Adopted June 2012

Downtown Neighborhood Area
SECTOR DEVELOPMENT PLAN UPDATE

PREPARED FOR:
CITY OF ALBUQUERQUE

PREPARED BY:
CONSENSUS PLANNING, INC.
IN ASSOCIATION WITH
HARWICK TRANSPORTATION GROUP
CHRISTOPHER WILSON

This Page Intentionally Left Blank

CITY of ALBUQUERQUE
NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-11-225 ENACTMENT NO. R-2012-052

SPONSORED BY: Debbie O'Malley

RESOLUTION

FOR AN AREA OF APPROXIMATELY 280 ACRES AND BORDERED GENERALLY BY 4TH, 5TH, 7TH AND 8TH STREETS ON THE EAST, CENTRAL AVENUE ON THE SOUTH, 19TH STREET ON THE WEST, AND MOUNTAIN ROAD ON THE NORTH, ADOPTING THE DOWNTOWN NEIGHBORHOOD AREA SECTOR DEVELOPMENT PLAN AS A RANK 3 PLAN; CHANGING EXISTING ZONING FROM SU-2/SINGLE FAMILY (SF), SU-2/TOWNHOUSE (TH), RESIDENTIAL TOWNHOUSE (RT), SU-2/MEDIUM DENSITY APARTMENT (MDA), SU-2/HIGH DENSITY APARTMENT (HDA), SU-2/RESIDENTIAL COMMERCIAL (RC), SU-2/OFFICE (O), SU-2/NEIGHBORHOOD COMMERCIAL (NC), SU-2/COMMUNITY COMMERCIAL (CC), SU-2/MIXED RESIDENTIAL/ OFFICE (MR/O), SU-2/SU-1, SU-2/PARK (PK), SU-3/HOUSING FOCUS, AND SU-3/MIXED USE CORRIDOR TO SU-2/DOWNTOWN NEIGHBORHOOD AREA SINGLE FAMILY (SF), SU-2/DOWNTOWN NEIGHBORHOOD AREA TOWNHOUSE (TH), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED RESIDENTIAL (MR), SU-2/DOWNTOWN NEIGHBORHOOD AREA OFFICE RESIDENTIAL (OR), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED USE LIGHT (MUL), SU-2/DOWNTOWN NEIGHBORHOOD AREA MIXED USE MEDIUM (MUM), SU-2/DOWNTOWN NEIGHBORHOOD AREA NEIGHBORHOOD COMMERCIAL (NC), SU-2/DOWNTOWN NEIGHBORHOOD AREA CENTRAL CORRIDOR (CC), SU-2/PARK (PK), AND SU-2/SU-1.

WHEREAS, the City Council, the governing body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by Statute, Section 3-19-1 et. seq., NMSA 1978, and by its home rule powers; and

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough Material~~] - Deletion

WHEREAS, on April 7, 2011, the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended that City Council adopt the Downtown Neighborhood Area Sector Development Plan; and

WHEREAS, the Environmental Planning Commission found approval of the Downtown Neighborhood Area Sector Development Plan consistent with applicable goals and policies of the Albuquerque / Bernalillo County Comprehensive Plan, the Trails and Bikeways Facility Plan, the Facility Plan for Electric Service Transmission and Subtransmission Facilities, the Sawmill Wells Park Sector Development Plan (SDP), the Huning Castle Raynolds Addition SDP, the Downtown 2010 Plan, the McClellan Park SDP, the Fourth Ward Historic Overlay Zone, the Eighth and Forrester Historic Overlay Zone, the Comprehensive City Zoning Code and R-270-1980.

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

SECTION 1. The City Council makes the following findings, which are supported by and further elucidated in the complete record:

1. The Downtown Neighborhood Area Sector Development Plan (DNASDP) covers an area of approximately 280 acres. The plan boundaries are Mountain Road to the North, 19th Street to the West, Central Avenue to the South and 4th/ 5th/ 7th and 8th Streets to the East.

2. The DNASDP currently contains the following zones: SU-2/SF, SU-2/TH, RT, SU-2/MDA, SU-2/HDA, SU-2/RC, SU-2/O, SU-2/NC, SU-2/CC, SU-2/MR/O, SU-2/SU-1, and SU-2/PK. Properties currently located within the Downtown 2010 SDP that are proposed to be included in the 2012 DNASDP contain either SU-3/Housing Focus or SU-3/Mixed-Use Corridor zoning. The 2012 DNASDP proposes the following zones: SU-2/DNA-SF, SU-2/DNA-TH, SU-2/DNA-MR, SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, SU-2/DNA-CC, SU-2/Park, SU-2/SU-1.

3. The Downtown Neighborhood Area Sector Development Plan proposes a change to the boundary to include Robinson Park within the DNASDP boundaries. This will result in the removal of Robinson Park from the Downtown 2010 SDP.

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

4. The DNASDP is within the area designated Central Urban by the Comprehensive Plan. The Central Urban Area is a portion of the Established Urban Area and, as such, is subject to the Established Urban Area policies of the Comprehensive Plan. The 2012 DNASDP furthers applicable Goals and Policies for the Developing and Established Urban (II.B.5) and Central Urban Areas (II.B.6) as follows:

A. The DNASDP area contains a variety of zones that allow for both residential and commercial uses. These zones support overall gross densities of up to 5 du/acre (II.B.5 Policy a).

B. The new zones of the 2012 DNASDP are tailored to promote economic vitality and stable land uses while respecting the existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (II.B.5 Policy d).

C. The DNASDP area accommodates new growth through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (II.B.5 Policy e).

D. The new, tailored zones of the 2012 DNASDP contain a regulation that will require buildings to be oriented towards the street and, thus, pedestrians (II.B.5 Policy f).

E. The SU-2/DNA-OR, SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, and SU-2/DNA-CC zones, which allow for employment and/or service uses, are located to complement established residential areas and sited to minimize adverse effects of noise, lighting, pollution, and traffic on the existing residential environment (II.B.5 Policy i).

F. The SU-2/DNA-MUL, SU-2/DNA-MUM, SU-2/DNA-NC, and SU-2/DNA-CC zones, which allow commercial development, are located along the area's major transportation corridors (Mountain, Lomas, and Central), which provide pedestrian and bicycle access and are within reasonable distance of residential areas for walking or bicycling (II.B.5 Policy j).

G. The 2012 DNASDP will continue and strengthen the redevelopment and rehabilitation of one of the city's oldest neighborhoods by

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

establishing mixed-use zoning on the major corridors in the area and other appropriate locations in order to strengthen residential markets and support commercial revitalization (II.B.5 Policy o).

H. The 2012 DNASDP contains Implementation Policies & Strategies and an Action Agenda with specific recommendations for upgrading the neighborhood, including eight policies and action items related to transportation system improvements for pedestrian, bicycle, and transit facilities (II.B.6 Policy b)

5. The 2012 DNASDP furthers the Goal and Policies of the Air Quality goal of the Environmental Protection and Heritage Conservation section of the Comprehensive Plan as follows:

A. The DNASDP encourages a balanced land use/transportation system that promotes the efficient placement of housing, employment and services, thus reducing automobile travel's adverse effects on air quality (II.C.1 Policy b).

B. The DNASDP calls for the employment of traffic engineering techniques that are intended to achieve smooth traffic flow at steady, moderate speeds (II.C.1 Policy c).

C. The DNASDP promotes a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs (II.C.1 Policy d).

6. The 2012 DNASDP furthers the Goal and following Policy of the Developed Landscape goal of the Environmental Protection and Heritage Conservation section of the Comprehensive Plan as follows:

A. The 2012 DNASDP contains landscaping and streetscape standards, including street tree requirements in all zones and a Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (II.C.8 Policy d).

7. The 2012 DNASDP furthers the Goal and Policies of the Community Identity and Urban Design goal of the Environmental Protection and Heritage Conservation section of the Comprehensive Plan as follows:

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

A. The 2012 DNASDP contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (II.C.9 Policy b).

B. Roadway corridors within the DNASDP area and that connect the area to nearby Activity Centers (Downtown – Major Activity Center; Old Town – Special Activity Center) are designed to reinforce the community's unique identity, and streetscape improvements are designed to facilitate walking safety and convenience as well as provide shade and comfort for pedestrians (II.C.9 Policy e).

8. The 2012 DNASDP furthers the Goal and Policies of the Transportation and Transit goal of the Community Resource Management section of the Comprehensive Plan as follows:

A. The 2012 DNASDP contains regulations on development form in the SU-2/DNA-MUM, SU-2/DNA-NC, and SU-2/DNA-CC zones, which are located along the area's Major and Enhanced Transit Corridors, consistent with the policies contained in Table 11 – Corridor Policies of the Comprehensive Plan. Table 11 provides the following: Building Access from Street – Provide major entrance from street; Building Setback – Minimum setback; setback to provide landscaping or pedestrian activity areas only; Parking Location – Separated from the street by the building (Major Transit), or Separated from the street by the building or to the side of the buildings (Enhanced Transit) (Policy a).

B. The 2012 DNASDP contains recommendations for transportation investments that emphasize overall mobility needs and choice among modes in the movement of people (policy q).

9. The 2012 DNASDP supports the Proposed Trails Map on page 22 and the intent of the Rank II Trails and Bikeways Facility Plan through increasing the network and facilities for bicyclists in the area.

10. The 2012 DNASDP supports the Rank II Facility Plan for Electric Service Transmission and Subtransmission Facilities through the addition of

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough Material~~] - Deletion

language provided by PNM to address utility easements, landscaping, and access to public utility facilities.

11. The 2012 DNASDP supports the Sawmill Wells Park SDP (1996, 2000, 2003) by establishing similar zoning and criteria to the SU-2/MRN zone, located on the north side of Mountain Road within the Sawmill Wells Park SDP, in the SU-2/DNA-MUL zone on the south side of Mountain Road. This provides consistency between the two sides of Mountain Road.

12. The 2012 DNASDP supports the Huning Castle Raynolds Addition Sector Development Plan (1981, 1993) by allowing residential and commercial uses on the north side of Central and restricting the height to 40 feet (and 52 feet conditionally) in the SU-2/DNA-C zone. This provides consistency between the north and south sides of Central Avenue.

13. The 2012 DNASDP supports the Downtown 2010 Plan (2000) through the creation of an appropriate transition from the Downtown Core to the residential neighborhood to the west. It also supports the Downtown 2010 Plan's goal of encouraging higher-density residential development within the Downtown Core by eliminating the DNASDP's HDA zone, which, because of its allowance for an unlimited number of dwelling units per acre, created direct competition for residential high-density residential development that, consistent with the Comprehensive Plan, is better suited within the Downtown Major Activity Center.

14. The 2012 DNASDP supports the McClellan Park SDP (1984) through the proposed mixed-use zoning in the area adjacent to McClellan Park that allows a range of uses that reflect the existing mix of uses in the area and will make the zoning of the areas within the DNASDP that border McClellan Park more compatible with the zoning and land uses within McClellan Park.

15. Within the boundaries of the 2012 DNASDP, there are five registered Historic Districts and two Historic Overlay Zones (HO Zones). The registered Historic Districts are the Watson Addition, La Orilla de la Acequia, Manzano Court, Eighth Street and Forrester, and Fourth Ward Historic Districts. The two HO Zones are the Eighth Street and Forrester HO Zone and the Fourth Ward HO Zone.

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

16. The Albuquerque Bernalillo County Comprehensive Plan, the Rank II Trails and Bikeways Facility Plan, the Rank II Facility Plan for Electronic Transmission and Subtransmission Facilities, the Sawmill Wells Park Sector Development Plan, the Huning Castle Raynolds Addition Sector Development Plan, the Downtown 2010 Plan, the McClellan Park Sector Development Plan, the Fourth Ward Historic Overlay Zone and the Eighth and Forrester Historic Overlay Zone, the 1976 Downtown Neighborhood Area Sector Development Plan, and the City of Albuquerque Comprehensive Zoning Code are incorporated herein by reference and made part of the record for all purposes.

SECTION 2. The City Council makes the following findings, which are supported by and further elucidated in the complete record, as to compliance with R-270-1980 for the zone changes with respect to each of the 2012 DNASDP's eight new zones:

1. With respect to policy (A), the 2012 DNASDP contains zoning and design regulations that will promote the health, safety, morals and general welfare of the City.

2. With respect to policy (B), the 2012 DNASDP establishes zoning that is consistent with and reflects existing land uses in order to create stability of land use and zoning and ensure the compatibility of future development. Existing land uses and zoning do not match, and allowing existing zoning to remain threatens to destabilize the neighborhood by allowing new development that is incompatible in scale, intensity, and use with established development.

3. With respect to policy (C), the 2012 DNASDP furthers and is in compliance with applicable goals and policies in the Comprehensive Plan, the Facility Plan for Electric Service Transmission and Subtransmission Facilities, and the Trails and Bikeways Facility Plan. The 2012 DNASDP complements the Sawmill Wells Park SDP, Huning Castle Raynolds Addition SDP, Downtown 2010 SDP and McClellan Park SDP.

4. With respect to policy (D), the proposed zoning in the 2012 DNASDP is needed because of changed community conditions that render existing zoning outdated and no longer suitable for the area and/or because new zoning will be more advantageous to the community and to the city as a

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

whole, as articulated in the Comprehensive Plan, because it will help ensure the stability and integrity of one of the city's oldest and most established neighborhoods while also providing opportunities for new development that is compatible with existing development and that will support the redevelopment and revitalization of key transit corridors. Section Four of the 2012 DNASDP identifies specific Goals and Objectives that were developed by the community during a year-long public planning process and, when implemented, are intended to support revitalization efforts and achieve the community's vision for itself. The eight tailored zones of the 2012 DNASDP are essential vehicles for achieving the specific Land Use and Planning Goals and Objectives. As described below, each of the new zones is designed to support and help further the Goals and Objectives of the Comprehensive Plan and the 2012 DNASDP in order to respect, protect and benefit the community:

A. SU-2/DNA-SF (Single Family): The SU-2/DNA-SF zone is designed to ensure that the historic development pattern and the predominantly single-family character of the Downtown Neighborhood Area are preserved and strengthened by allowing for new development that responds to its immediate context within the neighborhood. This includes allowing a secondary dwelling unit, which is consistent with the established development pattern of the neighborhood. Regulations for setbacks, building articulation, windows and doors, entries and porches, and garage access and placement help ensure compatibility between new and existing development. Development outcomes are more predictable for property owners, residents, and the City because of the design standards and regulations contained in this zone.

The SU-2/DNA-SF zone is applied to properties that were zoned SU-2/SF in the 1976 DNASDP and will replace much of the SU-2/TH (Townhouse) zoning from the 1976 DNASDP where the existing land use is single family and townhouses were never developed. The majority of existing SU-2/TH zoning is inappropriate for the neighborhood, and changed community conditions justify the rezoning to SU-2/DNA-SF. The changed community conditions can be summarized as follows:

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

- In 1976, the area that was rezoned to SU-2/TH had seen years of disinvestment and deterioration of the existing housing stock. A map in the 1976 Plan showing where sub-standard structures existed illustrates that the areas to be rezoned SU-2/TH generally corresponded to areas with concentrations of sub-standard structures. The 1976 Plan contemplated that allowing townhouse development would encourage reinvestment in the areas of the neighborhood that were in decline by providing an opportunity for property owners to develop their properties at greater densities.
- However, over the next three-and-a-half decades, reinvestment in the neighborhood came in the form of people buying and fixing up older homes rather than demolishing them and erecting new structures.
- Thus, the value in the neighborhood today comes from the preservation and conservation of its historic resources. Where there was once extensive housing stock that was considered not worth preserving and better off being replaced, there is now much value placed on and to be gained from protecting the single-family environment and established development pattern of the neighborhood.

Additionally, the SU-2/DNA-SF zone is consistent with and helps further the following applicable Goals and Policies of the Comprehensive Plan:

- <u>II.B.5 Land Use – Developing and Established Urban Areas Goal</u>
  - The SU-2/DNA-SF zone allows for residential development that supports overall gross densities of up to 5 du/acre (Policy a).
  - The SU-2/DNA-SF zone ensures that new development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern. This is accomplished through specifying development guidelines based on local environmental characteristics and community values (Policy d, Possible Technique #2).

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough Material~~] - Deletion

- The SU-2/DNA-SF zone encourages housing to be oriented towards pedestrians through its requirement to have the primary building entry oriented towards the street (Policy f).

- II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.
  - The SU-2/DNA-SF zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

- II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.
  - The SU-2/DNA-SF zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

B. SU-2/DNA-TH (Townhouse): The intent of the SU-2/DNA-TH zone is to ensure that new townhouse development complements the predominantly single-family character of the neighborhood. This zoning category applies to properties within the DNASDP area that are currently developed as townhouses or multifamily.

The SU-2/DNA-TH zone is consistent with and helps further the following applicable Goals and Policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal
  - The SU-2/DNA-TH zone allows for residential development that supports overall gross densities of up to 5 du/acre (Policy a).

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

o The SU-2/DNA-TH zone ensures that new development respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern. This is accomplished through specifying development guidelines based on local environmental characteristics and community values (Policy d, Possible Technique #2).

o The SU-2/DNA-TH zone encourages housing to be oriented towards pedestrians through its requirement to have the primary building entry oriented towards the street (Policy f).

▪ II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.

o The SU-2/DNA-TH zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

o The SU-2/DNA-TH zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

C. SU-2/DNA-MR (Mixed Residential): The intent of the Mixed Residential zone is to provide a transition between the lower-density residential core of the Downtown Neighborhood Area and the central business district of Downtown. The SU-2/DNA-MR zone replaces properties that were zoned SU-2/MDA (Medium Density Apartment) and SU-2/HDA (High Density Apartment) in the 1976 DNASDP as well as a limited number of properties that were zoned SU-3/Housing Focus in the Downtown 2010 Plan. The SU-2/DNA-

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

MR zone is more advantageous to the community because the design regulations for the SU-2/DNA-MR zone, such as setbacks, building height and stepbacks, building façade articulation, and building entries, ensure that more intense residential development will be compatible with adjacent development and reflect the scale of the existing neighborhood; existing zoning does not regulate these design-related issues, which can result in development that is out of context with and harmful to existing development.

The SU-2/DNA-MR zone is consistent with and helps further the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal
  - The SU-2/DNA-MR zone supports overall gross densities of up to 5 du/acre (Policy a).
  - The SU-2/DNA-MR zone is tailored to appropriately limit the intensity of new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).
  - The SU-2/DNA-MR zone encourages housing to be oriented towards pedestrians through its requirement to have the primary building entry oriented towards the street (Policy f).
  - The SU-2/DNA-MR zone provides tailored design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and is appropriate to the Plan area (Policy l).
- II.B.7 Activity Centers Goal
  - The SU-2/DNA-MR zone permissively allows the development of up to 50 dwelling units per acre, which is consistent with the average density level of existing multi-family development in the neighborhood. The existing SU-2/HDA zone contains no cap on the number of

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

dwelling units per acre that can be developed, which is inconsistent with II.B.7.Policy b of the Comprehensive Plan.

- The SU-2/DNA-MR zone contains setback, height, and stepback regulations to ensure that new development is compatible with the height, mass, and volume of existing development. The existing SU-2/HDA zone contains minimal setback requirements, specifically no rear setback requirement, and no stepback requirement, which means that structures whose height, mass, or volume that is significantly larger than others in their surrounding could be built, which is inconsistent with II.B.7.Policy 3 of the Comprehensive Plan. By comparison, even the Downtown 2010 Plan, which regulates the Downtown Major Activity Center, contains a stepback requirement for apartment buildings over 3 stories in height.

▪ <u>II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal</u>: The Goal is to maintain and improve the natural and the developed landscapes' quality.

- The SU-2/DNA-MR zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ <u>II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal</u>: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

- The SU-2/DNA-MR zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

D. SU-2/DNA-OR (Office Residential): The Office Residential zone is intended to provide a transition between the single-family areas of the neighborhood and the Downtown Core and higher-intensity corridor of Central Avenue to the east and south, respectively. The SU-2/DNA-OR zone

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

recognizes the historic and existing mix of residential and office uses present at the periphery of the neighborhood but excludes commercial uses. The SU-2/DNA-OR zone replaces the zoning for certain properties that were zoned SU-2/MDA (Medium Density Apartment), SU-2/HDA (High Density Apartment), SU-2/RC (Residential Commercial), or SU-2/CC (Community Commercial) in the 1976 DNASDP, or SU-3/Housing Focus or SU-3/Mixed-Use Corridor in the Downtown 2010 Plan.

The SU-2/DNA-OR zone is consistent with and helps further the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal
  - The SU-2/DNA-OR zone allows for both office and residential uses and supports overall gross densities of up to 5 du/acre (Policy a).
  - The SU-2/DNA-OR zone is located at the periphery of the neighborhood to serve as a buffer between lower-intensity and higher-intensity uses. It is tailored to appropriately limit new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).
  - The SU-2/DNA-OR zone accommodates new growth through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (Policy e).
  - The SU-2/DNA-OR zone encourages buildings to be oriented towards pedestrians through its requirement to have the primary building entry oriented towards the street (Policy f).
- II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

- The SU-2/DNA-OR zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

- II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

  - The SU-2/DNA-OR zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

E. SU-2/DNA-MUL (Mixed Use Light): The Mixed Use Light zone is intended to recognize the unique mixed-use character along Mountain Road and complement the adjacent Sawmill neighborhood to the north. This zone is designed to ensure that new development serves the neighborhood with low-impact, neighborhood-oriented commercial uses and provides opportunities for medium-density residential development. The SU-2/DNA-MUL zone replaces the zoning for properties that were zoned SU-2/RC (Residential Commercial) along Mountain Road and 6th Street in the 1976 DNASDP.

The SU-2/DNA-MUL zone is consistent with and helps further the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal

  - The SU-2/DNA-MUL zone allows for both residential and commercial uses and supports overall gross densities of up to 5 du/acre (Policy a).

