



**SECTION 4:
GOALS & OBJECTIVES**

A. Introduction

The following goals and objectives were developed as part of the public involvement process. They are intended to reflect the major themes and aspirations that the neighborhood holds for the future. The goals and objectives form the basis from which the Downtown Neighborhood Area implementation strategies and regulations were crafted.

The goals and objectives are organized under five general categories, including:

- Land Use and Zoning
- Historic Preservation
- Community Character
- Transportation
- Quality of Life

LAND USE AND ZONING

Land Use Goal 1: The Downtown Neighborhood Area will include neighborhood scale commercial and office uses that are well designed, appropriately located, and are consistent with the existing neighborhood character (building scale and massing).

Objective 1.1: Encourage a mix of uses that serve the neighborhood to locate along primary transportation corridors - Central Avenue, Lomas Boulevard, and Mountain Road.

Objective 1.2: Develop design standards for new and redeveloped commercial and office uses (e.g., signage; building height, massing, and scale; street frontage; parking; density; and open space).

Objective 1.3: Identify the appropriate areas and permissive uses for office and commercial use.

Objective 1.4: Define the appropriate areas, create specific development standards (e.g., hours of operation, signage, lighting, and building colors/materials), and develop a public hearing process for considering businesses (i.e., bail bond businesses, package liquor stores, adult uses, and bars) that could have a negative impact on the neighborhood.

Land Use Goal 2: The Downtown Neighborhood area will promote infill development of surface parking lots and vacant parcels, and redevelopment of distressed structures and properties.

Objective 2.1: Replace surface parking lots and vacant lots with appropriately scaled infill development.

Objective: 2.2: Prohibit new commercial surface parking lots.

Objective 2.3: Ensure that all existing surface parking lots meet City Zoning regulations relative to landscaping, buffering, and lighting.

Objective 2.4: Encourage public/private partnerships and provide incentives for redevelopment of distressed properties and opportunity sites and buildings.

Objective 2.5: Encourage new investment through the use of municipal planning tools (e.g., Metropolitan Redevelopment Areas, Tax Increment Development Districts, Historic Tax Credits, New Market Tax Credits).

Land Use Goal 3: The predominantly single-family residential character of the Downtown Neighborhood Area will be preserved and protected, while maintaining economic diversity in housing.

Objective 3.1: Ensure all new single-family residential development is consistent in massing and scale with the immediate area.

Objective: 3.2: Encourage renovation of existing single-family homes and retain residential use of homes.

Objective 3.3: Allow for a variety of housing types (i.e., townhomes, single family, multi-family, senior living facilities).

Objective 3.4: Identify the appropriate areas for townhome and multi-family development and ensure adequate buffering between higher density development and existing single-family development while maintaining a pedestrian-friendly street frontage.

HISTORIC PRESERVATION

Historic Preservation Goal 1: The historic character of the Downtown Neighborhood Area will be celebrated and preserved, and balanced with future growth and redevelopment.

Objective 1.1: Identify structures and neighborhoods which are eligible for nomination to state and national historic registers, provide assistance in the nomination process.

Objective 1.2: Develop historic walking tours.

Objective 1.3: Develop a public education program and disseminate information regarding City's Historic Overlay Zones, development guidelines, procedures for design review by the Landmarks and Urban Conservation Commission, available tax credits applicable to those zones, the nomination process, and answer typical preservation renovation questions.

Objective 1.4: Deter the inappropriate demolition of registered historic buildings.

Objective 1.5: Work with the Landmarks and Urban Conservation Commission to develop guidelines that balance historic preservation and energy sustainability.

COMMUNITY CHARACTER

Community Character Goal 1: The Downtown Neighborhood Area will be a neighborhood characterized and defined by its tree lined streets.

Objective 1.1: Create and maintain a continuous tree canopy along Lomas Boulevard, Central Avenue, and all residential streets with an existing parkway strip between the curb and the sidewalk.

Objective 1.2: Develop a street tree program that addresses phasing for replacement of old or diseased street trees within public rights-of-way, identifies gaps in the tree canopy and new areas for street trees, and includes a list of appropriate street trees to plant in the parkway strip.

