ordinances and the specific block criteria contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Development Plan Review.

7. Retail outlets specified in this paragraph have no parking requirements. Retail outlet is defined as a business which engages in the retail sale of the following goods, plus incidental retailing of related goods and incidental service or repair, or a business which engages in the following services:

Antiques
Arts and crafts objects, supplies, plus their incidental creation, provided there is little or no reproduction of identical objects.
Barber, beauty services
Books, magazines, newspapers, printing, copying, stationery, except adult book store.
Clothing, shoes, drygoods
Cosmetics, notions, hobby supplies.
Drugs
Flowers and plants
Food and drink for consumption on premises or off, but not drive-in facility.
Furniture, household furnishings
Jewelry
Repair of shoes
Sporting goods
Musical instruments and supplies
Travel agency

8. For uses other than retail as specified in #7, off-street parking is required pursuant to the Zoning Code, Section 40-A. In lieu of meeting these parking requirements, a developer may obtain: (1) a waiver of these on-site requirements by paying a parking dedication fee for spaces in a public parking structure at a rate equal to one-half the City's cost for each space required (cost to be determined by the City); or (2) a waiver of 50% of parking requirements for that portion met through provision of private structured parking.

9. A Site Development Plan, and, if relevant, a Landscaping Plan, is required for any new construction or for renovations involving significant site impacts, each approved by the Metropolitan Redevelopment Commission (See Diagram 3). Site Development Plan and Landscaping Plan review and approval will be governed by standards contained in the McClellan Park Metropolitan Redevelopment Plan, Guidelines for Site Plan Review and approvals must be consistent with that plan.



APPENDIX

YONGE

Appendix A

Amendments to the Downtown Neighborhood Area Sector Development Plan

The following land use category and the area designated in the McClellan Park Plan as SU-2 for Downtown Neighborhood Area (See Map 17) will be added to the Downtown Neighborhood Area Sector Development Plan:

The MRO, Mixed Residential/Office land use category corresponds to the R-T Residential Zone in the Zoning Code, including any subsequent amendments, and is subject to the same regulations as that zone with the following exceptions:

1. The minimum lot area is 2000 square feet.
2. The off-street parking requirement is one and one-fourth spaces per dwelling unit for residential development.
3. For non-residential development, the Zoning Code parking requirement shall apply. Off-street parking is not permitted between the structures and the adjacent street right-of-way, but is permitted in existing drive ways and garages and between the structure and the alley.
4. The useable open space requirement is 500 square feet per dwelling unit.
5. Uses permissive in the O-1 Zone shall be permissive in this zone if the non-residential floor area does not exceed one-half of the gross floor area on the lot.
6. Signs are permitted as in the RC, Residential/Commercial Zone in the Zoning Code.
7. Use of 100% of the floor area for offices is conditional providing the following criteria are met:
 - a. Structurally sound main buildings will be rehabilitated and maintained in a manner which will protect, preserve, and enhance their existing architectural character and/or residential character.

b. New construction will be compatible in style, and materials with neighboring residential buildings.

c. Signage will not include visible bulbs, interior illumination, neon tubing, luminous paints, plastics, or moving parts and will be compatible in design with the neighborhood character.

d. Office development will be for uses which do not generate high levels of traffic, noise, or litter. Examples of offices which usually would not generate high noise, traffic, or litter levels are architects, business and investment consultants, engineers, geologist, lawyers, physicians, psychiatrists, psychologists, and realtors. For consideration of such uses the Zoning Hearing Examiner shall impose certain parking requirements or other traffic controls when necessary to accomplish the goals set forth in this plan.

e. A Site Development Plan shall be presented to and approved by the Zoning Hearing Examiner with any application for a conditional use.

Appendix B

MCCLELLAN PARK SURVEY

At the first area meeting held during the planning process a survey was handed out to all who attended. The tabulation of the answers which were returned to the City staff are as shown below.

It should be noted that this survey is not a true random sample survey, as it includes only those who chose to attend this particular meeting and return a questionnaire.

Overall Profile of Respondents

	Number	Percentage
Owner Occupants	24	59%
Resident Renters	3	8%
Business Owners	16	39%
Owners of Rental Units	2	5%
Total Respondents	41	

Note: Some categories may overlap, i.e. residents may also own a business.

What do you like about this Area?

Convenient Location	30	73%
Historical/Aesthetic	12	29%
Long-Time Residents	4	10%
Low Crime Rate	3	7%
Variety of Uses	3	7%
Parks	3	7%
Close to Schools	2	5%
Potential for Growth	2	5%
Quiet	2	5%

What are the problems in this Area which the Plan should address?

Run Down Properties	19	46%
Poorly Planned Land Use	9	22%
Poor Traffic Patterns	6	15%
Poor or Insufficient Parking Areas	6	15%
Mixed Uses	6	15%
No Problems	3	7%
Noise	3	7%
Transients	2	5%
Too Much Commercial	2	5%
No Residential Support Businesses	2	5%

What would you like to see happen to this area in the future?

Refurbish Run Down Properties	10	24%
Protect Homes from Commercial Encroachment	7	17%
More Commercial Use	5	12%
No Industrial Development	4	10%
Add Landscaping/Trees	4	10%
Improve Traffic Flow	3	7%
Reduce Commercial	3	7%
Encourage Residential	2	5%
Clean Area	2	5%
Low-Interest Mortgages	2	5%