  - The SU-2/DNA-MUL zone is tailored to appropriately limit new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values,

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough Material~~] - Deletion

natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).

- The SU-2/DNA-MUL zone accommodates new growth through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (Policy e).
- The SU-2/DNA-MUL zone contains conditions that must be met in order for a property to be eligible to have a non-residential use, which ensures that employment and service uses are located to complement established residential areas and sited to minimize adverse effects of noise, lighting, pollution, and traffic on the existing residential environment (Policy i).
- The SU-2/DNA-MUL zone provides pedestrian and bicycle access and is within reasonable distance of residential areas for walking or bicycling (Policy j).
- The SU-2/DNA-MUL zone will continue and strengthen the redevelopment and rehabilitation of one of the city's oldest neighborhoods by allowing for mixed-use development that will strengthen the residential market and support commercial revitalization (Policy o).

▪ <u>II.C.1 Environmental Protection and Heritage Conservation – Air Quality Goal</u>

- The SU-2/DNA-MUL zone encourages a balanced land use/transportation system that promotes the efficient placement of housing, employment and services, thus reducing automobile travel's adverse effects on air quality (Policy b).

▪ <u>II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal</u>: The Goal is to maintain and improve the natural and the developed landscapes' quality.

- The SU-2/DNA-MUL zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ <u>II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal</u>: The Goal is to preserve and

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

- The SU-2/DNA-MUL zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

F. SU-2/DNA-MUM (Mixed Use Medium): The Mixed Use Medium zone is intended to recognize the existing mixed-use character along Lomas Boulevard and 5th and 6th Streets and provide a transition between higher-volume transportation corridors and the predominantly single-family residential areas to either side. The SU-2/DNA-MUM zone replaces the zoning for properties that were zoned SU-2/RC (Residential Commercial) along Lomas Boulevard, SU-2/M/R/O (Mixed Residential / Office) north of Lomas between 4th and 6th Streets, and certain properties zoned SU-2/NC (Neighborhood Commercial) on Granite between 4th and 5th Streets in the 1976 DNASDP.

The SU-2/DNA-MUM zone is consistent with and helps further the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal
  - The SU-2/DNA-MUM zone allows for both residential and commercial uses and supports overall gross densities of up to 5 du/acre (Policy a).
  - The SU-2/DNA-MUM zone is tailored to appropriately regulate new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).
  - The SU-2/DNA-MUM zone accommodates new growth through development in areas where vacant land is contiguous to existing or

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough Material~~] - Deletion

programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (Policy e).

- The SU-2/DNA-MUM zone, which allows for retail and service uses in addition to residential, is located to complement established residential areas and sited to minimize adverse effects of noise, lighting, pollution, and traffic on the existing residential environment (Policy i).
- The SU-2/DNA-MUM zone provides pedestrian and bicycle access and is within reasonable distance of residential areas for walking or bicycling (Policy j).
- The SU-2/DNA-MUM zone will continue and strengthen the redevelopment and rehabilitation of one of the city's oldest neighborhoods by allowing for mixed-use development that will strengthen the residential market and support commercial revitalization (Policy o).

▪ II.C.1 Environmental Protection and Heritage Conservation – Air Quality Goal

- The SU-2/DNA-MUM zone encourages a balanced land use/transportation system that promotes the efficient placement of housing, employment and services, thus reducing automobile travel's adverse effects on air quality (Policy b).

▪ II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal: The Goal is to maintain and improve the natural and the developed landscapes' quality.

- The SU-2/DNA-MUM zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

▪ II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

- The SU-2/DNA-MUM zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).

- II.D.4 Transportation and Transit Goal: The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.
    - The SU-2/DNA-MUM zone is intended to bring services and employment opportunities closer to residential areas and encourages new residential development to occur along a designated Enhanced Transit Corridor (Lomas), which creates viable mobility alternatives to automobile travel.
    - The SU-2/DNA-MUM zone contains regulations on development form that are consistent with the policies contained Table 11 – Corridor Policies of the Comprehensive Plan. Table 11 provides the following: Building Access from Street – Provide major entrance from street; Building Setback – Minimum setback; setback to provide landscaping or pedestrian activity areas only; Parking Location – Separated from the street by the building (Major Transit), or Separated from the street by the building or to the side of the buildings (Enhanced Transit) (Policy a).

G. SU-2/DNA-NC (Neighborhood Commercial): The Neighborhood Commercial zone is intended to provide commercial uses that serve the neighborhood. The SU-2/DNA-NC zone replaces the zoning for properties that were zoned SU-2/NC (Neighborhood Commercial) at the intersection of Lomas Boulevard and 12th St. and along 4th Street between Mountain and Granite in the 1976 DNASDP.

The SU-2/NC zone furthers the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

- The SU-2/DNA-NC zone allows for both residential and commercial uses and supports overall gross densities of up to 5 du/acre (Policy a).
- The SU-2/DNA-NC zone is tailored to appropriately regulate new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).
- The SU-2/DNA-NC zone accommodates new growth through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (Policy e).
- The SU-2/DNA-NC zone, which allows for retail and service uses in addition to residential, is located to complement established residential areas and sited to minimize adverse effects of noise, lighting, pollution, and traffic on the existing residential environment (Policy i).
- The SU-2/DNA-NC zone provides pedestrian and bicycle access and is within reasonable distance of residential areas for walking or bicycling (Policy j).
- The SU-2/DNA-NC zone will continue and strengthen the redevelopment and rehabilitation of one of the city's oldest neighborhoods through tailored mixed-use zoning that strengthens residential markets and supports commercial revitalization (Policy o).

▪ <u>II.C.1 Environmental Protection and Heritage Conservation – Air Quality Goal</u>

- The SU-2/DNA-NC zone encourages a balanced land use/transportation system that promotes the efficient placement of housing, employment and services, thus reducing automobile travel's adverse effects on air quality (Policy b).

▪ <u>II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal</u>: The Goal is to maintain and improve the natural and the developed landscapes' quality.

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

- The SU-2/DNA-NC zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

- II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.
  - The SU-2/DNA-NC zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).
- II.D.4 Transportation and Transit Goal: The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.
  - The SU-2/DNA-NC zone is intended to bring services and employment opportunities closer to residential areas, which creates viable mobility alternatives to automobile travel.

H. SU-2/DNA-CC (Central Corridor): The Central Corridor zone recognizes the existing mixed-use character along Central Avenue and encourages new development that is urban in character, vibrant, and provides services and employment areas to complement the historic character of the neighborhood. The SU-2/DNA-CC zone replaces the zoning for properties that were zoned SU-2/CC (Community Commercial) in the 1976 DNASDP.

The SU-2/DNA-CC zone furthers the following applicable goals and policies of the Comprehensive Plan:

- II.B.5 Land Use – Developing and Established Urban Areas Goal

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

- The SU-2/DNA-CC zone allows for both residential and commercial uses and supports overall gross densities of up to 5 du/acre (Policy a).
- The SU-2/DNA-CC zone is tailored to appropriately regulate new development and provide design standards that are intended to ensure that new development is consistent with the established development pattern of the neighborhood and respects existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern (Policy d).
- The SU-2/DNA-CC zone accommodates new growth through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured (Policy e).
- The SU-2/DNA-CC zone, which allows for retail and service uses in addition to residential, is located to complement established residential areas and sited to minimize adverse effects of noise, lighting, pollution, and traffic on the existing residential environment (Policy i).
- The SU-2/DNA-CC zone provides pedestrian and bicycle access and is within reasonable distance of residential areas for walking or bicycling (Policy j).
- The SU-2/DNA-CC zone will continue and strengthen the redevelopment and rehabilitation of one of the city's oldest neighborhoods through tailored mixed-use zoning that strengthens residential markets and supports commercial revitalization (Policy o).

▪ <u>II.C.1 Environmental Protection and Heritage Conservation – Air Quality Goal</u>

- The SU-2/DNA-CC zone encourages a balanced land use/transportation system that promotes the efficient placement of housing, employment and services, thus reducing automobile travel's adverse effects on air quality (Policy b).

▪ <u>II.C.8 Environmental Protection and Heritage Conservation – Developed Landscape Goal</u>: The Goal is to maintain and improve the natural and the developed landscapes' quality.

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

- The SU-2/DNA-CC zone contains landscaping and streetscape standards, including a street tree requirement and Street Tree Palette, that will help control water erosion and dust and create a pleasing visual environment (Policy d).

- II.C.9 Environmental Protection and Heritage Conservation – Community Identity and Urban Design Goal: The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.
  - The SU-2/DNA-CC zone contains zoning regulations and design standards, including setbacks, height and stepbacks, façade articulation, windows and doors, placement of entries, off-street parking standards, and landscaping, that are intended to ensure compatibility with the existing built environment (Policy b).
- II.D.4 Transportation and Transit Goal: The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.
  - The SU-2/DNA-CC zone is intended to bring services and employment opportunities closer to residential areas and encourages new residential development to occur along a designated Enhanced Transit Corridor (Lomas), which creates viable mobility alternatives to automobile travel.
  - The SU-2/DNA-CC zone contains regulations on development form that are consistent with the policies contained Table 11 – Corridor Policies of the Comprehensive Plan. Table 11 provides the following: Building Access from Street – Provide major entrance from street; Building Setback – Minimum setback; setback to provide landscaping or pedestrian activity areas only; Parking Location – Separated from the street by the building (Major Transit), or Separated from the street by the building or to the side of the buildings (Enhanced Transit) (Policy a).

[Bracketed/Underscored Material] - New
[Bracketed/Strikethrough Material] - Deletion

5. With respect to policy (E), the 2012 DNASDP establishes zoning that is tailored to ensure that permissive uses in each respective zone will not be harmful to adjacent property, the neighborhood, or the community.

6. With respect to policy (F), the new zones established by the 2012 DNASDP do not require major and unprogrammed capital expenditures.

7. With respect to policy (G), the new zones established by the 2012 DNASDP are not motivated by the cost of land or other economic considerations.

8. With respect to policy (H), Mountain Road and a small segment of Marquette Ave. are the only designated collector streets within the DNASDP that contain zoning that allows apartments, offices, and commercial uses. Location on a collector street is not, in itself, the justification for establishing mixed-use zoning in these areas.

9. With respect to policy (I), the 2012 DNASDP generally establishes the same zoning for entire blocks, corridor segments, or areas of similar character. The exception to this is the establishment of SU-2/DNA-TH zoning, which follows where existing townhouse development exists and is justified because "the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone" (R-270-1980 (I)(2)).

10. With respect to policy (J), the 2012 DNASDP does not contain "strip zoning."

Section 3. The Downtown Neighborhood Area Sector Development Plan, attached hereto and made a part hereof, is adopted as a Rank 3 Plan with land use control pursuant to the Comprehensive City Zoning Code and as a regulatory guide to the implementation of the Rank 1 Albuquerque / Bernalillo County Comprehensive Plan and applicable Rank 2 plans as cited above.

Section 4. All development activities within the Downtown Neighborhood Area shall be guided and regulated by the provisions of the Downtown Neighborhood Area Sector Development Plan.

Section 5. The Zone Map, adopted by Article 14-16-4-9 ROA 1994, is hereby amended to reflect the rezoning in the map contained in Section 6 of the 2012 Downtown Neighborhood Area Sector Development Plan.

[Bracketed/Underscored Material] - New
[Bracketed/~~Strikethrough~~ Material] - Deletion

Section 6. With respect to any overlap that exists between the Downtown Neighborhood Area Sector Development Plan and the Downtown 2010 Plan and where the regulations of the two Plans conflict, the regulations of the Downtown Neighborhood Area Sector Development Plan shall prevail.

Section 7. EFFECTIVE DATE. This resolution shall take effect five days after publication by title and general summary.

Section 8. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof irrespective of any provisions being declared unconstitutional or otherwise invalid.

[Bracketed/Underscored Material] - New
[~~Bracketed/Strikethrough Material~~] - Deletion

X:\SHARE\Legislation\Nineteen\R-225fsfinal.doc

PASSED AND ADOPTED THIS 4th DAY OF June, 2012
BY A VOTE OF: 8 FOR 0 AGAINST.

Excused: Winter

Trudy E. Jones

Trudy E. Jones, President
City Council

APPROVED THIS _____ DAY OF _____, 2012

Bill No. F/S R-11-225

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Amy B. Bailey, City Clerk

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

City of Albuquerque

Office of the City Clerk

Richard J. Berry, Mayor **Amy B. Bailey, City Clerk**

Interoffice Memorandum

June 14, 2012

To: CITY COUNCIL

From: AMY B. BAILEY, CITY CLERK

Subject: BILL NO. R-11-225; ENACTMENT NO. R-2012-052

I hereby certify that on June 13, 2012, the Office of the City Clerk received Bill No. R-11-225 as signed by the president of the City Council, Trudy E. Jones. Enactment No. R-2012-052 was passed at the June 4, 2012 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-11-225.

Sincerely,

Amy B. Bailey
City Clerk

This Page Intentionally Left Blank

ACKNOWLEDGEMENTS

Administration
Richard J. Berry, Mayor
Robert J. Perry, Chief Administrative Officer

City Council
Don Harris - District 9
Rey Garduño - District 6
Ken Sanchez - District 1
Debbie O'Malley - District 2, Vice-President
Isaac Benton - District 3
Brad Winter - District 4
Dan Lewis - District 5
Michael D. Cook - District 7
Trudy E. Jones - District 8, President

Environmental Planning Commission
Doug Peterson - Chairman, District 8
Laurie Moye - Vice Chair, District 7
Ron O. Garcia - Council District 1
Jonathan Siegel - Council District 2
Rob Dickson - Council District 3
Joe Yardumian - Council District 4
Richard Shine - Council District 5
Len Malry - Council District 6
Michael Dickson - Council District 9

Landmarks & Urban Conservation Commission
C. Robert Campbell, Chairman
Phyllis Taylor, Vice-Chair.
Marie Coleman
Robert Gerard Heiser
Charles Price III, Esq.

Planning Department
Deborah Stover, Director
Russell Brito, Division Manager, Long Range Planning
Petra Morris, Project Manager
Mary Ellen Hennessy, Senior Planner, LUCC
Juanita Garcia, Assistant Planning Manager, Code Enforcement Division
Ed Boles, Historic Preservation Planner

City Council Services
Laura Mason, Director
Kelly Sanchez, Policy Analyst to Councilor O'Malley
Kara Shair-Rosenfield, Policy Analyst/Planning
Andrew Webb, Policy Analyst/Planning
Steve Hawley, Planning Intern

Steering Committee
Jim Clark, Chairman
Anna Muller
Bob Yuhas
Chris Calott
David Keleher
Jacqueline Guilbault
Jennifer DeGarmo
Lee Blaugrund
Robert Bello
Steve Morrow
Stephen Littlejohn
Sue Brych
Susan Deichsel

Consultants
Consensus Planning, Inc.
James K. Strozier, AICP, Principal
Jacqueline Fishman, AICP, Project Manager

Harwick Transportation Group, Inc.
Nevin Harwick, PE, PTOE

Historic Preservation Consultant
Christopher Wilson

This Page Intentionally Left Blank

TABLE OF CONTENTS

SECTION **PAGE**

Section 1: Executive Summary **1**
Introduction 1
Sector Development Plan History and Background 1
Planning Policy Framework 3
Planning Process 3
Major Planning Themes 4
Sector Development Plan Sections 4

Section 2: History and Context **7**
History of the Downtown Neighborhood Area 9
Farming Villages, Before 1880 9
Railroad Additions, 1880-1900 9
Most Fashionable Place to Build, 1900-1925 12
Infill and Rise of the Auto, 1925-1950 12
Decline Amid Suburbanization, 1950-1970 13
Neighborhood Revitalization, 1970 to the Present 14

Section 3: Asset Inventory **15**
Community Profile 17
Community Perspective 26
Existing Land Use and Zoning 30
Current Sector Development Plan 33
Historic Overlay Zones and Historic Districts 36
Existing Transportation Systems 45
Utilities 55

Section 4: Goals and Objectives **57**
Introduction 59
Land Use and Zoning 59
Historic Preservation 60
Community Character 61
Transportation 61
Quality of Life 63

Section 5: Implementation Policies and Strategies **65**
Introduction 67
Implementation Policies and Strategies – Land Use and Development 67
Implementation Policies and Strategies – Transportation 76

Section 6: Zoning Regulations and Development Standards **89**
Introduction 91
SU-2/DNA-SF Single Family Zone 92
SU-2/DNA-TH Townhouse Zone 96
SU-2/DNA-MR Mixed Residential Zone 101
SU-2/DNA-OR Office Residential Zone 106
SU-2/DNA-MUL Mixed-Use Light Zone 111
SU-2/DNA-MUM Mixed-Use Medium Zone 117

TABLE OF CONTENTS

SECTION **PAGE**

SU-2/DNA-NC Neighborhood Commercial Zone 123
SU-2/DNA-CC Central Corridor Zone 126
SU-2/SU-1 Special Use Zone 132
SU-2/PK Zone 132
Demolition Review 132

Section 7: Action Agenda 135
Introduction 137
Implementation Tables 137

Appendices 141
Appendix A: Glossary 143
Appendix B: Street Trees 147
Appendix C: Excerpts from West Central Avenue Corridor Concept Plan 151
Appendix D: Bail Bond Offices and Distance to Courthouse 159
Appendix E: Downtown Neighborhood Area Walking Tour Key Observations 160

Maps/Tables/Figures
Plan Area 2
1886 Bird's Eye View 10
1898 Abstract Company Map 11
Census Tract 27 23
Downtown Neighborhood Area 23
Data Analysis Sub-Zones 24
Existing Land Use 31
1976 Zoning 32
Registered Historic Properties 37
Fourth Ward Historic District 40
Eighth and Forrester Historic District 41
Manzano Court Historic District 42
La Orilla de La Acequia Historic District 43
Watson Addition Historic District 44
Roadway Functional Classifications 45
Study Area Intersections with Deficient Curb Ramps 46
2008 Roadway Volumes 47
Missing Sidewalk Sections 51
Bicycle Facilities 52
Transit Routes 53
On-Street Parking Restrictions 54
Electric Transmission Facilities 55
Proposed Boundary Adjustment 68
Opportunity Sites along Central Avenue 70
Opportunity Site along Fourth Street 70
12th Street South of Mountain Road to Granite Avenue, Plan and Section 80
Lomas Boulevard, Plan and Section 83
Front Yard Setback Determination 93
Front Yard Setback Angle 93

TABLE OF CONTENTS

MAPS/TABLES/FIGURES **PAGE**

Typical Townhouse Development - 4 units, alley access 99
Typical Townhouse Development - 4 units, no alley access 99, 100
Central Avenue Frontage 127
Building Height and Stepbacks for Façades 128
Zoning Established by the 2012 DNA Sector Development Plan 133
Tree Planting Detail 148
Shrub Planting Detail 149
Rootwell Installation Guide 149

Table 2.1: Downtown Neighborhood Area and Albuquerque, 1970 14
Table 3.1: Population Comparison 17
Table 3.2: Educational Attainment for Population over 25 Years, 2009 21
Table 3.3: Percent of Population by Race 22
Table 3.4: Percent of Population by Ethnicity 22

Figure 3.1: Downtown Neighborhood Area Population 18
Figure 3.2: Downtown Neighborhood Area, Age by Sex, 2009 19
Figure 3.3: City of Albuquerque, Age by Sex, 2009 19
Figure 3.4: Household Income, 2009 20
Figure 3.5: Educational Attainment for Population over 25 Years, 2009 21
Figure 3.6: Census Tract 27 - Historical Population 24
Figure 3.7: Census Tract 27 - Historical Tenure 1980-2000 25

This Page Intentionally Left Blank

SECTION 1: EXECUTIVE SUMMARY

"The Downtown Neighborhood Area is a beautiful and diverse residential neighborhood with well preserved historic homes, small apartments, and appropriately designed, neighborhood-oriented, commercial services located mainly along its primary thoroughfares: Central Avenue, Lomas Boulevard, and Mountain Road. The Downtown Neighborhood Area is a safe and walkable neighborhood with tree-lined streets, wide sidewalks, attractive street lighting, and well maintained parks. It is conveniently located between Downtown, Old Town, and the Museum District. The Downtown Neighborhood Area is a friendly place where neighbors know and interact well with each other."

This Page Intentionally Left Blank

A. Introduction

The Downtown Neighborhood Area Sector Development Plan is the culmination of a year-long planning process to update the original Sector Development Plan, which was adopted in 1976. The planning process was initiated by the community and the Downtown Neighborhood Association. The project was funded and sponsored by the City Councilor for the area, District 2 Councilor Debbie O'Malley, through Council Services. This has been a community-driven planning effort.

The Downtown Neighborhood Area is an area of Albuquerque that is unique in its rich history of development, architectural styles, diversity of residents, and location between Albuquerque's Downtown Core and Old Town. The Plan celebrates these characteristics and seeks to preserve what is best about the neighborhood, while continuing to make improvements to ensure that the residents' long term vision for the neighborhood is achieved. The primary goal of the Sector Development Plan is to ensure that it is consistent with the community's goals to make the Downtown Neighborhood a more walkable community, provide appropriate and attractive infill development, and remain respectful of the neighborhood's historical context and character.