Objective 1.3: Provide incentives and educate homeowners on maintaining street trees at the front of their property in the parkway strip and on their property, and provide pick-up of tree trimmings by the City.

Community Character Goal 2: The character defining elements (e.g., architectural style and history, size and massing of buildings, landscaping, etc.) of the areas outside of the Downtown Neighborhood Area’s historic zones will be recognized and preserved.

Objective 2.1: Develop design standards for the areas outside of the historic overlay districts.

Objective 2.2: Revise zoning standards to ensure that infill development reflects and complements the neighborhood’s history and immediate context; typical building height, size, and massing; landscape, etc.

TRANSPORTATION

Transportation Goal 1: The Downtown Neighborhood Area will be the City’s most walkable neighborhood.

Objective 1.1: Improve, install, and maintain sidewalks, and ensure handicap accessibility.

Objective 1.2: Maintain the width and location of existing parkway strips between the curb and sidewalk.

Objective 1.3: Slow traffic on neighborhood streets to encourage walking.

Transportation Goal 2: The Downtown Neighborhood Area will have a coordinated roadway system that improves safety and function.

Objective 2.1: Coordinate with and support the West Downtown Corridor Plan (Central Avenue) and other transportation corridor planning studies.

Objective 2.2: Redesign the 12th Street/Mountain Road and 12th Street/Lomas Boulevard intersections to improve safety and traffic flow.

Objective 2.3: Redesign Lomas Boulevard to slow traffic and make it easier for bicyclists and pedestrians to cross, and to foster the development of a pedestrian-oriented commercial district while maintaining its function as a major thoroughfare.

Transportation Goal 3: The Downtown Neighborhood Area will have excellent access to transit services.

Objective 3.1: Improve bus stops (e.g., signage, seating, shade cover) and bus route coverage for regular routes and special events.

Objective 3.2: Encourage the use of the public transportation by workers and residents of the Downtown Neighborhood area.

Transportation Goal 4: The Downtown Neighborhood Area will have a comprehensive, safe, and convenient bicycle network for commuter and recreational users.

Objective 4.1: Increase bicycle facilities to provide greater access, mobility, and safety.

Objective: 4.2: Encourage existing businesses to provide bicycle racks for their patrons.

Objective 4.3: Coordinate with the City's bicycle planning documents.

Transportation Goal 5: The Downtown Neighborhood Area will contain alleys that are attractive and provide alternative access to garages and safe pedestrian pathways.

Objective 5.1: Encourage property owners to add lighting and landscaping to adjacent alleys.

Objective 5.2: Encourage property owners to maintain alleys adjacent to their properties.

Objective 5.3: Identify and vacate those alleys that are discontinuous and do not serve a purpose for the property owners.

QUALITY OF LIFE

Quality of Life Goal 1: The Downtown Neighborhood Area will be safe and well lighted.

Objective 1.1: Ensure and maintain adequate street lighting and add lighting at neighborhood parks to increase safety.

Objective 1.2: Ensure that all new lighting meets the shielding requirements of the New Mexico Night Sky Ordinance.

Objective 1.3: Educate and encourage landlords to participate in the City’s Crime Free Multi-Housing and Lease Addendum crime prevention program for apartments.

Objective 1.4: Promote the establishment and use of effective crime prevention programs such as the City’s Neighborhood Watch, Crime Prevention Through Environmental Design, and Business Crime Prevention programs.

Quality of Life Goal 2: The Downtown Neighborhood Area will encourage and promote green building and energy conservation.

Objective 2.1: Establish recycling and green waste programs in conjunction with City Solid Waste.

Objective 2.2: Sponsor green building tours and competitions in the Downtown Neighborhood Area.

Objectives 2.3: Educate residents and business owners on appropriate methods and materials to meet energy efficiency and sustainability in historic and non-historic structures.

Objective 2.4: Encourage the development of community gardens and composting programs.

Quality of Life Goal 3: The Downtown Neighborhood Area will foster greater communication with the City, area schools, adjacent neighborhood associations, local businesses, and the Downtown Core.