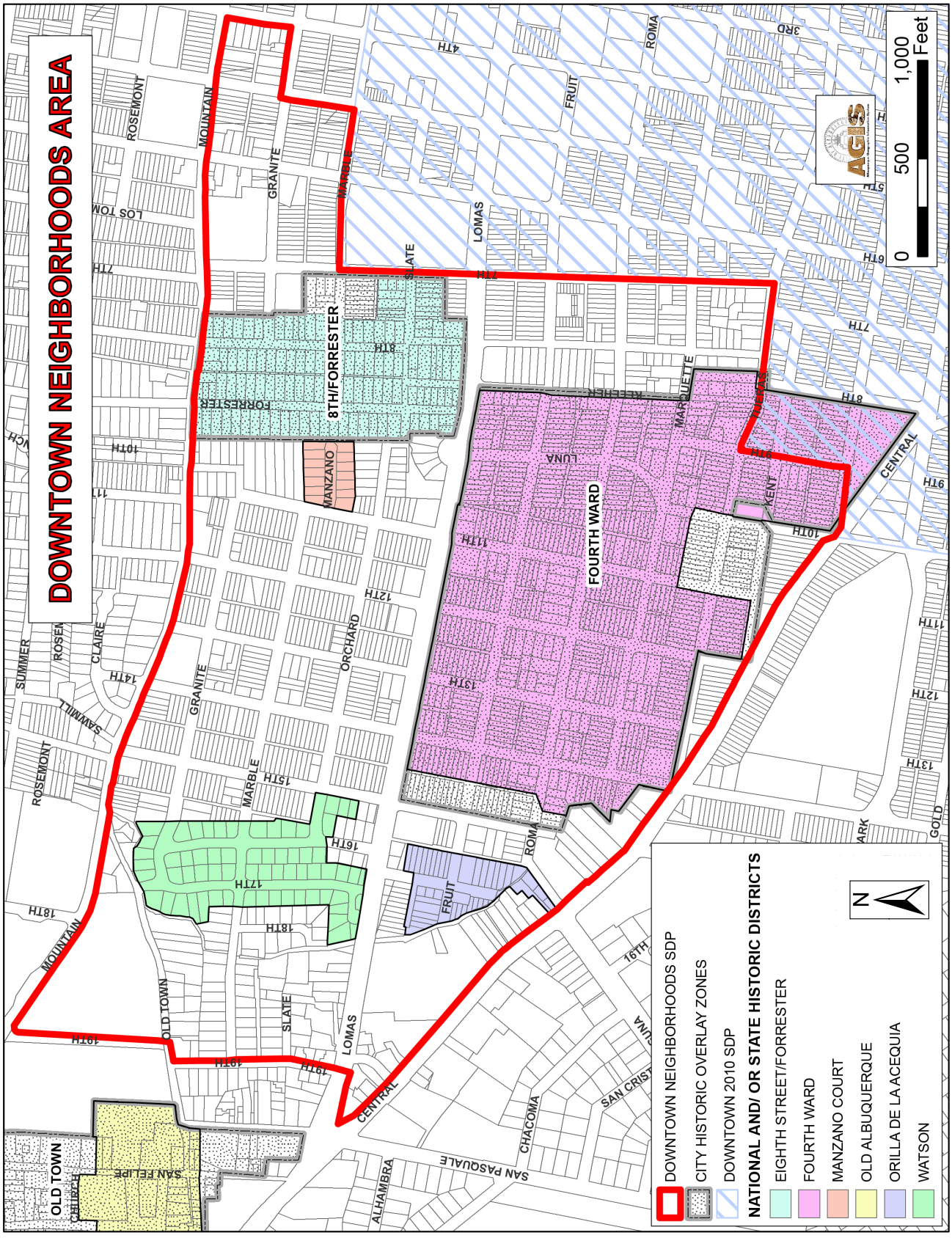
B. Sector Development Plan History and Background

The Downtown Neighborhood Area Sector Development Plan was originally adopted by the City Council in 1976 (Resolution 158-1976). The Downtown Neighborhood Area had been designated a blighted area in accordance with the Community Development Law of the State of New Mexico. The Sector Development Plan was intended to guide redevelopment and improve the living conditions of low and moderate income families, while ensuring the historical development pattern was maintained and that a select group of historic buildings were conserved.

The Sector Development Plan's primary goals were to rehabilitate houses, establish new zoning districts, acquire and develop a neighborhood park, solve drainage problems, and expand community services. The Sector Development Plan did not directly address historic preservation, multi-modal transportation systems, or the design implications of infill development. The zones contained in the existing Sector Development Plan reference specific zoning districts from the City Comprehensive Zoning Code, with some exceptions in regard to parking, usable open space, and building height.

An amendment to the Sector Development Plan was adopted by the City Council in March, 1999. The purpose of the amendment was to protect the neighborhood from the intrusion of commercial parking lots. The amendment impacted three zones contained in the Sector Development Plan; the HDA (High Density Apartment) zone, the RC (Residential Apartment) zone, and the MRO (Mixed Residential/Office) zone.

In addition to the economic and physical changes that have occurred over time, much has changed from a regulatory standpoint, such as the adoption of the two Historic Overlay Zones in 1991: the Eighth and Forrester Historic Overlay


DOWNTOWN NEIGHBORHOODS AREA
8TH/FORRESTER
FOURTH WARD
MANZANO
OLD TOWN
SAN FELIPE
DOWNTOWN NEIGHBORHOODS SDP
CITY HISTORIC OVERLAY ZONES
DOWNTOWN 2010 SDP
NATIONAL AND/ OR STATE HISTORIC DISTRICTS
EIGHTH STREET/FORRESTER
FOURTH WARD
MANZANO COURT
OLD ALBUQUERQUE
ORILLA DE LA ACEQUIA
WATSON
N
0
500
1,000
Feet

Zone and the Fourth Ward Historic Overlay Zone. There is also a significant mismatch between land use and zoning in much of the Plan area. Other planning documents that were adopted since 1976 and have an impact on the Downtown Neighborhood Area have also necessitated this update.

C. Planning Policy Framework

Planning in the City of Albuquerque is organized by a ranking system. The Rank I plan is the Albuquerque/Bernalillo County Comprehensive Plan, which provides a broad policy framework for development throughout the City and County area. Rank II plans (area and facility plans) provide more detailed analysis and policies for large sub-areas, and are intended to further the policy objectives of the Comprehensive Plan. Rank III plans include Sector Development Plans, which are intended to cover the smallest area geographically and provide the most detailed planning on a neighborhood or corridor level. Sector Development Plans typically establish zoning on a parcel level and contain more detail relative to the physical development of an area and capital improvements. The Downtown Neighborhood Area Sector Development Plan is a Rank III plan. Lower ranking plans are required to be consistent with higher-ranking (Rank I and II) plans.

In addition to higher-ranking plans, the Downtown Neighborhood Area Sector Development Plan must be consistent with other planning documents, policies, and regulations that apply to this area and are referenced in this Plan. These include the Comprehensive City Zoning Code; the Fourth Ward and Eighth and Forrester Historic Overlay Zones; Facility Plan: Electric Service Transmission and Subtransmission Facilities; and the West Downtown Corridor Plan for Central Avenue. The areas where the Downtown Neighborhood Sector Development Plan differs from these other plans, policies, and regulations are noted within the document.

D. Planning Process

The planning process for updating the Downtown Neighborhood Area Sector Development Plan was initiated in October, 2009. The Downtown Neighborhood Area Sector Development Plan is a reflection of the input received regarding the area's strengths and weaknesses, community goals and objectives, and action steps needed to ensure that the best aspects of the neighborhood character are protected and celebrated, and future growth is consistent with the community's vision for the future.

The public involvement process included meetings with the Sector Development Plan Steering Committee; three walking tours of the neighborhood with the Steering Committee and City staff; and three general public meetings on January 16, 2010; February 20, 2010; and September 25, 2010.

The draft Sector Development Plan was submitted to the Environmental Planning Commission (EPC) on October 28, 2010. The EPC is tasked with reviewing the

Plan and providing recommendations to the City Council for its consideration. The City Council is the body that has the authority to approve the Sector Development Plan.

E. Major Planning Themes

Common themes were developed through the public involvement process that run throughout the Sector Development Plan. These are first articulated through the goals and objectives (Section 4) and are carried through into the Implementation Policies and Strategies (Section 5) and the Zoning Regulations and Development Standards (Section 6). Planning themes expressed in the Sector Development Plan include:

- Matching the zoning with the existing land use for properties within the Downtown Neighborhood Area.
- Preserving and celebrating the historic buildings and character of the Downtown Neighborhood Area.
- Reinforcing the Downtown Neighborhood Area as primarily residential, with mixed-use corridors.
- Creating a walkable, bike-friendly community that connects the Downtown Neighborhood Area with Old Town and Downtown.
- Allowing for appropriately-designed and scaled infill development, while respecting the historic character of the Downtown Neighborhood Area.
- Creating tree-lined streetscapes throughout the Downtown Neighborhood Area.
- Calming traffic speeds and reducing cut-through traffic on local streets through the Downtown Neighborhood Area.

F. Sector Development Plan Sections

The Downtown Neighborhood Area Sector Development Plan is comprised of the following sections:

- Section 1: Executive Summary includes a broad overview of the Plan and its history, planning framework, and the planning process.
- Section 2: History and Context provides a historical account of the neighborhood's growth and development over time.
- Section 3: Asset Inventory is a detailed account of the physical and regulatory aspects of the neighborhood. It includes a broad array of information including a community profile (demographics), community perspective, existing land use and zoning, overview of the 1976 Sector

Development Plan, historic overlay zones and districts, existing transportation systems, and utilities.

- Section 4: Goals and Objectives that were developed through the public involvement process and provide direction for the recommendations contained in later sections of the Sector Development Plan are included. The Goals and Objectives cover Land Use and Zoning, Historic Preservation, Community Character, Transportation, and Quality of Life.

- Section 5: Implementation Policies and Strategies provide the direction needed to implement the community's vision for the future. The Implementation Policies and Strategies cover a broad variety of action steps - regulatory, administrative, and capital improvements.

- Section 6: Zoning Regulations are provided to cover each of the zoning districts within the Downtown Neighborhood Area. These include districts that correspond to existing zones contained within the Comprehensive City Zoning Code, but with exceptions, and districts that are completely unique to the Downtown Neighborhood Area. This section also includes non-conforming uses and demolition review regulations.

- Section 7: Action Agenda provides the comprehensive list of action steps called for in the document, the entity responsible for implementing the action step, and the short-term, medium-term, and long-term timeframe for each.

- Appendix A: Glossary provides definitions for the terminology used within the document.

- Appendix B: Street Trees provides a list of appropriate plant materials and planting details for the street trees required in each of the zoning districts.

- Appendix C: West Central Avenue Corridor Concept Plan (excerpts) is included due to Central Avenue being the southern boundary of the Sector Development Plan area.

- Appendix D: Map showing the distance relationship between Courthouses and Bail Bond Office locations.

- Appendix E: A summary of key observations from walking tours conducted as part of the Downtown Neighborhood Area Sector Development Plan process.

This Page Intentionally Left Blank

SECTION 2:
HISTORY & CONTEXT

This Page Intentionally Left Blank

A. THE HISTORY OF THE DOWNTOWN NEIGHBORHOOD AREA

The identity of the Downtown Neighborhood Area and its revival over the past generation have been firmly grounded in its rich history. Situated between the 1706 Spanish Old Town to the west and the 1880 railroad New Town to the east, the development of Downtown Neighborhood Area mixed Hispanic and Anglo cultural patterns. The historic fabric of the area might be seen as the physical manifestation of the fact that it was one of the first and continues to be one of the most ethnically mixed of city neighborhoods.

Farming Villages, Before 1880

Puebloan farmers established villages every few miles along the Rio Grande starting about 1,200 A.D. One, known as Tiguex, was located near the site of the park that bears its name at the northwest corner of the current Downtown Neighborhood Area. During the 1600s, Spanish colonists established farm and ranching estancias in this stretch of the Rio Grande that they call the Rio Abajo. One of these, El Paraje de Huertas, stood near present-day Old Town. Driven out by Pueblo Indians in armed revolt in 1680, the Spanish colonists returned in the 1690s. In 1706, the territorial governor moved to establish a more permanent settlement, which he christened Albuquerque. While it was the administrative center for the Rio Abajo, and a trade center on the Camino Real, most residents worked as farmers in the surrounding fields, orchards and pastures.

While a handful of adobe houses from the Spanish, Mexican and early U.S. territorial periods remain in the western portions of the Downtown Neighborhood Area, the primary imprint of this early agricultural landscape is seen in the position of early roads, acequias, and field alignments. Traces of the old acequia madre snake from north to south just west of present-day 16th Street. The alignments of Eighth, Forrester and Luna Streets, likewise, each run down the middle of old long-lot fields that stretched south from Mountain Road. Mountain and Tijeras Roads also trace the routes taken by shepherds driving their flocks to the Sandia Mountains, and wood haulers returning to Old Town with loads of fire wood and building timbers. Both the annual Spanish trade caravan starting in the 1700s that assembled at Albuquerque before moving south, and the U.S. Army post at Old Town from 1846 until 1867, turned their livestock out in the pastures that began at the north and east edges of the Downtown Neighborhood Area.

Railroad Additions, 1880-1900

The arrival of the Santa Fe Railroad in 1880 meant the establishment of a New Town around the depot to the east. A horse-drawn trolley running down Railroad (later Central) Avenue linked Old and New Towns. New stores in downtown, locomotive repair shops to the south, and a large lumber mill north of the Downtown Neighborhood Area offered many new jobs. The railroad's New Mexico Town Company platted a regular grid of blocks in 1880 at the southern edge of the Downtown Neighborhood Area, known as the Original Town Site. Jose Leandro Perea, owner of widespread properties around the New Mexico territory, followed suit the following year when laid out his own addition stretching between 11th and 16th Streets. When Huning's Highland Addition, east of

the tracks, emerged as the city's first fashionable neighborhood, the Downtown Neighborhood Area grew only gradually.

An 1886 bird's eye view of the City records orchards along the western edge of the Downtown Neighborhood Area *(see map below)*. Flat-roofed adobe houses stretched along Mountain Road and the remnant of old Barelas Road (incorporated into Railroad Avenue), east from Old Town to 16th, constituted a linear Hispanic settlement form known as cordilleras. At the south edge of the District, the amenity of the City's first park, triangular Robinson Park, had already attracted four fashionable houses along its north side. Only 23 houses had been constructed in the Downtown Neighborhood Area, each in its own quarter to full city block planted with orchards and kitchen gardens. Most families had planted a ring of trees around their properties, thereby establishing the pattern of street trees usually placed every 25 feet. The two-story Italianate Hesselden House on Roma Avenue remains from these days, while the Coons-Pearl House at Marquette Avenue and 12th Street reflects the more numerous one-story picturesque cottages that dotted the neighborhood.

1886 bird's eye view showing Old Town on the top, Downtown lower left, and the Downtown Neighborhood Area in between.

Years later, Kenneth Balcomb, who grew up on 14th Street at the end turn of the century, remembered "the palatial Mariano Otero house" and its large barn on the north side of Roma Avenue between 13th and 14th Streets. "Mr. Otero seemed always to be dressed in a black coat, pin-striped trousers, and plug hat. When he and his lady would emerge from the great front door to go riding, the footman would place a stool to assist their stepping into the carriage." Balcomb also recalled a barbed wire fence along the edge of Keleher Avenue as it stretched north from Tijeras Avenue to Mountain Road: "Across the fence was a weed- and brush-covered field extending to the west as far as a child's eye could see. Cattle ran loose in the fields and were rounded up and branded when necessary - a miniature affair, no doubt, but a Wild West adventure to a child."

1898 Abstract company map

Most Fashionable Place to Build, 1900-1925

By the turn of the century, with Huning Highland nearly filled with houses, the Downtown Neighborhood Area emerged as the city's most fashionable neighborhood. Augmenting the many available lots in the existing Original Town Site and Perea Additions, M. P. Stamm, Harriet Ackerman, and Solomon Luna each subdivided an old long lot field with new house lots on either side of Eighth Street and Forrester Street north of New York (now Lomas), and Luna Boulevard to the south, respectively. The City's Fourth Ward (Central Avenue to Mountain Road, railroad tracks to 14th Street) boomed from under 200 houses in 1900 to 615 houses a decade later. South of New York Avenue, fine Classical, Foursquare, Colonial Revival, and Prairie style mansions, intermixed with one-story and story-and-a-half bungalows, were home to the families of merchants, attorneys, and businessmen (an area now recognized as the Fourth Ward Historic District). Their names - Bond, Simms, Rodey, Chavez, McCanna, and Otero - long figured prominently in City and State business and politics. North of New York, nearer the large sawmill, modest four-square cottages and bungalows housed working class families (now the Eighth and Forrester District). At the western edge of the Downtown Neighborhood Area, near the old acequia madre, Delores Otero Berg sold lots to Hispanic families who erected vernacular adobe homes (La Orilla de la Acequia district).

Soon after the turn of the century, the construction of the Alvarado Hotel by the depot, and of several tuberculosis sanitariums to the east of the railroad augmented existing employment in the locomotive shops and lumber mill. The horse-drawn trolley on Central Avenue was replaced with electric streetcars in 1904, and a new line developed north on Fourth Street, then west on New York (Lomas), and north again at 12th Street to the sawmill. Small shops and neighborhood groceries gravitated to street corners along these streetcar routes, and along historic Mountain and Tijeras Roads. Located primarily up at the sidewalk's edge, many held homes for the merchant family at the rear, or, in a few cases, in second floor apartments.

The State designated Fourth Street as New Mexico Route 1 in 1915, which subsequently became the first alignment of U.S. Routes 66 and 85 in 1926. The western edge of downtown developed as a car sales and repair district, especially along Central and Copper. With booming auto ownership in 1920s, residential development began to shift east toward the University of New Mexico, and the streetcar system was converted to buses in 1924. In 1926, the newly-formed Middle Rio Grande Conservancy announced plans for a system of dams, irrigations canals, drains, and levees, that soon protected the Downtown Neighborhood Area from the threat of spring flooding.

Infill and Rise of the Auto, 1925-1950

The opening of the Country Club Addition south of Central in 1929 ended the Downtown Neighborhood Area's quarter-century run as the most fashionable neighborhood in the City. Here and there in the Downtown Neighborhood Area, some entrepreneurs constructed Southwestern-style courtyard apartments on vacant lots, while others subdivided the few remaining undeveloped tracts.

Houses stood back twenty feet on average from the north-south streets, and typically a little less on the east-west side streets. The planting of street trees amid grass lawns, begun in the 1880s, became even more uniform when Mayor Clyde Tingley made free Siberian elms available from the City nursery starting about 1930. Anna Gotshall's 1923 Manzano Court Addition developed into a distinctive one-block, residential cul-de-sac (now on the National Register). The construction of a Central Avenue bridge over the Rio Grande in 1931, and a railroad underpass at Central in 1936, along with its designation as the new alignment of Route 66 the following year, fostered the development of service stations and motor courts along the southern edge of the Downtown Neighborhood Area, and the emergence of Old Town as a tourist destination.

Various New Deal programs aimed at recovery from the Great Depression - known generically as the Works Progress Administration - put men to work on these highway improvements, and the construction of sewers, paved roads, curbs and sidewalks in the Downtown Neighborhood Area. Another New Deal agency, the Federal Housing Administration, established in 1934, began offering home loan guarantees which allowed developers to erect homogeneous tracts of houses, in contrast to the earlier practice of small individual builders gradually filling in individual lots. I. E. Chacon platted a four block area at the northwest section of the Downtown Neighborhood Area in 1939, the last remaining former fields. Two years later, Chacon turned the subdivision over to builder Leon Watson. Working into the late 1940s, Watson erected the distinctive enclave of Spanish Pueblo Revival adobes known as the Watson Addition (now a historic district). The annexation of Old Town to the City of Albuquerque in 1949 brought the western edge of the Downtown Neighborhood Area into the City.

Decline Amid Suburbanization, 1950-1970

After World War II, the rapid growth of UNM, the new Kirtland Air Force Base (founded in 1940), and the Sandia National Laboratories (1945) all added jobs to the economy and pulled new development toward the East Mesa. The construction of Interstates 40 and 25 in the late 1950s and early 1960s took through traffic off of Central Avenue and Fourth Street, while the construction of Winrock Mall in 1962 further undercut neighborhood and Downtown businesses. The widening of Lomas Boulevard in the early 1960s to carry more cross-town traffic took out a row of houses and businesses along the north side of the road. The creation of this wide arterial and new businesses set back behind parking lots would cut the area in two, and would be the single most negative impact to the historic pedestrian character of the neighborhood. With little new construction in the area, and attention shifted to newly fashionable suburbs at the expanding eastern edge of town, formerly owner-occupied homes in the Downtown Neighborhood Area began to be converted into rentals. "Many of the old families continued to live in the neighborhood, however," wrote historian Susan Dewitt in 1979, "and while property values sank, it never got the reputation for crime and bleak conditions which plagued other inner-city districts."

The 1970 U.S. Census provides a snapshot of the Downtown Neighborhood Area:

Table 2.1: Downtown Neighborhood Area and Albuquerque, 1970

Population	DNA	Albuquerque
Spanish	70%	35%
Anglo	22	60
Indian	5	2
Black	2	2
Other	2	2

	DNA	Albuquerque
Families below poverty level	26%	12%
With no car	32	10
Walk to work	17	4
Renter occupied units	53	34

Neighborhood Revitalization, 1970 to the Present

The founding of the Downtown Neighborhood Association in 1974, one of the first in the city, brought together long-time families and young people moving into the center city. The City's Downtown Neighborhood Area Plan of 1976 sought "the renewal of the area and improvement of the living conditions of low- and moderate-income families," including, "upgrading the housing, public facilities and public services in the area while changing the zoning to maintain the historic development patterns of the area and allow some high density residential uses along the eastern boundary." The call for the "acquisition and development of a small neighborhood park to serve the central part of the area," lead directly to the construction of Mary Fox Park in 1979. The Plan emphasized historic preservation, calling for the "conservation of a historically important neighborhood and preservation of select buildings which had historical and cultural significance."

Not surprisingly given this statement and the grassroots preservation of houses already afoot in the area, the Downtown Neighborhood Area was an early focus of the Albuquerque Historic Landmarks Survey. The Watson Addition and La Orilla de la Acequia were both recognized as State Historic Districts in 1979. Both the Eighth and Forrester and the Fourth Ward areas were recognized as State and National Historic Districts in 1980. A decade later they became subject to historic design review when they were designated City Historic Overlay Zones. Many in these districts have used the State Preservation Tax Credit to improve their houses, while the preservation and refurbishing of historic buildings has been widespread across the entire area. This broad-based commitment to preservation, the extensive historic building stock, and largely intact neighborhoods have been the bedrock of neighborhood revitalization over the past generation.

SECTION 3:
ASSET INVENTORY

This Page Intentionally Left Blank

A. Community Profile

This section is intended to provide an understanding of the population characteristics and trends of the Sector Development Plan area. The Downtown Neighborhood Area contains less than 1% of the total population of the City of Albuquerque, yet statistical comparisons between the Downtown Neighborhood Area and the city are necessary in order to acknowledge the unique trends emerging within the study area. The data presented in this section was obtained from Nielsen Claritas, Inc., which is the industry-leading market research company that provides one-year estimates and five-year projections of demographic data, for any level of geography, based on the U.S. Census Bureau.

Population

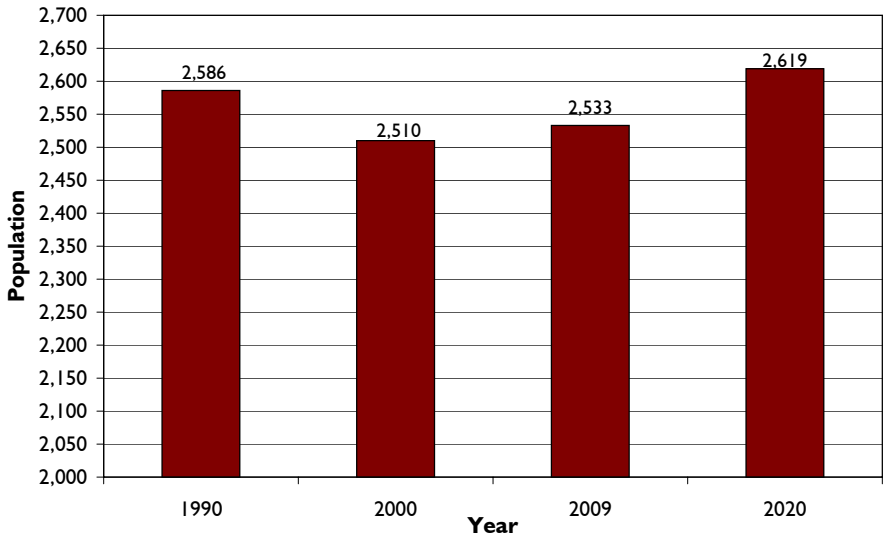
Table 3.1 provides a comparison of the total population of the City of Albuquerque and the Downtown Neighborhood Area. The population of the Downtown Neighborhood Area declined by nearly 3% between 1990 and 2000, while the city experienced a growth of 15%. From 2000 to the current 2009 estimate, the population of the Downtown Neighborhood Area has increased by 1%. The projected population of the Downtown Neighborhood Area in 2020 is 2,619 people, a 3.4% change from 2009. This projection is consistent with the current housing stock of the area, which is mostly comprised of single-family dwelling units, thereby leaving a very low probability for a large influx of population. Figure 3.1 *(next page)* illustrates the population change of the Downtown Neighborhood Area from 1990 to 2020. The 2020 population projections were calculated by taking the 2014 projections presented by Nielsen Claritas, Inc. and assuming a constant rate of growth to 2020.

Table 3.1: Population Comparison

	1990	2000	2009	2020
City of Albuquerque	388,385	448,607	520,244	612,681
Percent Change		+15.15%	+15.96%	+17.80%
Downtown Neighborhood Area	2,586	2,510	2,533	2,619
Percent Change		-2.94%	+0.92%	+3.40%

Source: Nielsen Claritas Inc., based on the US Census Bureau

Figure 3.1: Downtown Neighborhood Area Population



Source: Nielsen Claritas Inc., based on the US Census Bureau

Age by Sex Breakdown

The estimated 2009 age by sex breakdown of the Downtown Neighborhood Area is shown in Figure 3.2. The population is balanced in terms of sex, 51% male and 49% female. There are more females over the age of 65 than males, 56% versus 44%. The majority of the population, 64%, consists of individuals between the ages of 25 to 64 (52% male and 48% female). This age cohort is usually considered as the working cohort, being older than traditional students and younger than those who are retired. In 2000, the Downtown Neighborhood Area's population had a larger percentage of people in the 15-24 age cohort, which is the cohort of high school and traditional college students. No other cohort displayed as much of a change from 2000 to 2009, which was an approximately -5% change. This age group is known for moving, typically out of their guardian's home, which is why the 25-34 age group did not experience a similar rise in population during the same time period.

Figures 3.2 and 3.3 display the estimated 2009 age by sex breakdown for the Downtown Neighborhood Area and the city of Albuquerque, respectively. It is clear from this comparison that the city has a more balanced age distribution than the Downtown Neighborhood Area. The Downtown Neighborhood Area has 20% of its population between the ages of 0-24. This is a significantly smaller percentage than the city, which has 34% of its population in this cohort. The Downtown Neighborhood Area has a slightly larger percentage within the 25-64 age range, 64% versus 54%.

Figure 3.2: Downtown Neighborhood Area, Age by Sex, 2009

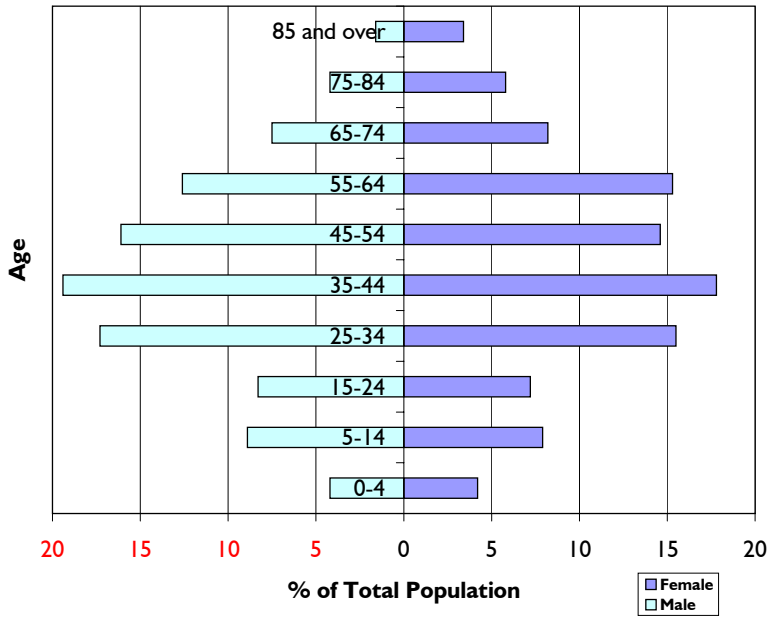
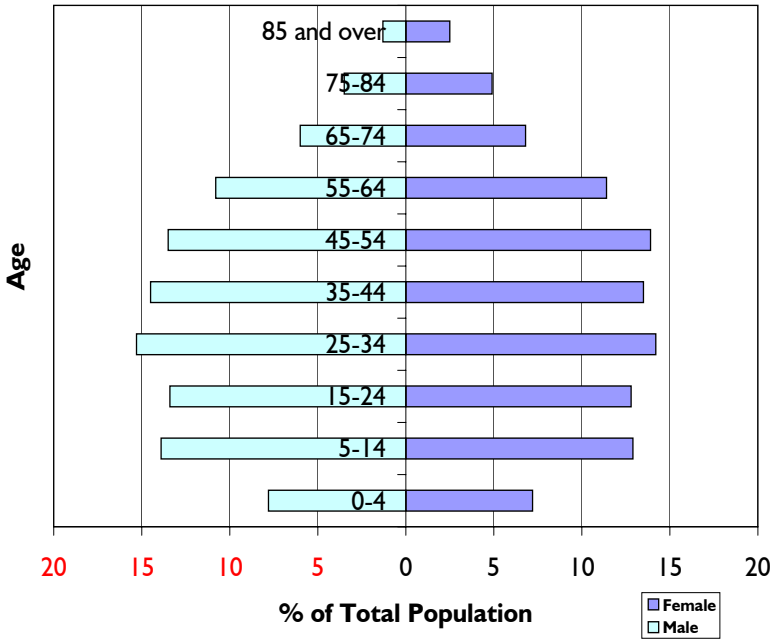


Figure 3.3: City of Albuquerque, Age by Sex, 2009

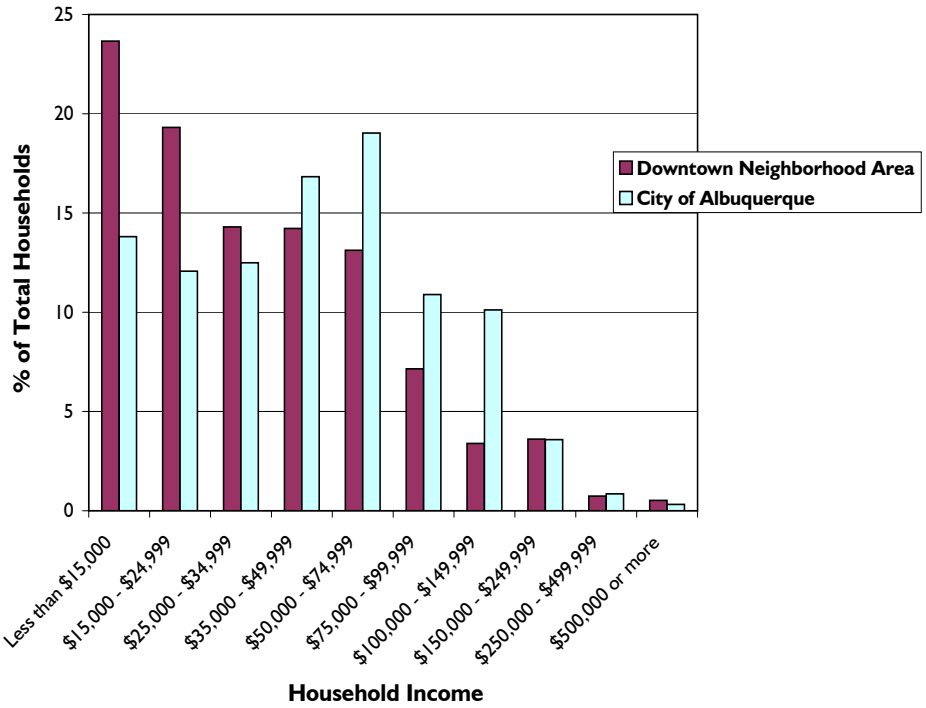


Source: Nielsen Claritas Inc., based on the US Census Bureau

Household Income

Figure 3.4 provides a comparison of the 2009 estimated household incomes for the Downtown Neighborhood Area and the City of Albuquerque. The Downtown Neighborhood Area has a significantly higher concentration of annual household incomes below $34,999, 57% compared to the City's 38%. The percentages of households earning less than $24,999 have decreased since Census 2000 from 51% to 43%. However, there is still a significantly higher percentage of these households in the Downtown Neighborhood Area than in the City of Albuquerque, 43% versus 26%. These numbers are in accord with the amount of renter occupied housing units contained within the study area. The 2009 estimated percentage of renter occupied housing units for the Downtown Neighborhood Area is 59%, whereas the City of Albuquerque is estimated at 38%. It is safe to assume there is a correlation between the lower incomes and the lower amount of owner-occupied housing units.

Figure 3.4: Household Income, 2009



Source: Nielsen Claritas Inc., based on the US Census Bureau

Educational Attainment

Table 3.2 provides a comparison of the educational attainment of individuals over the age of 25 in the Downtown Neighborhood Area and the city of Albuquerque in 2000 and 2009. The Downtown Neighborhood Area contains a 6% higher concentration of people with a less than 9th grade education, 11% versus 5% for the City. The Downtown Neighborhood Area contains an 8% lower concentration of individuals with some college education than the City, 16% versus 24%. These numbers coincide with the lower household income levels and

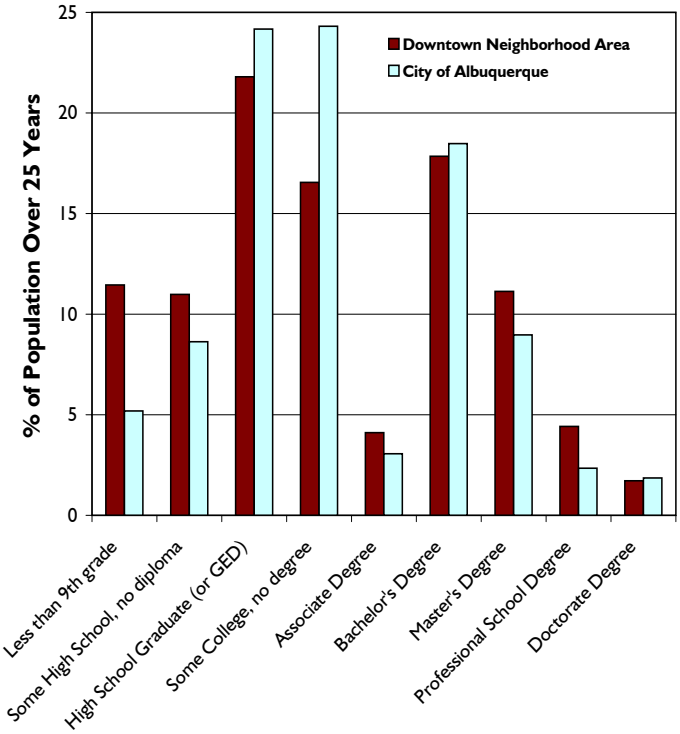
higher concentration of renter-occupied housing units discussed previously. As Table 3.2 indicates, there is not a significant change in these numbers from Census 2000 to the current 2009 estimate. Figure 3.5 shows a comparison of the 2009 estimated educational attainment for the population over 25 years for the Downtown Neighborhood Area and the City of Albuquerque. It is estimated that 17% of the Downtown Neighborhood Area has a Master's, Professional School, or Doctorate Degree, compared to 13% for the City.

Table 3.2: Educational Attainment for Population Over 25 Years of Age

	2000		2009	
	ABQ	**DNA**	**ABQ**	**DNA**
Less than 9th grade	5.38%	11.22%	5.19%	11.34%
Some High School, no diploma	8.70%	10.87%	8.63%	10.90%
High School Graduate (or GED)	24.09%	21.89%	24.17%	21.94%
Some College, no degree	24.19%	16.53%	24.31%	16.49%
Associate Degree	5.86%	4.15%	6.06%	4.16%
Bachelor's Degree	18.38%	17.95%	18.48%	17.93%
Master's Degree	9.13%	11.22%	8.97%	11.24%
Professional School Degree	2.36%	4.45%	2.34%	4.36%
Doctorate Degree	1.91%	1.72%	1.86%	1.63%

Source: Nielsen Claritas Inc., based on the US Census Bureau

Figure 3.5: Educational Attainment for Population over 25 Years, 2009



Source: Nielsen Claritas Inc., based on the US Census Bureau

Population by Race and Ethnicity

Overall, the racial breakdown of the Downtown Neighborhood Area's population does not significantly differ from the City of Albuquerque. Table 3.3 shows the percent of population by race for 2000 and 2009. The population of White Alone is the highest for both areas by a large margin, 73% for the Downtown Neighborhood Area and 68% for the City of Albuquerque.

Table 3.3: Percent of Population by Race

	2000		2009	
	ABQ	DNA	ABQ	DNA
White Alone	71.59%	71.06%	67.95%	72.60%
Black or African American Alone	3.09%	2.51%	3.61%	2.53%
American Indian and Alaska Native Alone	3.89%	4.90%	4.62%	5.65%
Asian Alone	2.24%	0.96%	2.39%	1.11%
Native Hawaiian and Other Pacific Islander Alone	0.10%	0.08%	0.13%	0.16%
Some Other Race Alone	14.78%	15.74%	16.39%	12.95%
Two or More Races	4.31%	4.74%	4.90%	5.01%

Source: Nielsen Claritas Inc., based on the US Census Bureau

Table 3.4 depicts the percent of population by ethnicity for the Downtown Neighborhood Area and the City of Albuquerque. In 2000, the Downtown Neighborhood Area contained a 8% higher concentration of Hispanics or Latinos with 48% versus 40% for the City, but this percentage was estimated to have dropped in 2009 to 45% while the City of Albuquerque's population of Hispanics or Latinos rose from 40% to 44%. The Downtown Neighborhood Area has a slightly more balanced distribution of these two ethnicity groups than the City.

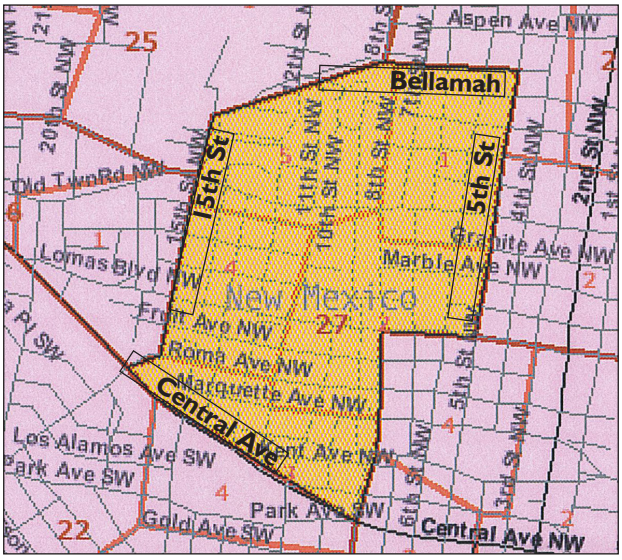
Table 3.4: Percent of Population by Ethnicity

	2000		**2009**	
	ABQ	**DNA**	**ABQ**	**DNA**
Hispanic or Latino	39.92%	48.49%	44.19%	45.24%
Not Hispanic or Latino	60.08%	51.51%	55.81%	54.76%

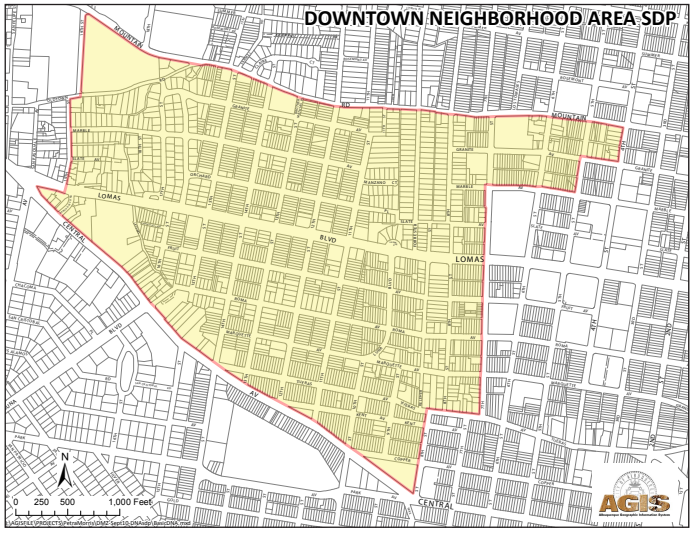
Source: Nielsen Claritas Inc., based on the US Census Bureau

Historical Population

The 1976 Downtown Neighborhood Area Sector Development Plan used Census Tract 27 for demographic information. However, since the tract boundaries have changed over time, *(see maps below)*, it was not used in the previous sections. Regardless, it is important to know how this area has changed over time and how it compares geographically to the Plan area.



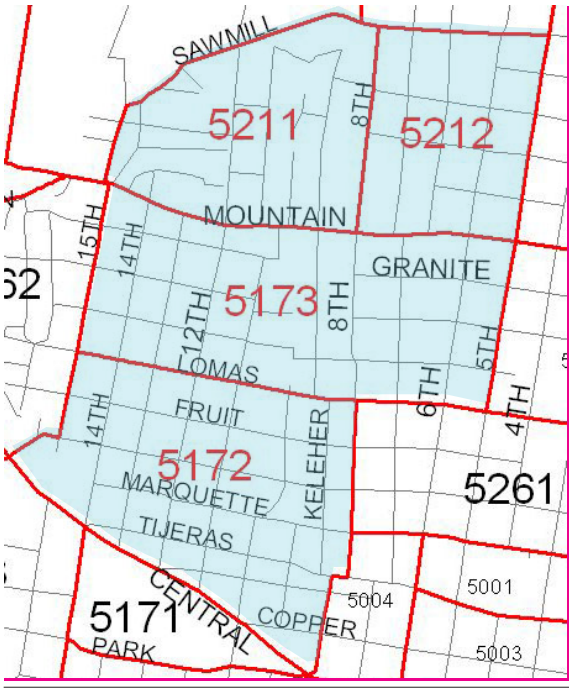
Census Tract 27



Downtown Neighborhood Area

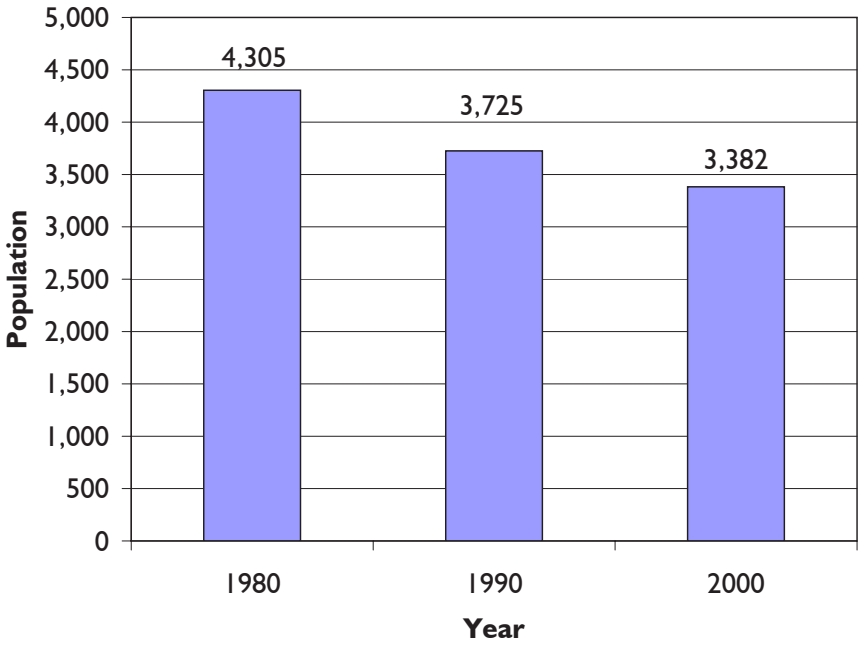
The data in Figure 3.6 (see next page) was obtained from the US Census Bureau and the Mid-Region Council of Governments (MRCOG). For 1980 and 1990, the Census Tract 27 boundaries were the same as the 1970 Census. Since this area experienced a decline in population, the 2000 Census Tract 27

boundaries were extended, and in order to ensure that the same geographic area was compared, Data Analysis Sub-Zone (DASZ) data was used. Figure 3.6 illustrates the decline in population that Census Tract 27 has experienced. The 1975 population estimate presented in the 1976 Downtown Neighborhood Area Sector Development Plan was 4,153 people. The Census Tract population increased to 4,305 people in 1980, an approximately 4% increase, before it began to decline.