Objective 3.1: Coordinate community events that promote and enhance the Downtown Neighborhood Area.

Objective 3.2: Coordinate and attend meetings with adjacent neighborhood associations.

Objective 3.3: Recognize the importance of area schools and work cooperatively on beautification projects and traffic management.

Quality of Life Goal 4: The Downtown Neighborhood Area will be enhanced through beautification efforts and initiatives.

Objective 4.1: Improve and maintain public parks.

Objective 4.2: Provide landscape and hardscape improvements to streets and public properties.

Objective 4.3: Encourage property owners to add and maintain new landscape on their properties and within the public right-of-way in front of their properties.

Objective 4.4: Encourage property owners to maintain and clean their properties.



**SECTION 5:
IMPLEMENTATION
POLICIES & STRATEGIES**

A. Introduction

The groundwork has been laid throughout the planning process for a series of implementation policies and strategies. These elements are designed to be consistent with the Sector Plan’s goals and objectives, and are intended to bring the community’s vision for the Downtown Neighborhood Area to fruition. The implementation policies and strategies involve a variety of actions - regulatory, administrative, and capital improvements. Each policy is followed by list of strategies designed to accomplish the policy.

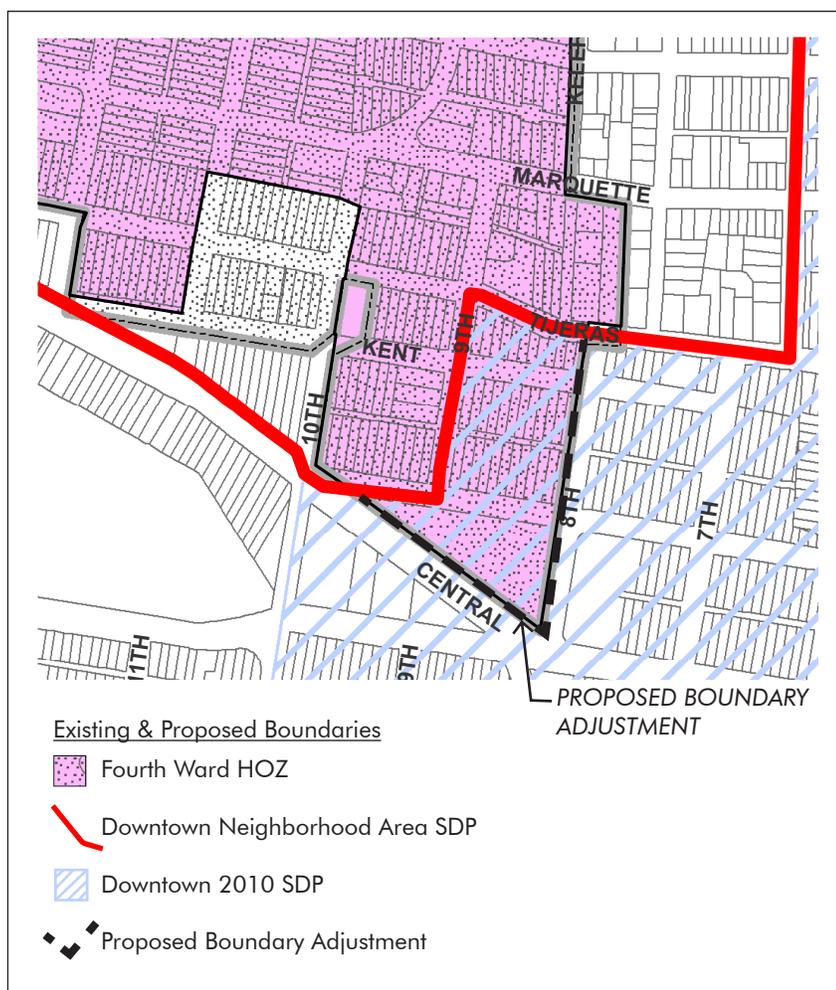
B. Implementation Policies and Strategies

Implementation Policy 1: Plan Boundary Adjustment

The City shall adopt a sector plan boundary that is appropriate to the vision and goals held by the community.

Strategy

1. Adjust Sector Plan Boundary: The Plan proposes a boundary adjustment to the Downtown Neighborhood Area that would bring the eastern boundary south down Eighth Street to and west from Central Avenue (see *Boundary Adjustment graphic, page 68*). This boundary adjustment provides three primary benefits, which are supported by the neighborhood:
 - a. The proposed boundary includes Robinson Park in the Downtown Neighborhood Area Sector Plan area;
 - b. The proposed boundary makes the Downtown Neighborhood Area Sector Plan area and the Fourth Ward HOZ area consistent; and
 - c. The proposed boundary provides a more logical separation between the Downtown Neighborhood Area Sector Plan and the Downtown 2010 Sector Plan, with Hotel Blue (located on the east side of Eighth Street along Central Avenue) in the Downtown 2010 and residential and office in the Downtown Neighborhood Area Sector Plan.



Implementation Policy 2: Zoning / Development Regulations

The City shall create zoning districts and development regulations that support neighborhood values, and are consistent with existing land use and development patterns, historic preservation, and appropriate infill development.

Strategies

1. Create New Zoning Districts and Development Regulations: There is a strong community desire to remedy many of the existing zoning conflicts, and to ensure that infill redevelopment accomplishes the Sector Plan’s goals and objectives that allow for a more walkable community, stays respectful of the historic character, and allows for appropriately designed and scaled infill development that fits in with the context of the surrounding built environment. The Plan proposes a comprehensive set of revisions to the zoning and development standards (see Section 6, Regulations) and covers permissive and conditional uses, prohibited uses, building placement, buffering, height, windows and doors, articulation, garages, ingress/egress, signage, lighting, landscaping, etc. A zone map that corresponds to the zoning regulations is also included in Section 6: Zoning Regulations and Development Standards.

Implementation Policy 3: Redevelopment of Opportunity Sites

The City shall provide incentives and partner with the private sector on prioritizing redevelopment of vacant and under-utilized parcels throughout the Downtown Neighborhood Area.

Strategies

1. Provide Incentives and Encourage Redevelopment of Opportunity Sites:

A number of prime redevelopment opportunity sites were identified during the planning process. These are sites that provide great opportunity to invest in the neighborhood in a way that helps the community realize its vision for the future. Two primary sites are along Central Avenue, the Plan area’s southern boundary, and one site is along Fourth Street. All three opportunity sites have the potential to be catalysts for further redevelopment in the area. In addition to these three sites, there are numerous other small properties, buildings, or commercial parking lots that are either vacant, underutilized, or in a blighted condition that would benefit from adaptive reuse or redevelopment efforts.

a. Central Avenue, Opportunity Site #1: This site is located at 1433, 1435, and 1445 Central Avenue NW (see graphic page 70). It is mostly vacant land, with the exception of two small vacant buildings - the now closed Dairy Queen and another small building on the east side. The entire site is comprised of 1.4 acres on three lots. The site is located between two relatively new redevelopment projects - the Bell Trading Post at 1503 Central Avenue NW and the new office building to the east at 1429 Central Avenue NW. This could be an excellent location for a mixed use project of neighborhood-oriented retail or services, and townhome or low profile condominiums/apartments. The non-residential portion would fit best along the Central Avenue frontage, with the residential portion providing a transition to the more residential area to the north. Vehicular access to the site should primarily be from Central Avenue, rather than 15th Street, due to the residential development in that area.

b. Central Avenue, Opportunity Site #2: This site is located at 1001 and 1023 Central Avenue NW. It is bounded by Kent Avenue to the north, Central Avenue to the south, 10th Street to the east, and 11th to the west. It is comprised of vacant land and vacant buildings, and appears to be under two separate property owners. The area closer to 10th Street is comprised of eight narrow lots with a north-south orientation, and a closed restaurant building. The area closest to 11th Street is comprised of four narrow lots and a vacant motel courtyard building. This site is a full block area, approximately 1 acre in size, buffered on all four sides by streets. This could be an excellent redevelopment location for a mixed-use project of either neighborhood-oriented retail or services, a condominium/apartment project, and/or townhouses. Similar to Opportunity Site #1, the non-residential use would fit best fronting Central Avenue.