Data Analysis Sub-Zones

Figure 3.6: Census Tract 27- Historical Population

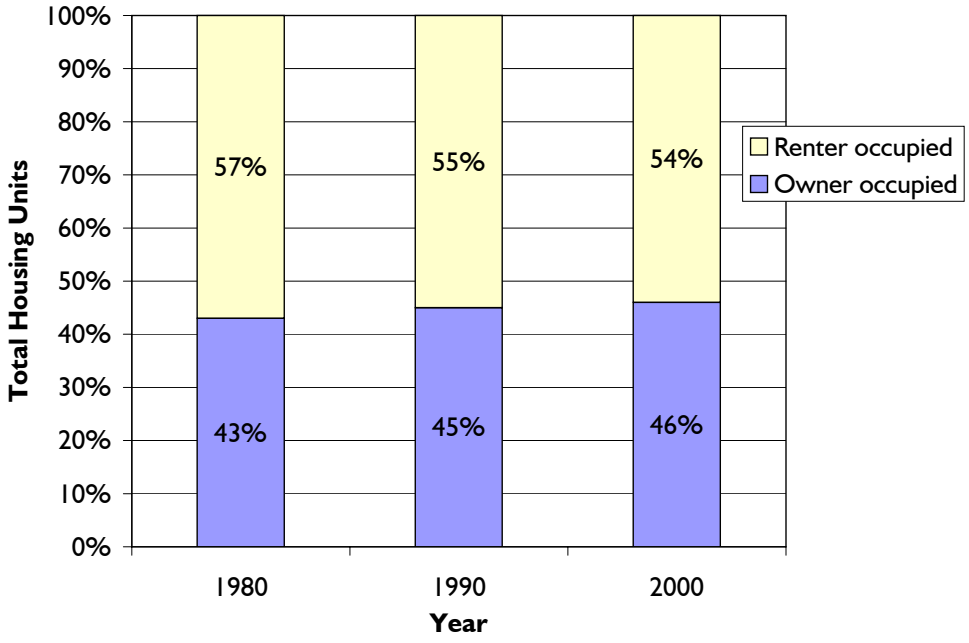


Source: US Census Bureau and Mid-Region Council of Governments

Historical Housing Tenure

In 1975, it was estimated by MRCOG that the number of renter-occupied housing units was 53% within Census Tract 27. Figure 3.7 shows the breakdown between renter-occupied and owner-occupied housing units for 1980-2000. The number of renter-occupied housing units for Census Tract 27 increased to 57% in 1980, but then experienced marginal decreases in 1990 and 2000. It should be noted that the Downtown Neighborhood Area contains a larger concentration of renter-occupied housing units than the area of the historic Census Tract 27. According to Nielsen Claritas, Inc., the renter-occupied housing units in 2000 for the Downtown Neighborhood Area specifically was 59% and has remained the same for the 2009 estimate.

Figure 3.7: Census Tract 27 - Historical Tenure 1980-2000



Source: US Census Bureau and Mid-Region Council of Governments

Age of Housing Units

The Downtown Neighborhood Area is one of the oldest residential areas in the City of Albuquerque. The majority of the housing units in this area, 51%, are estimated to have been built prior to 1940. There are five historic districts in the Downtown Neighborhood Area: Watson Addition, Orilla de La Acequia, Fourth Ward, Manzano Court, and Eighth and Forrester.

B. COMMUNITY PERSPECTIVE

A series of walking tours of the Downtown Neighborhood Area was conducted by the consultants with the Sector Development Plan Steering Committee in October, 2009. The walking tours were held during the information gathering stage of the Sector Development Plan update. The key observations gained during the walking tours and provided in this section were instrumental in setting the parameters for what would be contained in the update.

General

1. There are a tremendous variety of subareas within the Plan area – each with their own set of character-defining elements, including architectural styles and history, size and massing of buildings, land use, street trees and other landscaping, pedestrian accessibility, and overall condition of buildings and public infrastructure.

2. Most private property within the Plan area is in very good condition, with some exceptions. Areas of concern are located in the southern portion of the Plan area – rundown motels and properties along Central and Tijeras Avenues; in the eastern portion of the Plan area – non-conforming parking lots, buildings in need of rehabilitation adjacent to and along Fourth Street.

Non-conforming commercial parking lot along Fourth Street

3. Public infrastructure issues are present throughout the Plan area. Many sidewalks are in poor condition, missing, or ADA non-compliant.

Distressed property along Mountain Road, west of 12th Street

4. Land use is primarily residential in varying densities, with commercial and office use concentrated along Fourth Street (Plan area's eastern boundary) and Central Avenue (Plan area's southern boundary) and to a lesser degree, along Mountain Road (Plan area's northern boundary) and Lomas Boulevard.

5. There are numerous opportunity sites and buildings that could be used for redevelopment purposes, either by the public or private sectors. These sites are identified in the detailed tour notes (Appendix E).

Opportunity site at 10th Street and Central Avenue

6. Mountain Road has undergone a positive transformation with new development and rehabilitation of existing buildings. There is a good mix of neighborhood commercial and residential land uses along Mountain Road, particularly east of 12th Street. Some of these small businesses are struggling and some have gone out of business. Opportunity for redevelopment exists west of 12th Street, which has been identified in the tour notes.

7. Much of the properties zoned for townhomes, primarily north of Lomas Boulevard, have not been utilized as such. Some of the townhome development has been designed well and fits within the neighborhood, while some projects do not fit from a height, massing, and garage orientation standpoint.

Townhomes along 11th Street with no area left for landscaping in the front setback

8. Many of the properties zoned for RC (residential / commercial) and MRO (mixed residential office) have office uses that do not appear to be in compliance with the Zoning Code, which requires a 50/50 split between the two land uses (100% residential is permitted, but non-residential can be no more than 50%). These are primarily located along Lomas Boulevard and in the eastern portion of the Plan area, north of Lomas Boulevard.

9. There is a disconnect between the existing land use, predominantly single family homes in the historic districts, and the zoning. This is of special concern in those districts that are not regulated by the City's Landmarks and Urban Conservation Commission because it could be seen as an economic incentive to demolish existing structures and rebuild at higher densities. In the historic districts regulated by the LUCC, the LUCC

historic design guidelines for the district are different from the zoning regulations.

Bail bond office along Fourth Street

10. There is a significant concern regarding the increase of bail bond offices within the Plan area and their apparent lack of compliance with the Zoning Code. These businesses are open 24 hours a day and are a permissive use in the O-1 zone. The Sector Development Plan should specifically address bail bond offices and restrict their locations within the Plan area.

11. There is a need for more convenient and appropriately located commercial uses that serve the neighborhood. Neighbors want services carefully sited and designed so they do not detract from the overall residential character of the Plan area. The scale of these neighborhood commercial uses is an important element.

12. Office uses are seen as an intrusion into the neighborhood, particularly south of Lomas Boulevard. The Sector Development Plan should look at limiting the amount of additional office use that can be built in the Plan area. It was noted that some of the larger, historic homes would be difficult to maintain as single family homes.

Transportation Issues

1. Lomas Boulevard is the major east-west corridor through the Plan area. It is designated a principal arterial by the Current Roadway Classification System by the Mid-Region Council of Governments (MRCOG). Lomas Boulevard appears to have excess right-of-way, and consideration should be given to the implementation of traffic 'calming' techniques, such as curb extensions (bulb-outs) and lane narrowing in order to ease north-south pedestrian flow across the roadway. Pedestrian amenities, such as benches and street trees, are lacking or inconsistent along Lomas Boulevard.

2. Central Avenue has been the subject of several studies looking at streetscape, cross sections, land uses, etc. There is an on-going study that is being coordinated by the City Council *(West Central Avenue Corridor Concept Plan)*. Councilor Isaac Benton and the Raynolds Addition and Huning Castle Neighborhood Associations have been

working on specific improvements that will narrow Central Avenue, create bike lanes, and expand sidewalks. The Sector Development Plan should review these studies and include the relevant information as a part of the Sector Development Plan update process *(see Appendix C.)*

3. Pedestrian accessibility is a challenge in many parts of the Plan area. There are numerous streets with missing sidewalk sections, deteriorated sidewalks, or very narrow sidewalks. Many intersections are missing one or more ADA-compliant curb ramps. Some curb ramps are significantly offset from the intersection.

4. Many sidewalk sections without parkway strips have Americans with Disabilities Act-deficient driveway cut designs.

5. The intersection of 12th and Mountain has functional issues. Mountain Road has a left turn lane east of Seventh Street within a 32 foot face-to-face (curb-to-curb) roadway section. Can this be applied to 12th Street which is 31 feet face-to-face?

6. Maintenance of alleys is a concern within the Plan area. Most of the alleys are not maintained well, and some have become a nuisance to the neighborhood, attracting homeless people and trash accumulation.

Street Trees

1. While there are some streets that contain street trees, there are many streets that are missing a street tree canopy that is a character-defining element for many parts of the Plan area. Sometimes one side of the street has trees and not the other side, and in many instances, there are no street trees at all. Specific streets that are lacking street trees are called out in the tour notes.

2. Street trees are buckling sidewalks in some areas. A recommendation would be to identify appropriate species and planting techniques for this planting condition between the curb and sidewalk in the Sector Development Plan.

C. EXISTING LAND USE and ZONING

The Downtown Neighborhood Area is primarily composed of single-family detached residential development, and to a much lesser degree, townhomes and multi-family residential, neighborhood commercial uses, and offices (see page 31, Existing Land Use). As previously noted, however, the existing land uses bear little relationship to the existing zoning. Key observations regarding existing land use are as follows:

- The non-residential uses are primarily located along the major roadways at the perimeter of the Downtown Neighborhood Area:
  - Central Avenue has a mix of office, hotel, and school uses;
  - Mountain Road has a mix of single family residential and townhome, neighborhood commercial, school, and institutional uses;
  - Lomas Boulevard has a mix of office, residential, and some neighborhood commercial uses; and
  - Fifth and Sixth Streets have a mix of residential, office (including bail bond offices), and commercial uses.

- The area around the federal, county, and metropolitan courthouses has a higher concentration of attorney and bail bond offices.

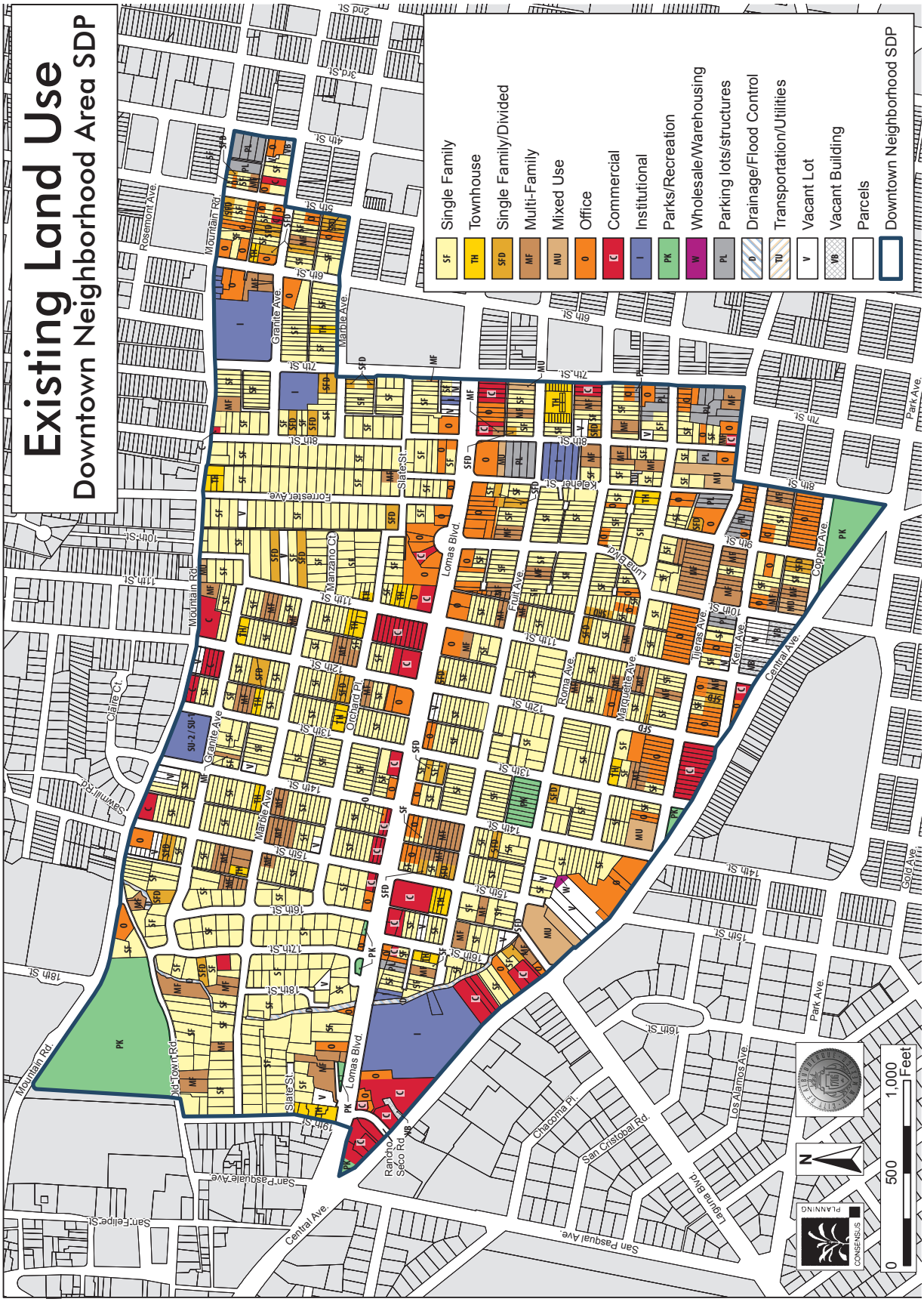
- There are many instances of single-family homes that have been converted to multi-family uses throughout the Downtown Neighborhood Area.

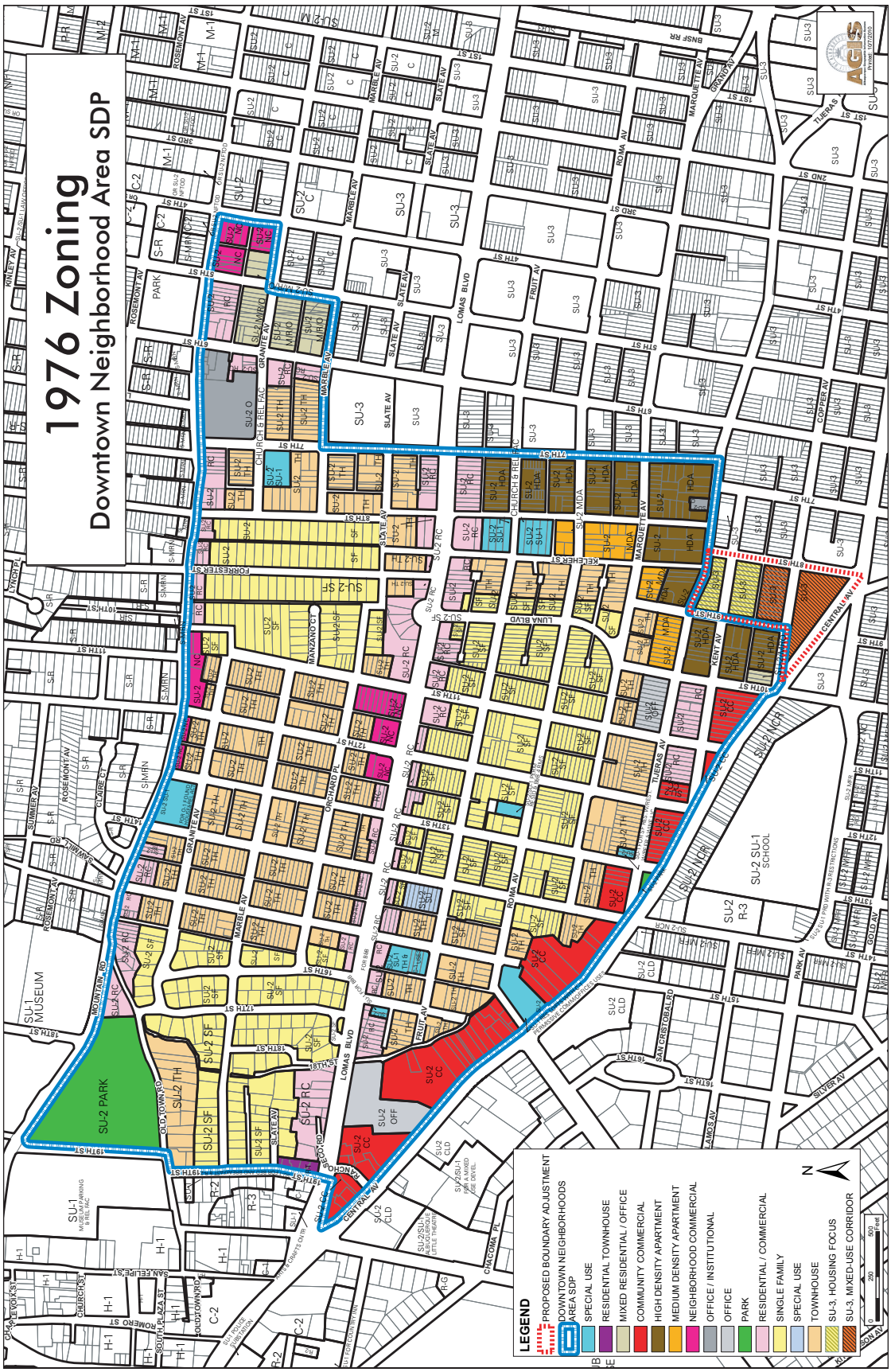
- There are three City parks in the current Downtown Neighborhood Area - Tiguex Park, an 8.42-acre community park located south along Mountain Road and east of 19th Street and Old Town; Mary Fox Park, a .82-acre neighborhood park located at 13th Street and Roma Avenue; and Soldiers & Sailors Park, a .15-acre neighborhood park at Tijeras Avenue/Central Avenue intersection. A fourth park, the City's oldest, is Robinson Park at Central Avenue and Eighth Street. This Plan recommends inclusion of this 1.6-acre community park in the Plan area boundary.

- Due to the prevalence of narrow residential lots (25 feet in width) many property owners own more than one lot. In many instances, buildings run perpendicular to the lot lines.

- There are numerous distressed properties located along Central Avenue, and to a lesser degree, along Mountain Road, and Fourth, Fifth, and Sixth Streets. These sites and structures are opportunities for adaptive reuse or redevelopment.

- While there is a large amount of townhouse zoning, there are very few townhouses within the neighborhood developed for that specific use. Existing townhouses are relatively new and in small groups of a few units each.


Existing Land Use
Downtown Neighborhood Area SDP
Single Family
Townhouse
Single Family/Divided
Multi-Family
Mixed Use
Office
Commercial
Institutional
Parks/Recreation
Wholesale/Warehousing
Parking lots/structures
Drainage/Flood Control
Transportation/Utilities
Vacant Lot
Vacant Building
Parcels
Downtown Neighborhood SDP
SF
TH
SFD
MF
MU
O
C
I
PK
W
PL
D
TU
V
VB
0
500
1,000
Feet
N
PLANNING CONSENSUS


1976 Zoning
Downtown Neighborhood Area SDP
LEGEND
PROPOSED BOUNDARY ADJUSTMENT
DOWNTOWN NEIGHBORHOODS AREA SDP
SPECIAL USE
RESIDENTIAL TOWNHOUSE
MIXED RESIDENTIAL / OFFICE
COMMUNITY COMMERCIAL
HIGH DENSITY APARTMENT
MEDIUM DENSITY APARTMENT
NEIGHBORHOOD COMMERCIAL
OFFICE / INSTITUTIONAL
OFFICE
PARK
RESIDENTIAL / COMMERCIAL
SINGLE FAMILY
SPECIAL USE
TOWNHOUSE
SU-3, HOUSING FOCUS
SU-3, MIXED-USE CORRIDOR

- There are only a few buildings within the Downtown Neighborhood Area that are over two stories in height. This is true even within the SU-2/HDA zoned area, which allows building heights equal to the heights allowed in the Downtown 2010 Sector Development Plan.

D. CURRENT SECTOR DEVELOPMENT PLAN

The current Downtown Neighborhood Area Sector Development Plan was adopted by the City Council in October, 1976. At the time of adoption, the Plan area had been designated a blighted area, and, as such, the Plan contained a community development plan that was created under the provisions of the Community Development Law of the State of New Mexico. The purpose was to guide redevelopment, eliminate blight, and preserve the historical development pattern and select buildings which had historical and cultural significance within the Downtown Neighborhood Area.

The 1976 Sector Development Plan contained data on population and housing conditions. It also included a land use plan and established zoning within the DNA. Thirteen land uses were established, which corresponded to specific zones in the City Comprehensive Zoning Code, including:

- SF Single Family *(corresponds to the R-1 zone with exceptions)*
- TH Townhouse *(corresponds to the R-T zone with exceptions)*
- MRO Mixed Residential/Office *(corresponds to the R-T zone with exceptions)*
- LDA Low Density Apartment *(corresponds to the R-2 zone with exceptions)*
- MDA Medium Density Apartment *(corresponds to the R-3 zone with exceptions)*
- HDA High Density Apartment *(corresponds to the R-4 zone with exceptions)*
- RC Residential/Commercial *(corresponds to the RC zone with exceptions)*
- O-1 Office/Institutional *(corresponds to the O-1 zone)*
- C-1 Neighborhood Commercial *(corresponds to the C-1 zone)*
- C-2 Community Commercial *(corresponds to the C-2 zone)*
- SU Special Use *(corresponds to the SU-1 zone)*
- P Parking *(corresponds to the P Parking Zone)*
- RP Reserve Parking *(corresponds to the P-R zone)*
- Park *(no zone called out)*

Most of the Plan area was rezoned from office to residential use, with substantial areas designated for medium- to high-density development. Mixed-use zones were designated along Mountain Road and Lomas Boulevard, and commercial use was designated along Central Avenue. Non-conforming uses were given a period of 48 years to convert to conforming uses, which would be 2024 (14 years from this 2010 update to the Sector Development Plan).

Although the 1976 Sector Development Plan referenced existing zoning categories within the City Comprehensive Zoning Code, it customized the development standards through exceptions. The Sector Development Plan allowed for a decrease in the amount of off-street parking required for residential development

and based the number of parking spaces per unit instead of the typical Zoning Code requirement, which bases the amount of parking on the number of baths. The Sector Development Plan decreased the amount of usable open space required in the RC zone from 750 square feet to 500 square feet per dwelling unit. The minimum lot area was decreased for RT zoned property from 2,200 square feet to 2,000 square feet per dwelling unit. The Sector Development Plan made 100% office use conditional for properties in the RC zone along Lomas Boulevard as long as certain criteria were met. Properties zoned C-2 were prohibited from having package liquor sales, vehicle sales, rental, and indoor or outdoor storage.

An amendment to the Downtown Neighborhood Area Sector Development Plan was adopted by the City Council in March, 1999. The purpose of the amendment was to protect the neighborhood from the intrusion of commercial surface parking lots. Three of the zones in the Sector Development Plan were impacted by the amendment, which prohibited commercial parking lots: the SU-2/HDA (High Density Apartment) zone, the SU-2/RC (Residential/Commercial) zone, and the SU-2/MRO (Mixed Residential/Office) zone. The amendment allowed the continuation of existing parking lots, but required that parking lot owners submit a site development plan to include landscaping to the City Zoning Hearing Examiner and landscape improvements be installed within 60 days of approval. It appears that this requirement has not been met by all commercial parking lot owners, which continues to be an area of concern for residents.

Plan Area Boundary

The Downtown Neighborhood Area is adjacent to several other sector development plans, including the Sawmill/Wells Park Sector Development Plan (1996) to the north, the Downtown 2010 Sector Development Plan (2000) to the east, and the Huning Castle & Raynolds Addition Neighborhood Sector Development Plan (1981) to the south. The boundary of the Downtown Neighborhood Area has remained the same since adoption in 1976, with the exception of an adjustment to the eastern boundary at the time of adoption of the Downtown 2010 Plan. The current eastern boundary mostly follows Seventh Street until it gets to Tijeras Avenue, where it takes a jog to the west to Ninth Street. The boundary thereby excludes Robinson Park, and, as such, puts the park within the Downtown 2010 Plan area. The boundary also excludes some single-family homes, one-story apartments, and some converted office buildings. In addition, the eastern boundary does not follow the boundary of the Fourth Ward Historic Overlay Zone and places a small part of the HOZ HO Zone outside of the Downtown Neighborhood Area Sector Development Plan.

Changed Neighborhood Conditions

As previously noted, the primary intent of the 1976 Sector Development Plan was to address the blighting issues within the neighborhood and provide incentives for redevelopment. Zoning districts contained in the Sector Development Plan were specifically crafted to encourage redevelopment and increase the affordable housing stock. In large part, the blighting condition that was present in the neighborhood no longer exists. Broad-scale redevelopment never occurred

in the neighborhood; instead, property owners have more commonly rehabilitated their buildings. The zoning districts were never utilized to their intended or fullest potential and, as a result, there is a significant disconnect between existing zoning and existing land use in the Downtown Neighborhood Area. The existing zoning for many portions of the Downtown Neighborhood Area are contrary to the goals and objectives of the neighborhood.

City Resolution 270-1980 provides the criteria for changes to the City's official zone map. The cornerstone criterion is a demonstration that the existing zoning is inappropriate because (1) there was an error when the existing zone map pattern was created; or (2) changed neighborhood or community conditions justify the change; or (3) a different use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City Master Plan, even though (1) or (2) above do not apply.

The following conflicts exist in the current zoning:

HDA Zone - This zoning district corresponds to the R-4 zone, which no longer exists in the Comprehensive Zoning Code, and is intended to accommodate the highest density residential development (maximum floor area ratio of 3.0) and incidental uses located near an Urban Center such as Downtown Albuquerque. Permissive uses include non-residential use up to 10 percent of the gross floor area on the premises. Conditional uses include permissive uses in the C-2 zone for up to 10 percent of the gross floor area on the premises. The HDA zone is located in the southeast corner of the Plan area along Seventh and Ninth Streets and Tijeras Avenue. However, a significant conflict between the intent and permissive uses of the HDA zoning district and existing land use is readily apparent. There are no apartments taller than 2 or 3 stories within the area zoned for HDA. The community desire is to change this zoning to a less intense multi-family zone that would allow apartments and townhomes.

MRO and RC Zones - These two zoning districts are intended to allow for a mix of residential and non-residential uses. They both reference to the R-T zone for the residential portion, but RC differs by allowing apartments up to 20 dwelling units per acre. For the non-residential portion, MRO allows up to 50% of the gross floor area in O-1 permissive uses and RC allows certain commercial uses up to 50% of the gross floor area. Both zones allow 100% of the floor area for office as a conditional use. The conflict arises with the non-residential restriction to 50% of the gross floor area. Most of these properties have either requested a conditional use permit to allow all of the gross floor area for office use or they are operating in violation of the Zoning Code.

TH Zone - This district corresponds to the R-T district in the Comprehensive City Zoning Code. There is a large amount of TH zoning within the Downtown Neighborhood Area. At the time when the original Sector Development Plan was adopted, the intent was to encourage redevelopment of the neigh-

borhood for affordable housing. However, very little of the property zoned TH is used for townhomes *(see Existing Land Use map, page 31)*. Several new townhome projects have been constructed in the recent past with mixed results. Common complaints from the neighbors include the lack of landscaping provided in the front yard, a garage-dominated street view, and massing and scale that is out of character with the surrounding residential area. There is still support for keeping a certain amount of townhouse zoning within the Downtown Neighborhood Area, but decreasing the amount of properties zoned for townhouses to bring the zoning closer to what currently exists and adding design standards that would provide better compatibility with the existing character are desired.

E. HISTORIC OVERLAY ZONES & HISTORIC DISTRICTS

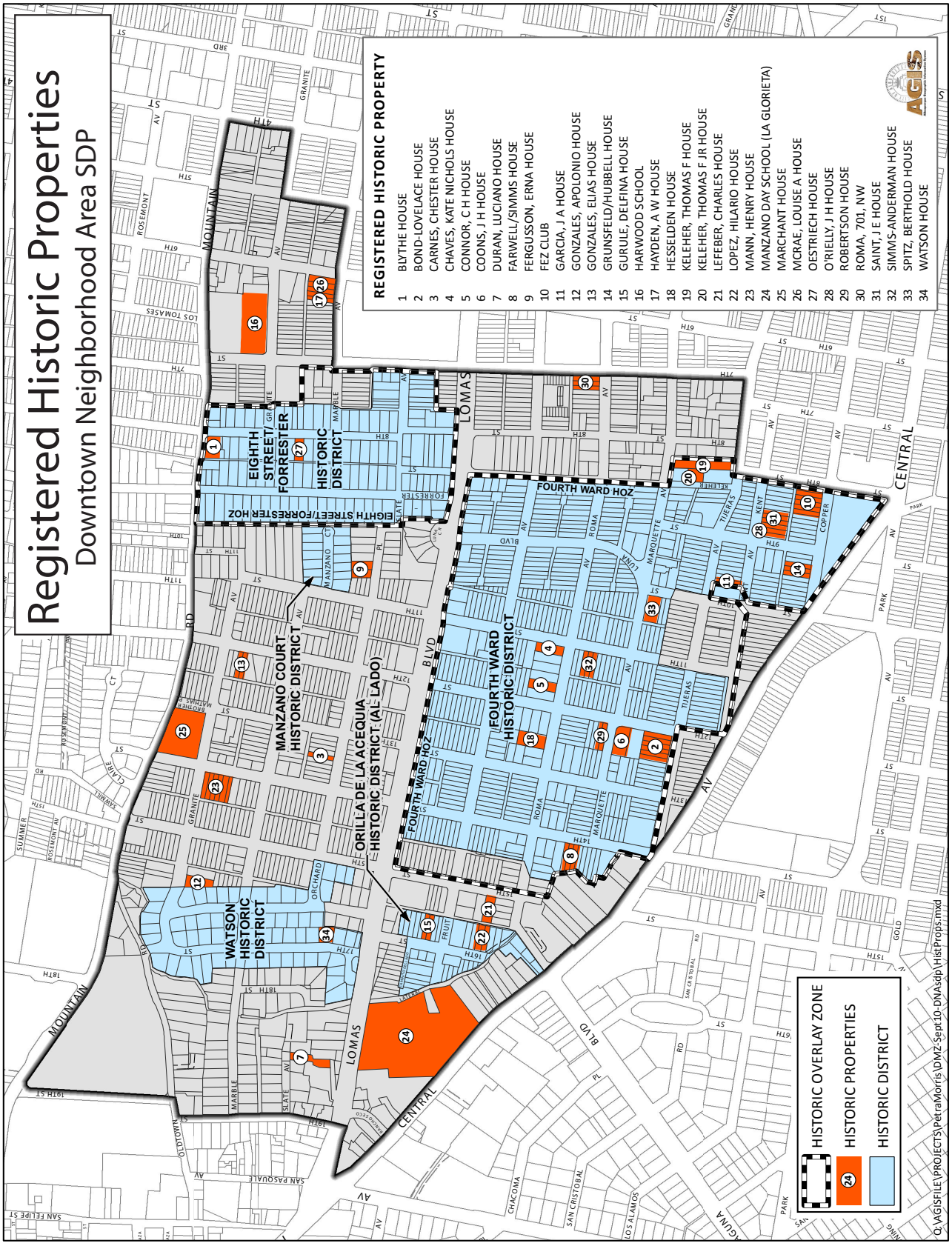
Registered Historic Districts

There are currently five historic districts within the Downtown Neighborhood Area that are listed on the State and/or National Registers for historic properties, including the Fourth Ward, Eighth and Forrester, La Orilla de La Acequia, Manzano Court, and the Watson Addition. Each of these historic districts reflect different architectural styles and periods in the City's early growth. In addition to these historic districts, there are also many buildings located throughout the neighborhood that are listed individually on the historic registers *(see Registered Historic Properties map, page 37)*. Unlike Historic Overlay Zones, a historic district designation does not require City development review. However, financial incentives are available for registered buildings and contributing buildings in registered historic districts. Those financial programs require review of proposed work by the State Historic Preservation Division.

Financial Incentives

Buildings listed on the State Register of Cultural Properties or contributing buildings in a state-registered historic district are eligible for a State of New Mexico Investment tax credit for rehabilitation and improvements that promote the building's preservation. A tax credit covering 50% of qualified expenses up to $50,000 may be awarded. The State of New Mexico also has a preservation Revolving Loan Fund providing below market rate loans for rehabilitation. Many homeowners take advantage of these benefits for various improvements to their properties including re-roofing, mechanical systems, plumbing, electrical, and restoration costs.

Income-producing buildings listed on the National Register of Historic Places are eligible for 20% federal tax credits for qualified rehabilitation. However, this federal program is generally only useful for large-scale projects. If a property is not listed on the Historic Register, it may qualify for a 10% credit as a non-historic property. This applies to a property that was placed in service before 1936, is ineligible for individual listing on the National Register, and does not contribute to a National Register, or state or local historic district. The key project-related criteria for both the 10% and 20% federal tax credits is that the property be income-generating or used in trade or business. As such, the rehabilitation of


Registered Historic Properties
Downtown Neighborhood Area SDP
REGISTERED HISTORIC PROPERTY
1 BLYTHE HOUSE
2 BOND-LOVELACE HOUSE
3 CARNES, CHESTER HOUSE
4 CHAVES, KATE NICHOLS HOUSE
5 CONNOR, C H HOUSE
6 COONS, J H HOUSE
7 DURAN, LUCIANO HOUSE
8 FARWELL/SIMMS HOUSE
9 FERGUSSON, ERNA HOUSE
10 FEZ CLUB
11 GARCIA, J A HOUSE
12 GONZALES, APOLONIO HOUSE
13 GONZALES, ELIAS HOUSE
14 GRUNSFELD/HUBBELL HOUSE
15 GURULE, DELFINA HOUSE
16 HARWOOD SCHOOL
17 HAYDEN, A W HOUSE
18 HESSELDEN HOUSE
19 KELEHER, THOMAS F HOUSE
20 KELEHER, THOMAS F JR HOUSE
21 LEFEBER, CHARLES HOUSE
22 LOPEZ, HILARIO HOUSE
23 MANN, HENRY HOUSE
24 MANZANO DAY SCHOOL (LA GLORIETA)
25 MARCHANT HOUSE
26 MCRAE, LOUISE A HOUSE
27 OESTRIECH HOUSE
28 O'RIELLY, J H HOUSE
29 ROBERTSON HOUSE
30 ROMA, 701, NW
31 SAINT, J E HOUSE
32 SIMMS-ANDERMAN HOUSE
33 SPITZ, BERTHOLD HOUSE
34 WATSON HOUSE
EIGHTH STREET/FORRESTER HOZ
EIGHTH STREET FORRESTER HISTORIC DISTRICT
MANZANO COURT HISTORIC DISTRICT
ORILLA DE LA ACEQUIA HISTORIC DISTRICT (AL LADO)
FOURTH WARD HOZ
FOURTH WARD HISTORIC DISTRICT
WATSON HISTORIC DISTRICT
HISTORIC OVERLAY ZONE
HISTORIC PROPERTIES
HISTORIC DISTRICT
Q:\AGIS\FILE\PROJECTS\PetraMorris\DMZ-Sept10-DNAsdp\HistProps.mxd

owner-occupied residential properties does not qualify for the federal tax credit program.

Historic Overlay Zones and Development Review
Currently, two historic districts, the Fourth Ward and the Eighth and Forrester historic districts, are designated as City Historic Overlay Zones *(see maps on pages* 40-44). The Fourth Ward and the Eighth and Forrester Historic Overlay Zones were designated by the City Council in March 1991. These HO Zones were established to protect the unique historic character of these neighborhoods for future generations by providing for development review. The HO Zones have been very successful in their missions to preserve the area's unique historic character by providing for the review of alterations to historic buildings in order to preserve their historic and architectural character, prevent the unnecessary demolition of historic buildings, and provide development standards to ensure that new development is compatible with the historic district.

Landmarks and Urban Conservation Ordinance and Commission
The City adopted the Landmarks and Urban Conservation Ordinance in 1978. The ordinance requires that within the boundaries of a historic zone, urban conservation overlay zone, or landmark site, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been approved. The Landmarks Ordinance created the Landmarks and Urban Conservation Commission (LUCC) and charged the LUCC with the responsibility to make decisions on applications for Certificates of Appropriateness in accordance with the ordinance. A Certificate of Appropriateness is a document certifying that the LUCC or its staff has reviewed either proposed alterations to a property or new construction of a building, or an application for demolition and the work has been determined to meet the applicable development guidelines for the Historic Zone or City Landmark.

The Mayor appoints members of the LUCC and the Planning Department provides a designated staff person to evaluate projects and provide recommendations to the LUCC on development review applications. City staff also provides limited design assistance, historic preservation guidance and information to property owners, and reviews and may approve changes to buildings that do not require a building permit and/or small additions to buildings. Such alterations include fences, walls, re-roofing, small additions, and window or door replacement. Larger projects are reviewed by the LUCC at a public hearing held each month. All applications require a complete information package that clearly illustrates the proposed changes. A pre-application meeting with City staff is encouraged and staff will determine the level of review required for the proposed project. City staff will also assist with preparing the application.

A Certificate of Appropriateness is not required for interior alterations and routine maintenance that does not alter the exterior appearance of the building. All exterior work affecting the character, design, composition, form, or appearance requires review and approval by the LUCC or its staff.

The majority of the projects presented to the LUCC are either approved as submitted or approved with modifications. With proper planning and consultation with City staff, projects that are out of compliance with the development guidelines can be avoided.

Development (Design) Guidelines

The Landmarks Ordinance requires specific development guidelines for the HO Zones. These guidelines provide the framework for evaluating development review applications. The development guidelines for projects within the HO Zones are applied, in addition to other City codes and regulations. The guidelines for improvements to historic resources (contributing buildings) are oriented towards retaining the original architectural character. The development guidelines also encourage the protection of neighborhood character by including standards for non-historic (non-contributing) buildings and new construction to be generally compatible with the historic buildings and existing neighborhood character. Miscellaneous site features such as accessory buildings, fences, and walls are also addressed in the development guidelines since the overall visual character of the streetscape is affected by such features.

Fourth Ward Historic District and Overlay Zone

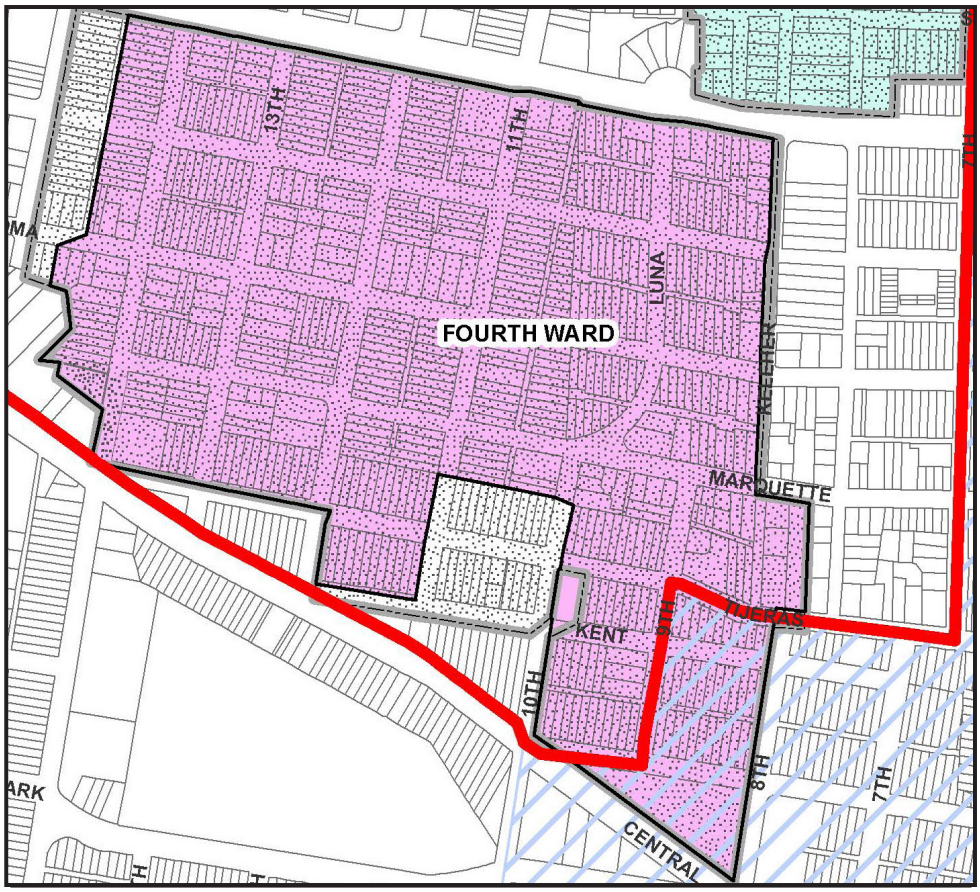
The Fourth Ward Historic District and HO Zone derives its name from the City's early system of political subdivisions called "Wards." This large historic district is bounded by Lomas Boulevard to the north; Tijeras, Kent, and Central Avenues to the south; Keleher Avenue and Eighth Street to the east; and 14th and 15th Streets to the west (see HO Zone map, page 40). A small portion of the district at the southeast corner is located outside of the Downtown Neighborhood Area Sector Development Plan boundary. There is also a slight difference between the City's HO Zone boundary and the boundaries for the National and State Historic Districts.

Fourth Ward Historic Overlay District

The district contains a variety of homes built between 1880 and 1930, with most of the development beginning in the early twentieth century. Prior to 1900, most new housing was concentrated in Huning's Highland to the east of the railroad tracks and the Fourth Ward had a few houses on large parcels of land. After the turn of the century, the Fourth Ward became the fashionable neighborhood for Albuquerque's growing business class. A wide variety of architectural

styles are represented in the district including Queen Anne, Bungalow, Hipped Box, Prairie, Federal Style, Territorial Revival, Mission Revival, Spanish Pueblo Revival, Dutch Colonial Revival, Tudor Revival, and Foursquare.