Opportunity Sites along Central Avenue

- c. Fourth Street, Opportunity Site #3: This site is located at 1025 Fourth Street NW, just south of Mountain Road. It is comprised of five lots on approximately .8 acres and is currently being used as a commercial parking lot. The property is appropriately located for neighborhood oriented commercial development fronting Fourth Street. Landscape buffering would be necessary on the west side of the property where it is adjacent to residential development.



Opportunity Site along Fourth Street

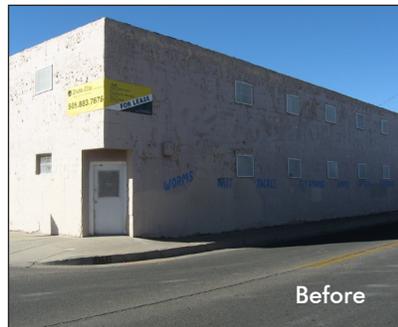
2. Pursue Designation of Central Avenue as a Metropolitan Redevelopment Area: Portions of Central Avenue within the Downtown Neighborhood Area and Huning Castle and Reynolds Addition Neighborhoods are blighted and would benefit from being designated a Metropolitan Redevelopment Area. The purpose of the MRA would be to allow municipal acquisition, ownership, lease, and/or improvement of properties within the area to spur economic development.

The designation and commencement of the MRA is a two-step process with the City in the lead. The City should first determine the appropriate boundary of an MRA along Central Avenue and produce a study pursuant to the Metropolitan Redevelopment Code [3-60A-1 to 3-60A-48 NMSA 1978], with blighted areas defined and mapped, and blighted conditions noted within the boundary. As defined in the study, the City Council would then declare the specific geographic area as a slum or blighted. The second step would be the creation of a Metropolitan Redevelopment Area Plan, which would identify incentives to stimulate public and private investment in the area.

Implementation Policy 4: Adaptive Reuse of Buildings

The City shall promote and provide incentives for the adaptive reuse of buildings in the Downtown Neighborhood Area.

1. Promote the Adaptive Reuse of Existing Buildings: Reinvestment in the neighborhood through the adaptive reuse of buildings has numerous benefits, including costs savings from being able to rely on existing infrastructure, reduction of demolition and construction waste stream into the City’s landfills, conservation of the energy expended to create the original structure, and stimulation of economic development within the Downtown Neighborhood Area. Historic preservation of buildings is naturally linked to environmental sustainability and the City’s on-going efforts to reduce greenhouse gases. There are a number of vacant and/or under-utilized buildings within the Downtown Neighborhood Area, particularly old motel sites along Central Avenue, that would benefit from adaptive reuse.



Before



After

Excellent example of adaptive reuse at Mountain Road and 11th Street

In order to encourage adaptive reuse of existing buildings, the City should adopt incentives to encourage development that would breathe

new life into these structures and promote the preservation goals of the neighborhood. Some methods may include, but are not limited to, a streamlined development review process, reduction of building permit fees, or relaxing some of the typical development standards such as parking or landscaping.

Implementation Policy 5: Commercial Parking Lots

The City shall restrict all new commercial parking lots from locating within the Downtown Neighborhood Area and promote the redevelopment of existing commercial parking lots.

Strategies

1. Restrict Commercial Parking Lots: Commercial parking lots have primarily occurred in the neighborhood to provide parking for people who work within the Downtown Core. The City has built and operated parking garages in the core, and these should be promoted as the primary means for accommodating workers' vehicles. The Downtown Neighborhood Area is primarily residential and having commercial parking lots within the neighborhood erodes this character. The Zoning Regulations, Section 6, provide language that restricts new commercial parking lots, which are defined in the Glossary (see Appendix A).
2. Promote Redevelopment of Commercial Parking Lots: There is a higher and better use for those properties that contain commercial parking lots. These are excellent locations for new infill development that fits with the character of the neighborhood and helps to fulfill community goals. The City should provide incentives and work with the private sector to develop these parcels. Incentives may include reduction of impact fees and/or plan review fees, expedited approval process, density increases, etc.