The area developed primarily as a residential neighborhood of mostly single-family dwellings, some multi-family apartments containing central landscaped courtyards, and a few commercial structures. Originally, the front yards were unfenced and street trees were planted in the strip between the curb and the sidewalk. The homes typically had a 20 foot front yard setback on the north-south streets and a 15 foot front yard setback on east-west streets. The Fourth Ward Historic District was listed on the New Mexico State Register of Cultural Properties in 1979 and the National Register of Historic Places in 1980.



Fourth Ward Historic Overlay District

Eighth and Forrester Historic District Overlay Zone

The Eighth and Forrester HO Zone is a neighborhood of simple, lower-middle class housing bounded by Mountain Road on the north, Lomas Boulevard on the south, the west side of Forrester Street on the west, and a portion of Seventh Street on the east.

The area was built up between 1905 and 1930, with a small area in the south-east corner built before 1900. The predominant architecture is the Hipped Box, a one-story, square house with a hipped roof and front porch, often with a projecting dormer from the front roof slope. The oldest houses are late adaptations to the Queen Anne style. In the late 1910s and 1920s, small versions of the Bungalow style were added, as well as Southwest Vernacular and Spanish Pueblo Revival styles. This is a neighborhood of modest houses – simplified versions of popular styles.

Eighth and Forrester Historic Overlay Zone - on right, contributing building at Eigth and Slate Streets

Typical neighborhood characteristics include a planting strip between the sidewalk and back of curb, long blocks for streets running north-south, common setbacks, small homes on standard 50-foot lots, and mature deciduous trees. Typical building characteristics included a predominance of one-story homes, small simple structures with modest ornamentation, use of brick, frame, and clapboard, frame and stucco, or cast stone as common building materials, and many houses with hipped roofs. The Eighth and Forrester Historic District was listed on the New Mexico State Register of Cultural Properties in 1979 and the National Register of Historic Places in 1980.

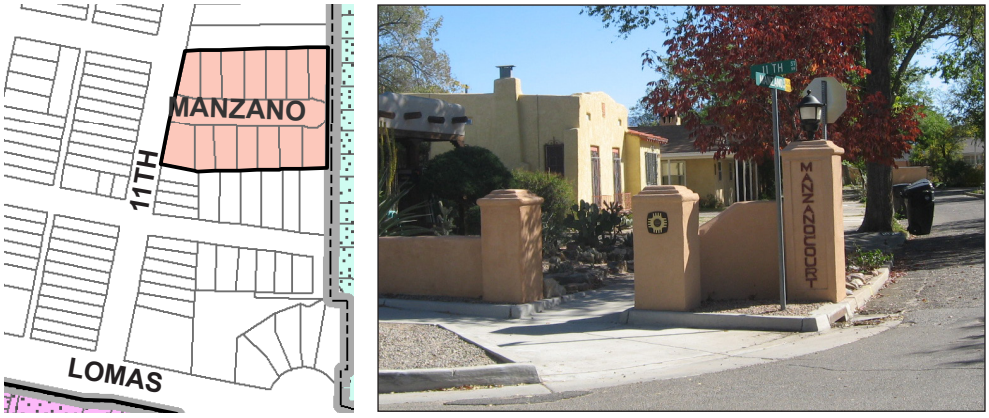
Manzano Court Historic District

Manzano Court, located off the east side of 11th Street north of Lomas Boulevard, is a small subdivision of single-family homes along a block-long cul-de-sac. The Manzano Court Addition was platted in 1923 as one of the last subdivisions within Albuquerque's Original Town Site and is distinguished by its concentration of Southwest Vernacular style houses. There are only 12 houses in the district, most of which were built between 1925 and 1937.

The architecture of this district reflects the transition from the imported cottage and bungalow styles of architecture that are found in much of the surrounding neighborhoods to the development of a distinctly regional style of architecture that borrowed elements from popular revival styles such as the California Mission, Mediterranean, and Spanish Pueblo Revival styles. The one-story houses have flat roofs with varying parapets and details that lend individuality to each. Anna S. Gotshall, one of Albuquerque's first women developers, designed most of the contributing houses.

The historic houses typically have a single-car garage located at the rear of the property that is also considered historic. Each garage is similar to the roofline and stucco finish of the main house.

With two sixteen-foot roadways flanking the richly planted median and an ample deciduous tree canopy, the streetscape has a park-like appearance. The low wall with piers along the west side of the subdivision is also a contributing structure. The Manzano Court Historic District was listed on the New Mexico State Register of Cultural Properties in 2003 and the National Register of Historic Places in 2004.

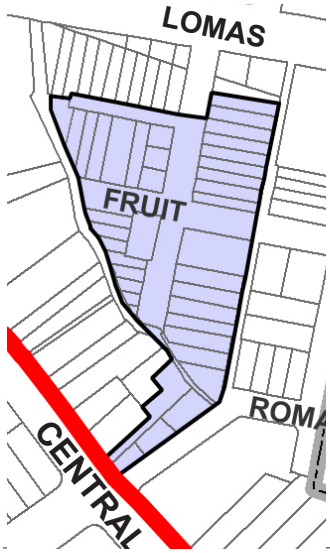


Manzano Court Historic District - on right, entry wall along 11th Street

La Orilla de La Acequia Historic District

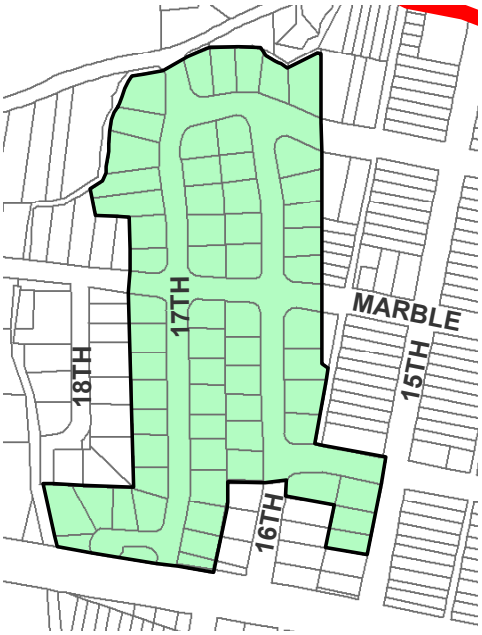
La Orilla de La Acequia (Al Lado del Acequia) is a small neighborhood located between Caminito del Lado to the north, Laguna Boulevard and the acequia to the south and west, and the alley between 15th and 16th Streets to the east. The neighborhood is tucked between Old Town to the west and the Fourth Ward to the east.

The name of the district is taken from the acequia that is at the district's western boundary. La Orilla de la Acequia is characterized by its concentration of small adobe homes built in New Mexico vernacular architectural style mainly between 1910 and 1925. These houses are different from those in the Fourth Ward just to the east and they reflect the continuity of Hispano building traditions. This was historically a neighborhood of laborers and railroad workers.



Orilla de La Acequia Historic District - on right, Delfinia Gurule home at 306 16th Street

The buildings in La Orilla de La Acequia sit close to the street. The buildings that held the neighborhood store, dance hall, and pool hall still exist, though they have been converted to residential uses. La Orilla de la Acequia was placed on the New Mexico State Register of Cultural Properties in 1979.



Watson Addition Historic District

The Watson Addition Historic District, located between Lomas Boulevard and Old Town Road, covers an irregular shaped area that is centered on 16th and 17th Streets. The land was assembled and platted as the Chacon Addition in 1939, a controlled residential subdivision. The district is distinguished by its Spanish Pueblo Revival style architecture, a style that is unique to the southwest. Based upon a blending of the architecture of the Pueblo peoples with that of the Spanish colonists, this revivalist style was popular in Albuquerque between 1925 and 1950, and gained much popularity with local builders during the 1930s.

Watson Addition Historic District

Leon Watson, a local builder, purchased the land in 1941 and built houses for the F.H.A. loan market of middle to lower income families. Watson's appreciation for craftsmanship was evident in these high quality houses built in a unified style with the traditional building material of adobe with wood portals, corbels, vigas, and kiva fireplaces. The development's location at the edge of Old Town demonstrates a sensitive transition between the architecture of the Old Town area and the Anglo-style buildings to the east of the district.

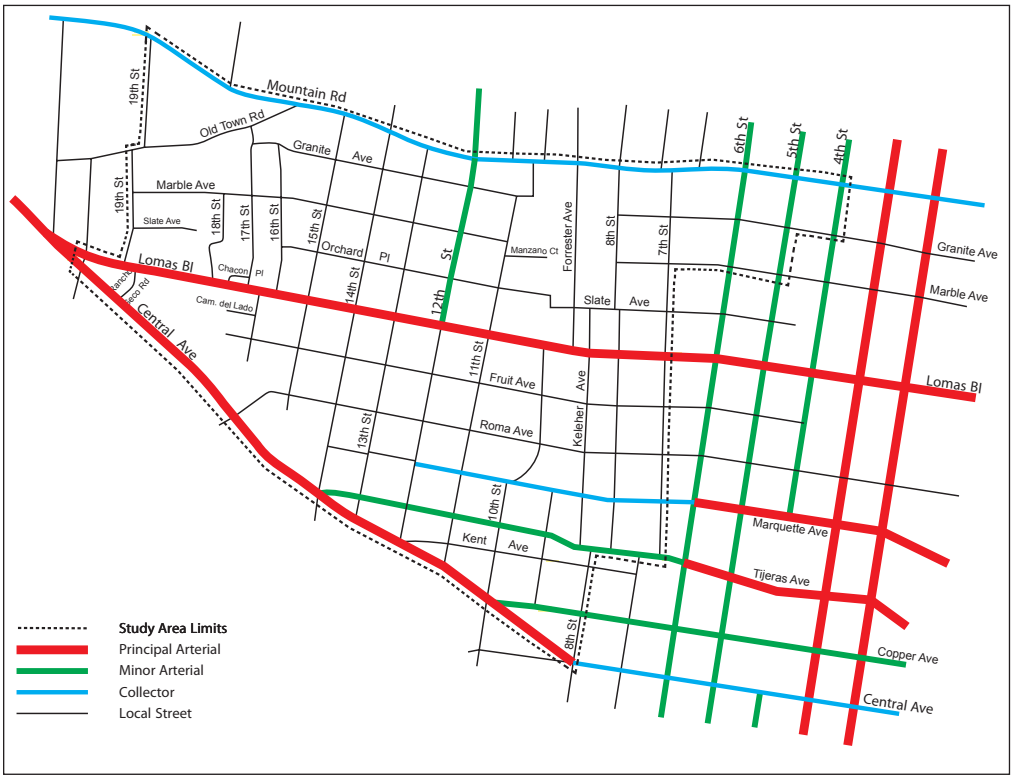
Sidewalks within the district are narrow and sit adjacent to the street, leaving no room for the street trees that are common in the Fourth Ward to the east. The Watson Addition was placed on the New Mexico State Register of Cultural Properties in 1979.

F. EXISTING TRANSPORTATION SYSTEMS

Transportation is the means by which people and goods move within and through a neighborhood and a community. Within the Downtown Neighborhood Area, numerous modes of transportation are utilized. Mobility to and from the Downtown Neighborhood Area is primarily via passenger vehicles and trucks, though the local transit system can help with area circulation. Pedestrians and cyclists are numerous within the Downtown Neighborhood Area, and these modes provide destination mobility within the area.

Roadways

The Downtown Neighborhood Area has a street grid pattern which provides access to homes and businesses, as well as access to the greater Albuquerque area. The neighborhood is bisected by one east-west principal arterial, Lomas Boulevard, a four-lane median-divided roadway with wide parking aisles on each side of the road. Central Avenue is the southern boundary of the neighborhood, an east-west principal arterial street with four travel lanes and a median turn lane that demarcates north and south Albuquerque. These two roads are the two functionally classified principal arterials within the neighborhood.



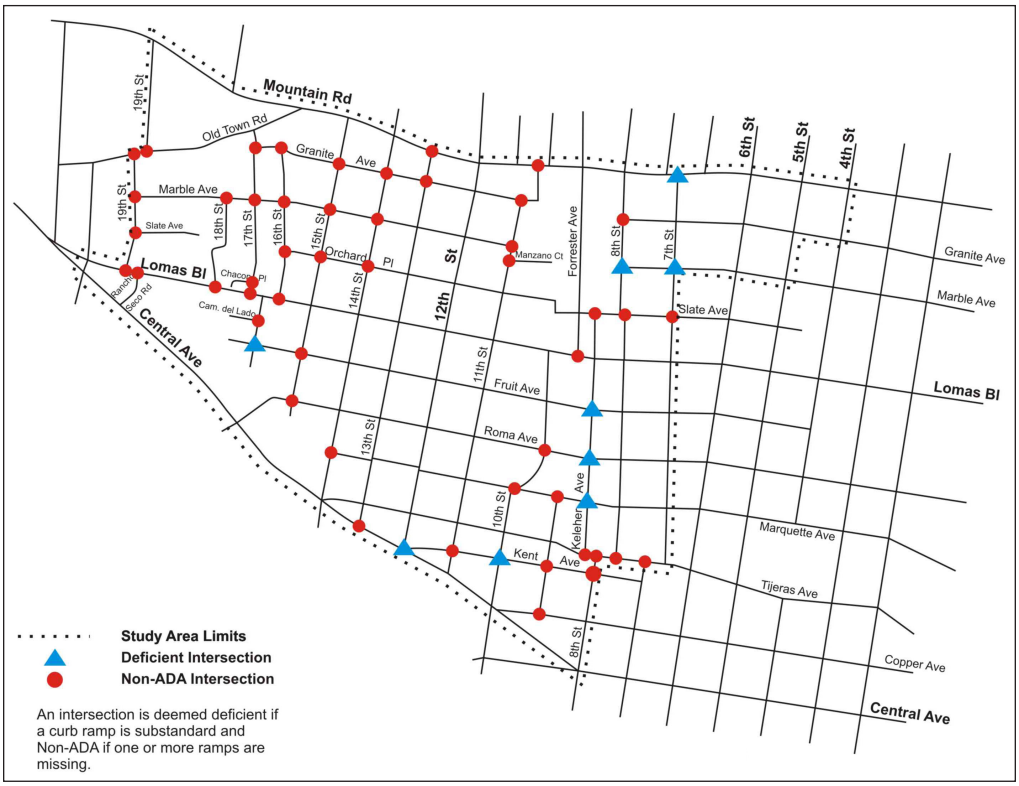
Roadway Functional Classifications

The Downtown Neighborhood Area contains a series of minor arterials. North-south minor arterials include the Fifth Street-Sixth Street one-way couplet, Fourth Street, and 12th Street north of Lomas Boulevard. The Fifth Street-Sixth Street one-way couplet streets are each two-lane roadways, with Fifth Street serving northbound and Sixth Street serving southbound traffic. These routes provide service to Interstate

40 to the north and the Albuquerque Central Business District to the south. The 12th Street corridor provides north-south circulation within the neighborhood and access to a light industrial neighborhood and I-40 to the north. Two east-west minor arterials serve the neighborhood – Tijeras Avenue and Copper Avenue. These two routes provide access between the Downtown Neighborhood Area and the Albuquerque Central Business District. Each of the minor arterials is a two-lane roadway.

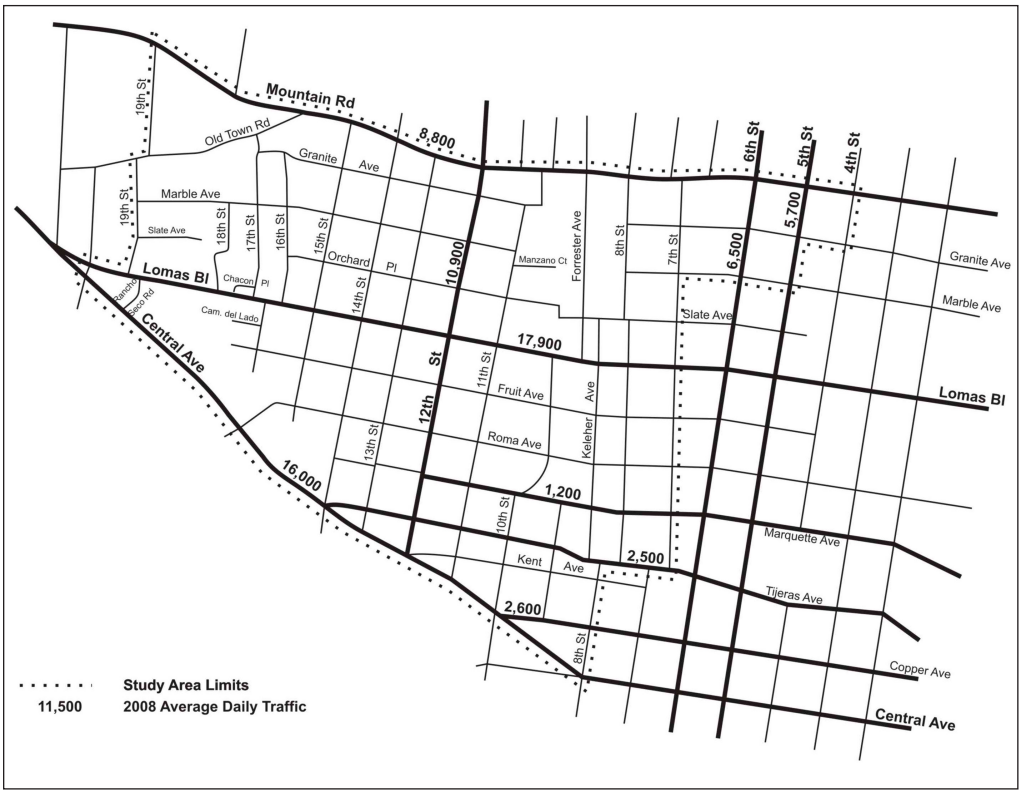
Two east-west collector roads are located within the Downtown Neighborhood Area. Marquette Avenue provides a connection from the Central Business District into the residential area and Mountain Road provides access from the University of New Mexico area to Old Town. Mountain Road is the northern boundary of the Downtown Neighborhood Area. Each of the collector roads is a two lane roadway. The remaining streets within the neighborhood are classified as local streets.

Each of the neighborhood roads and streets were inventoried to identify improvements that would increase safety and mobility for area residents and visitors. A significant deficiency noted was the lack of ADA (Americans with Disabilities Act) compliance on many intersection curb ramps *(see Deficient Curb Ramps graphic below)*. The neighborhood has 122 intersections, and 70% of the intersection returns are constructed in compliance with ADA guidelines. The remaining 30% were identified as non-compliant with 3.3% deficient and 26.7% having no curb ramp. It should be noted that many of the missing ramps were on the far side of a "T" intersection which does not have a curb return, but should have a ramp to receive a crossing pedestrian.



Study Area Intersections with Deficient Curb Ramps

Traffic volume data were available from the Mid-Region Council of Governments (MRCOG) for the year 2008 *(see graphic below)*. The traffic volumes on the classified roadways range from 1,200 vehicles per day (vpd) to 17,900 vpd on Lomas Boulevard. Each of the roadways operate adequately given the traffic volumes, though 12th Street and Mountain Road have 10,900 vpd and 8,800 vpd respectively. Given the narrow roadway environments and moderately high volumes on these two streets, a planning level assessment of operations yielded level of service (LOS) D. All other road segments in the Downtown Neighborhood Area should operate at LOS C or better, indicating good operations.



2008 Roadway Volumes

Neighborhood residents have expressed concern about four roadways – Lomas Boulevard, Mountain Road, Central Avenue, and 12th Street:

Lomas Boulevard

Lomas Boulevard bisects the community, separating it to the north and south. The road is approximately 86 feet in width from face of curb to face of curb, and only has one signalized crossing within the study area at 12th Street. All remaining crossings are unsignalized. Lomas Boulevard has two 12 foot travel lanes in each direction, a raised, landscaped median with median openings at most intersections and left-turn lanes at seven cross streets. One mid-block crosswalk has been striped between 18th Street and 19th Street. All other legal crossings are unmarked. Wide parking lanes are provided in each travel direction (approximately 11 feet in width), resulting in a visual 'sea of asphalt'

for pedestrians to negotiate. Neighborhood residents wishing to cross Lomas Boulevard have concerns given the approximate 18,000 vehicles per day on the road, and there is a desire to create a more pedestrian friendly environment within the roadway prism.

Central Avenue

Central Avenue has two travel lanes in each direction and a continuous two-way left-turn median along the south side of the Downtown Neighborhood Area from Copper Avenue to Laguna Boulevard. Parking alternates from the south to north side of the street in this segment. Between Laguna Boulevard and Lomas Boulevard, Central Avenue has four travel lanes and parking along each side of the street with no median area. Similar to Lomas Boulevard, there are infrequent signalized crossings to safely convey pedestrians across a 67-foot roadway cross section. (Based upon an average walking speed, the crossing time for Central Avenue would be 19 seconds, during which a vehicle can travel 975 feet at the posted speed limit.)

A study was undertaken by the City of Albuquerque to reduce the travel lanes and provide pedestrian and bicycle improvements in Central Avenue from Eighth Street to Rio Grande Boulevard. The goal is to improve the connection between Downtown and Old Town, and make the area more inviting for residents and visitors while supporting economic development along this critical corridor. In May 2011, the City restriped the roadway from Eighth Street to the Central Avenue/Lomas Boulevard intersection to a three-lane section. Central Avenue, Lomas Boulevard, and other parallel streets will be monitored for one year and an analysis performed to understand the impact to the transportation system. If the test proves successful, the "ultimate configuration" (to be phased over time) will include two travel lanes, plus one center turn lane, bike lanes, street crossings, on-street parking, wider sidewalks, and landscape improvements.

12th Street

12th Street is a minor arterial corridor north of Lomas Boulevard and a local street with primarily residential frontage south of Lomas Boulevard within the Downtown Neighborhood Area. The narrow two-lane roadway is a principal link between the areas north and south of Lomas Boulevard because it is the only signalized crossing. Lighting is limited along 12th Street; pedestrian lighting exists north of Lomas Boulevard only and illumination exists at intersections south of Lomas Boulevard.