Implementation Policy 6: Illegal Home/Office Conversions and Commercial Parking Lots

The City shall provide enforcement of regulations in regard to illegal conversions of homes into offices and commercial parking lots.

Strategies

1. Remove Illegal Offices: There are buildings scattered throughout the Downtown Neighborhood Area that were illegally converted from residential use to office use. These buildings are on property zoned strictly for residential use, and are not considered non-conforming since they were converted after the original 1976 adoption of the Downtown Neighborhood Area Sector Development Plan. City Code Enforcement should identify these individual properties and serve notice to the property owners that they must convert these properties back to residential use within a proscribed time period.
2. Remove Illegal Parking Lots: New commercial parking lots have been prohibited in the Downtown Neighborhood Area since the 1999 Amend-

ment to the Sector Plan adopted by the City Council. The existing commercial parking lots were given a period of 60 days to upgrade or risk being removed. Neither upgrading or removal occurred within this required time period, therefore, these commercial parking lots became illegal more than 10 years ago. The City should enforce this regulation to remove these parking lots and provide incentives for redevelopment as infill sites.

Implementation Policy 7: Historic Preservation

The City shall promote the preservation of historic buildings and districts, and support property owners in pursuing designation for buildings with potential for registration.

Strategies

- 1. Review and Refine Regulations that Address Historic Preservation: The Fourth Ward and the Eighth and Forrester HOZs provide direction to property owners wishing to construct new development or additions to existing buildings. The City and the LUCC should review the development guidelines for the Historic Overlay Zones to assure that they provide clear direction for property owners who contemplate alterations to their properties or the construction of new buildings. The LUCC should clarify how the guidelines are applied, which guidelines are mandatory, how the guidelines relate to other applicable City regulations, and offer details about how to achieve the preservation goals.

In this review, special attention should be given to address improvements associated with today’s energy efficiency goals. Consumers have new choices in products and equipment that some homeowners would like to introduce on their historic buildings. The LUCC should help owners identify what products and installations are compatible with historic properties and preservation goals.

- 2. Create Regulations that Support the Preservation of Neighborhood Character: Applying typical City standards to a location as unique as the Downtown Neighborhood Area would erode the neighborhood character. There are elements of neighborhood character such as street trees, building placement, and architectural forms that should be incorporated into the general zoning regulations that apply throughout the neighborhood, regardless of whether the property falls within a historic overlay zone. These elements are addressed in the Zoning Regulations, Section 6.
- 3. Inform the Public on Historic Preservation: The City does a good job of administering the historic overlay zones, but there are residents who do not understand the City’s review process or may not be informed of available tax credits for historic preservation. A greater effort needs to be made to inform people on the details of the review process, renovation practices, tax credits, etc. There is also good information that the City could make available regarding the other three historic districts; Wat-

son Addition, Orilla de La Acequia, and Manzano Court. Development of historic walking tours, informational brochures, interpretive signage, and an expanded web site would be good vehicles for informing the public of these community resources.

4. Establish Historic Overlay Zones and Apply for City Landmarks as Appropriate: Three registered historic districts – Watson, Orilla de la Acequia, and Manzano Court - are not covered by the City Historic Overlay Zone. Applying the Historic Overlay Zone to one or more of these would provide development review by the City of proposed exterior alterations and demolition of buildings toward protecting their historic character. The City should assess their residents' support for adoption of the Historic Overlay Zone for these districts. The City should also consider City Landmark designation for two rare and significant buildings, the Bell Trading Post at 1503 Central NW and La Glorieta, located as part of the Manzano Day School at 1801 Central NW, in consultation with their owners.
5. Pursue Listing of Individually Eligible Historic Buildings: Many buildings outside the designated historic districts are individually eligible, but are not currently listed on the State and National Historic Registers. Such listing makes the preservation tax credits and other benefits available. The preparation of appropriate National Register Historic Contexts, also referred to as multiple property or thematic nominations, can set a recognized context for evaluating properties for registration and substantially reduce the costs of preparing individual building nominations. Existing National Register Historic Contexts cover later buildings in the neighborhood, but the City Preservation Program, working potentially with the State Historic Preservation Division and the University of New Mexico Graduate Certificate in Historic Preservation Program, should prepare an additional historic context on the Railroad Neighborhoods of Albuquerque, 1880-1918, covering both residential and neighborhood commercial buildings.
6. Preserve and Acknowledge Historic Districts Through Signage. The street names stamped in the concrete sidewalks at many street corners reflect the completion of much neighborhood infrastructure under the WPA during the 1930s. These historic traces should be preserved, and where curb ramps or extensions are being installed, the old sidewalk should either be left intact or the new ramp should include be constructed with the addition of street name stamps. The designated historic districts should also be recognized by the addition of sign toppers with the district name placed above the existing street signs.