Utility poles line the east side of 12th Street, and their removal by placing the utilities under ground would improve the aesthetics, as well as create safer sight lines at intersections. Numerous intersections have utility poles placed within two feet of the street, many within intersection returns, compromising safety for motor vehicles and pedestrians. The Marquette Avenue intersection has poles located within the curb ramps in two quadrants, impeding pedestrian mobility. On-street parking is allowed only along the west side of 12th Street through

most of the Downtown Neighborhood Area. Traffic calming in the form of speed humps are installed south of Lomas Boulevard.

Mountain Road

Mountain Road is a collector road constructed within a limited right-of-way between Old Town Road and Fourth Street. The right-of-way appears to vary from approximately 38 feet to 50 feet, which is substandard per the City collector right-of-way requirement of 68 feet. The pavement width varies from 24 feet to 30 feet, including intersection left-turn lanes between Fourth Street and 7th Street. A principal consequence of the limited right-of-way is that the sidewalk is constructed behind the curb without a landscape buffer and many obstacles are constructed within the sidewalk. These obstacles include street lights, utility poles, traffic signs and fire hydrants which interfere with pedestrian mobility. The sidewalk along sections of Mountain Road are further restricted by zero building and fence offsets from the sidewalk (property line), creating the perception of a very narrow walkway.

The intersection of Mountain Road and 12th Street is a concern for the community because there are no left-turn lanes to facilitate better traffic flow. The Mountain Road approaches are both 31 feet in width and 12th Street is 30 feet in width at the intersection. The desired minimum width for an intersection approach with one travel lane in each direction and a left turn lane is 34 feet for two 11 foot travel lanes and a 12 foot left-turn lane. The American Association of State Highway and Transportation Officials (AASHTO) roadway design guidelines (2004 edition) indicate that minimum roadway lane widths are 9 feet, and if all lanes at this intersection were 10 feet to 11 feet in width, a left-turn lane could be added. Should this strategy be considered, it would be prudent to investigate truck restrictions because of their width (up to 8.5 feet), and improvements should be contingent upon a before and after safety evaluation.

Sidewalks

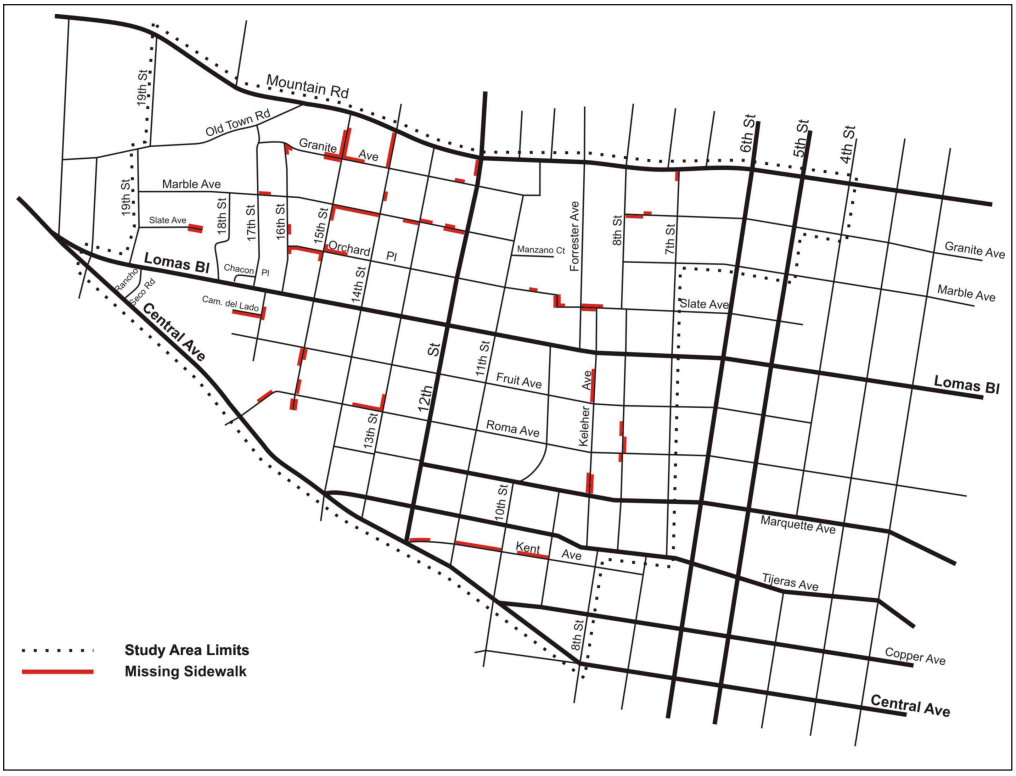
Sidewalks area constructed throughout the Downtown Neighborhood Area, and most of the streets have a landscape buffer between the sidewalk and back of curb. There are locations where the sidewalk was not constructed or has been removed, and some areas where obstacles are located within the sidewalk. A total of 36 sidewalk sections were identified as missing, and these extend from short segments to a block in length. There are also sidewalk segments that have deteriorated or are in need of repair from tree root damage. Many sections of sidewalk in the northwest part of the neighborhood are also very narrow (as narrow as two feet) and obstacles such as utility poles and fire hydrants are common in some areas *(see photos below)*. The location of the Downtown Neighborhood Area between the Central Business District and Albuquerque Old Town results in substantial pedestrian activity and demand. Improvements to sidewalks in this area would increase pedestrian mobility for residents and visitors alike.

Deteriorated sidewalk

Fire hydrant obstructing very narrow sidewalk

Utility poles and guy wires obstructing the public sidewalk

Sidewalk that has been buckled by tree roots

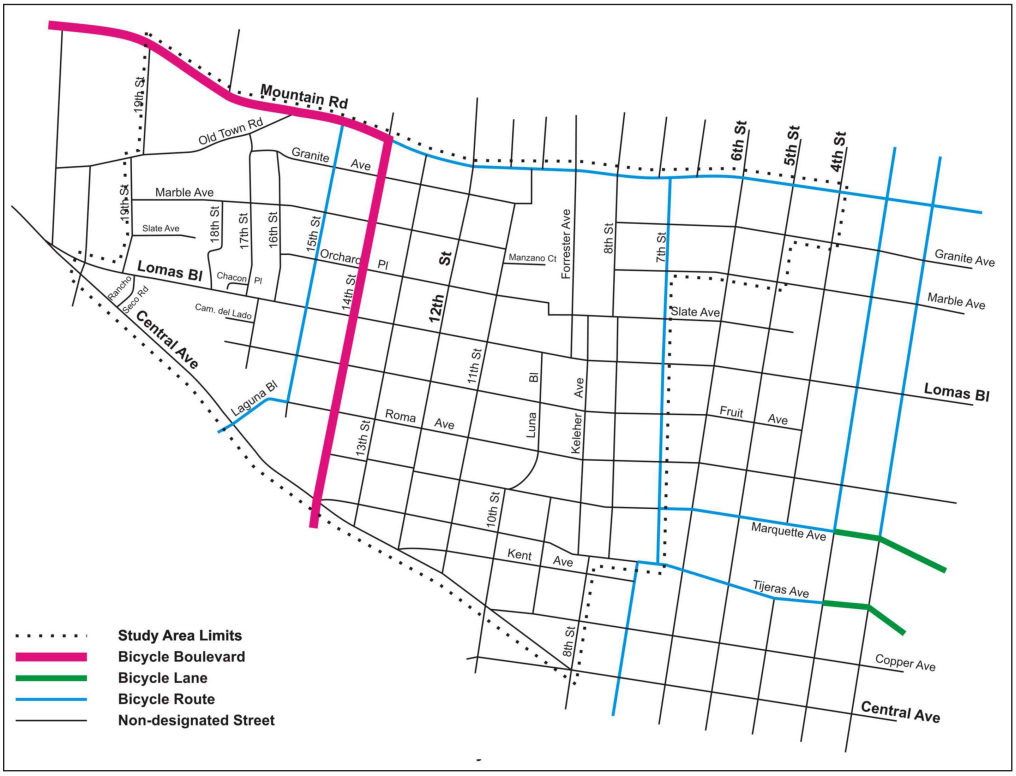


Missing Sidewalk Sections

Bicycle Facilities

The Downtown Neighborhood Area has good bicycling facilities because it is primarily a network grid of local streets. However, there are currently no bicycle lanes and minimal bicycle routes. There is a bicycle boulevard designated for part of Mountain Road and 14th Street. Mountain Road is the only designated east-west bicycle route. Part of the Central Avenue road diet is to include bicycle lanes in each travel direction between Eighth Street and Lomas Boulevard.

Bicycle routes are signed on Mountain Road east of 14th Street, 15th Street, Laguna Boulevard, and 7th Street within the neighborhood. Mountain Road is the most restrictive of these routes. There are no bicycle lanes striped within the neighborhood.



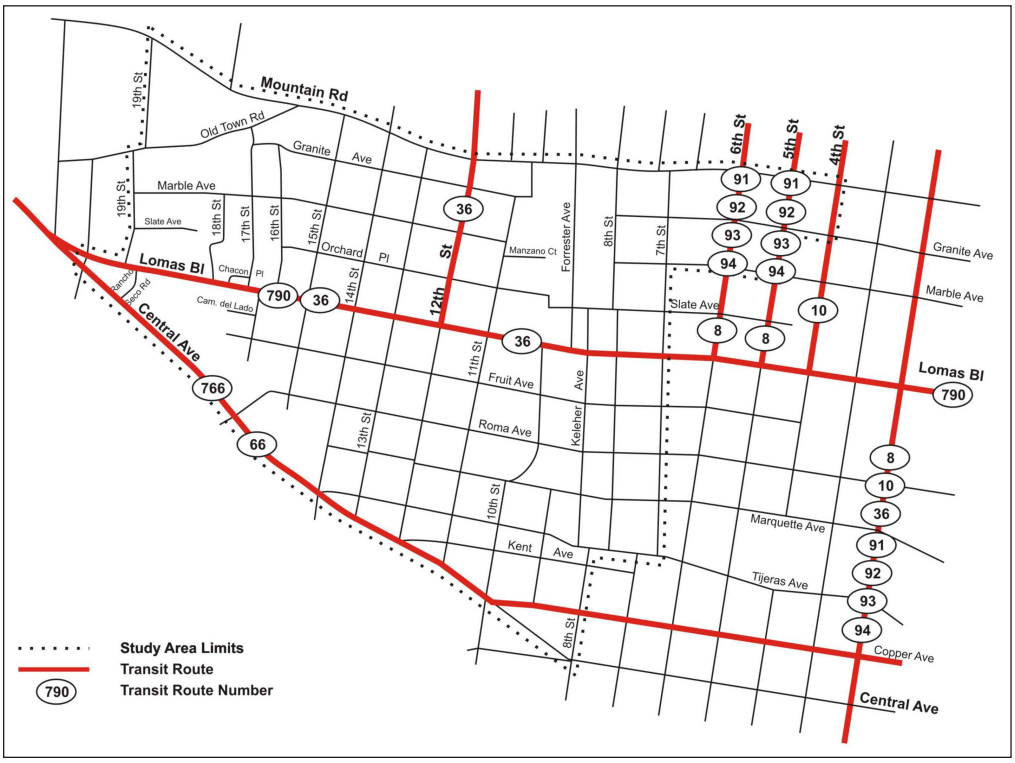
Bicycle Facilities

Transit

There are ten ABQ Ride routes that traverse the Downtown Neighborhood Area. Four of these routes provide local service within the neighborhood – #8, #10, #36, and #66. Routes #8 and #10 only serve one or two blocks within the Downtown Neighborhood Area, providing little benefit. Route #66 provides daily cross town service along Central Avenue with 15 minute headways most of the day. The Route #66 has the highest ridership in Albuquerque. Route #36 is the only local route that penetrates the Downtown Neighborhood Area. This route currently has weekday and Saturday service, and operates with one hour headways. This level of service does not adequately serve the Downtown Neighborhood Area.

Central Avenue Transit Route #66

The remaining six routes are express routes. The #766 and #790 are limited stop routes that use Central Avenue and Lomas Boulevard respectively, but neither route has a stop within the Downtown Neighborhood Area. Each of these routes has a stop east of Central Avenue and Rio Grande Boulevard. The #766 next stops east of Sixth Street on either Gold Avenue (eastbound) or Copper Avenue (westbound). The #790 stops next on Lomas Boulevard east of Fourth Street. The remaining routes #91, #92, #93, and #94 are express buses that use I-40 and the Fifth Street/Sixth Street corridor for access to the interstate. These routes have two AM and two PM buses and no stops within the study area. Each of the local routes provides service to the Alvarado Transit Center to access the Rail Runner regional rail service.

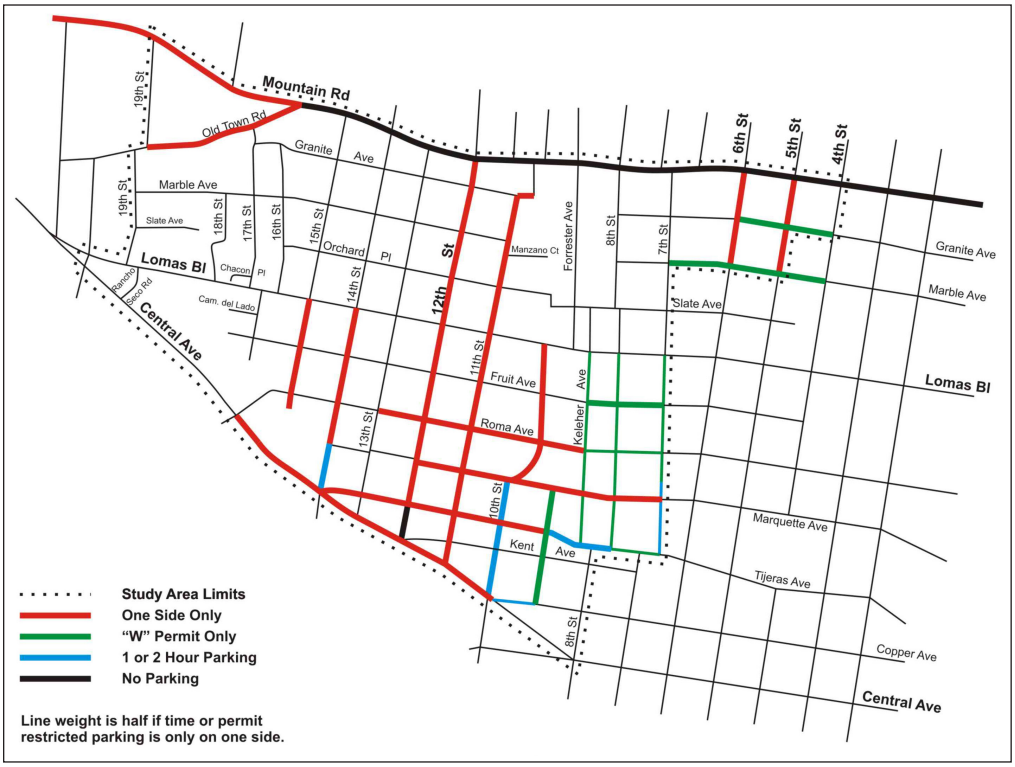


Transit Routes

On-Street Parking

On-street parking was inventoried within the Downtown Neighborhood Area. Approximately half of the roads had no parking restrictions, except at intersection returns to provide adequate sight triangles. The other half of the roads had restrictions that included prohibition, one or two hour parking limits, and/or permit parking. Parking prohibition was separated into prohibition on one side of the street or both sides. Permit parking in the Downtown Area west of the Central Business District is "W" permit parking. Most of the parking restrictions are located south of Lomas Boulevard.

Parking restrictions are primarily a result of location or roadway width. A number of more heavily traveled roads have parking restricted along one side when the roadway width was 30 feet or less. This includes roads such as Marquette Avenue, Tijeras Avenue, and 12th Street. Roads in near proximity to Central Avenue have time limitations on parking in business districts and "W" permit parking where there is residential frontage.



On-Street Parking Restrictions

Lighting

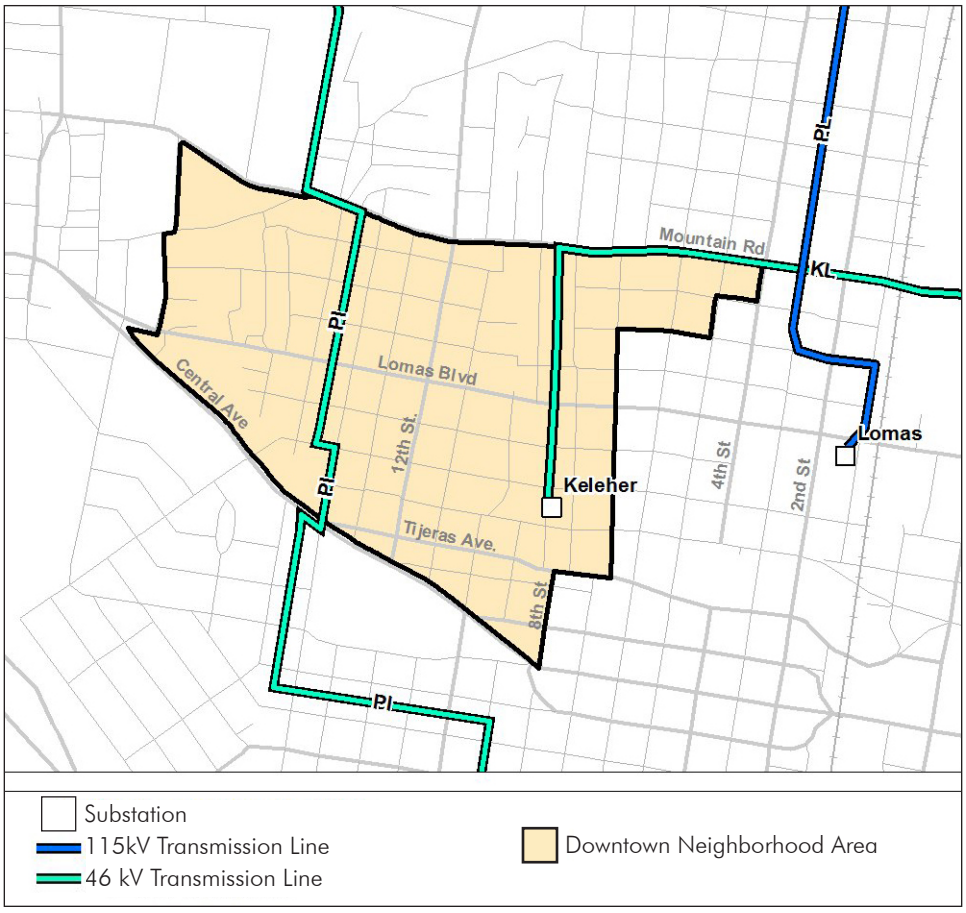
Roadway lighting is provided along Lomas Boulevard and Central Avenue within the Downtown Neighborhood Area. However, there is a perception amongst the residents that Central Avenue is unsafe due to the inadequacy of lighting. Pedestrian lighting is located along 12th Street north of Lomas Boulevard to Mountain Road and along Mountain Road from Fifth Street to 12th Street. All intersections have single luminaires to denote the location of intersections. Many of the luminaires appear to predate the New Mexico Night Sky Protection Act; therefore, as these luminaires are replaced, they should be replaced with Night Sky-compliant fixtures.

G. UTILITIES

Electrical Service

The Public Service Company of New Mexico (PNM) provides electrical service to the City of Albuquerque. Although future growth within the Downtown Neighborhood Area is not anticipated to be particularly robust, PNM responds to growth by adding or expanding the capacity of its electric facilities based on system demands.

Transmission facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the City of Albuquerque/Bernalillo County 1995 Facility Plan: Electric Service Transmission and Subtransmission Facilities (1995-2005). The electric transmission service that serves the Downtown Neighborhood Area consists of two 46 kV transmission lines and one substation.



Electric Transmission Facilities

PNM has numerous energy saving programs and rebates available for residential and commercial property owners, both for new construction and retrofits. The PNM Energy Efficiency Program provides discounts and rebates on energy saving products for residences such as refrigerators, compact fluorescent light bulbs, power saving, and other Energy-Star qualified appliances. Programs for businesses include rebates and incentives for new construction, retrofits to existing buildings, evaporative cooling, and reducing energy use.

Public Utility Easements

Public utility easements (PUEs) are placed across private property in order to ensure access to the utility company. Structures are not permitted to be built within the easements and landscaping must be placed so that it does not hinder access. The width of the public utility easement is typically 10 feet in width. Water, sewer, and storm drainage lines (wet utilities) are separated from gas, electric, and cable lines (dry utilities) for safety purposes.

Landscape and Public Utility Easements

PNM has a preference that landscaping be planted outside of its public utility easements. However, landscaping may be planted within the easements in such a way as to minimize the impact to maintenance of facilities. Trees planted within PNM easements should be no taller than 25 feet in height at full maturity in order to avoid conflicts with electrical transmission lines. In addition, vegetation surrounding ground-mounted transformers and utility pads should allow 10 feet of clearance for access and to ensure the safety of maintenance crews. Coordination is required with utility providers to allow for adequate width, clearance, and appropriate locations for PUEs and utility rights-of-way. Coordination is necessary to address:

- Extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities;
- Projections such as canopies, portals, stoops, balconies, shop fronts, and awnings in PUEs to be compatible with existing utility infrastructure;
- Parking areas and alleys to allow for adequate utility access;
- Utility easements within rear lots and alleys to allow adequate clearances for safe operation, repair, and maintenance;
- Mature tree height and necessary distances from existing and proposed electric utility easements; and
- Screening design to allow access to utility facilities.

Natural Gas Service

New Mexico Gas Company provides natural gas service to the Downtown Neighborhood Area.