Implementation Policy 8: Street Trees

The City shall improve public streetscapes and promote beautification efforts by planting street trees along streets in the Downtown Neighborhood Area.

Strategies

- 1. Develop a Street Tree Program: The character of the Downtown Neighborhood Area is defined by the tree canopy. There are roadway segments, such as 12th Street, south of Lomas Boulevard, that have a continuous tree canopy. The City should work to reinforce the community character by developing a street tree program that includes replacement of old or diseased street trees within public rights-of-way and fills in gaps in the tree canopy. Appendix B, Street Tree Palette, provides a list of appropriate street trees and tree planting techniques for the Downtown Neighborhood Area.

- 2. Require Street Trees on Local Streets: The City’s Street Tree Ordinance requires street trees for new development which occurs along major streets (collectors and arterials), but does not require street trees along local streets. Since street trees are a defining element of the Downtown Neighborhood Area, the Zoning Regulations (see Section 6) require street trees for all new development - residential and non-residential - regardless of the street classification.

- 3. Develop an Education Program on Street Trees: Street trees are a valuable resource in our arid climate. However, many people are unaware of proper planting techniques and tree maintenance. The City, through its Urban Forrester, should develop an education program for property owners and green waste pick-up on a more regular basis than the current two times per year.

Transportation

The Downtown Neighborhood Area has a mature transportation network that may require some upgrades, but serves the community well. A network of arterial and collector roadways are in place to facilitate motor vehicle movement through the neighborhood, and the local streets provide access within the neighborhood. The two area arterials, Lomas Boulevard and Central Avenue, were constructed when through traffic movement was vital to the greater Albuquerque area. These roads now serve a different, more local function, and incorporating them more into the neighborhood is a primary goal of the community.

Transportation considers more than just motor vehicle travel. The Downtown Neighborhood Area, with its proximity to the Albuquerque Central Business District and Old Town, yields many trips via modes other than personal motor vehicles. Many Downtown workers walk the neighborhood during their lunch hour and throughout the day for recreation. Area residents can walk or ride a bicycle to work, school, or for shopping, and if transit routes were improved, more would utilize transit both locally and regionally. The following implementation policies and strategies are intended to provide the Downtown Neighborhood with a comprehensive, multi-modal, transportation system:

Implementation Policy #9: Neighborhood Walkability

The City shall accommodate pedestrians by prioritizing and enhancing walkability and accessibility throughout the Downtown Neighborhood Area.

Strategies

1. Replace and Improve Sidewalks, Add New Sidewalk Sections, and Remove Sidewalk Obstacles: Deficient sidewalk sections have been identified in areas without sidewalks and locations where sidewalk widths are below minimum City standards (see page 51). These areas should be developed to minimum City standards or better.

An inventory of the neighborhood has revealed many locations with damaged sidewalks. The damage is a result of general wear and deterioration, as well as significant root damage. The root damage has resulted in both heaving and cracking of the sidewalk surfaces. Repair of the damaged sections should be a priority in order to minimize property owner and City liability.

Most of the sidewalks are set back from the roadway, separated by a parkway strip of 4 to 6 feet in width. Some sections of the neighborhood have the sidewalk constructed at the back of curb, and areas where this occurs and the sidewalk is over 25 years old, typically the driveway cuts are non-ADA compliant. The transitions from the sidewalk to the driveway cut are steep and uncomfortable for wheelchair users and pedestrians alike to traverse. Most users walk in the street in these sections to avoid the discomfort associated with repeated driveway cuts. These sections of sidewalk should be upgraded to current City standards to improve safety and separate the motorized and non-motorized traffic. Parkway strips should be planted with street trees (see Appendix B, *Street Tree Palette*, for appropriate species).

The City should make a concerted effort to remove sidewalk obstacles along major pedestrian corridors such as Mountain Road and 12th Street. Utility poles, luminaires, fire hydrants, and other utilities located within the sidewalks present obstacles to pedestrian mobility and safety. Alternative locations should be found for these amenities so that they do not impede pedestrians. Removal of these obstructions would greatly improve safety and the pedestrian environment along both corridors.

2. Improve Curb Ramps: Deficient curb ramps have been identified at 30% of all intersection returns in the Downtown Neighborhood Area, and these should be improved to City standards (see page 46). While the curb ramp improvements would enhance walkability and access, it is prudent that these improvements not be made prior to the needed sidewalk improvements where both improvements are required. The sidewalk improvements should be constructed prior to or concurrent with the curb ramp improvements to ensure that curb ramps are not constructed for unwalkable segments.

- 3. Preserve Existing and Develop New Parkway Strips: Existing parkway strips shall be preserved throughout the Downtown Neighborhood Area. In areas where sidewalks are missing, 4 to 6 foot parkway strips should be developed. As areas redevelop, parkway strips should be required along the redeveloped frontage. Appendix B provides a list of street trees appropriate for planting within the parkway strips.

Implementation Policy #10: Neighborhood Traffic Calming

The City shall accommodate vehicular traffic flow, while balancing and integrating it with a pedestrian-oriented neighborhood area.

Strategies

- 1. Narrow Existing Roadways: Traffic calming measures should be instituted in character with the neighborhood to create a driving environment that yields slower travel speeds. For major local streets with a width greater than 28 feet and that have a need for sidewalk improvements, the roadway should be narrowed to provide the pedestrian amenities and reduce the roadway width. Minor local streets with sidewalk improvement needs should be reduced to 26 feet in width to create an environment of slower motor vehicle traffic.
- 2. Provide Curb Extensions: Intersections requiring curb ramp improvements with street widths greater than 28 feet should consider the installation of curb extensions (or bulb outs). The curb extensions will reduce the roadway width at the intersection, reducing the crossing distance for pedestrians and creating a more pedestrian friendly environment. Some streets within the Downtown Neighborhood Area allow parking only on one side of the street, and it may be prudent to build curb extensions only on the side with parking to both delineate the parking and maintain the narrower crossing distance. Key recommendations for Lomas Boulevard and 12th Street include curb extensions at specific intersections (see sections on Lomas Boulevard and 12th Street Recommendations later in this section).
- 3. Initiate Neighborhood Transportation Study: The neighborhood residents have expressed concerns regarding the flow and speed of traffic through the Downtown Neighborhood Area. Cut through traffic is a problem on some of the local streets, including but not limited to 11th, 14th, and 15th Streets, and Laguna Boulevard. The City, in conjunction with neighborhood representatives, has already begun the scoping process for this transportation study, which will be a follow-up action step to this Sector Plan. The result of the study may include additional traffic calming measures beyond what has been recommended in the Sector Plan.

Implementation Policy #11: Coordinated Transportation Planning

The City shall coordinate transportation planning for all arterials and collectors within and adjacent to the Downtown Neighborhood Area.

Strategies

1. Incorporate Recommendations from the West Central Avenue Corridor Concept Plan: The Downtown Neighborhood Area shall incorporate and support the recommendations of the West Central Avenue Corridor Concept Plan (see Appendix C) and the Central Avenue/Lomas Boulevard intersection improvements. This may include a permanent road diet (lane reduction) on Central Avenue east of Lomas Boulevard, and future improvements at the Lomas Boulevard/Central Avenue intersection. The Lomas Boulevard/Central Avenue improvements shall be developed in conjunction with the proposed Lomas Boulevard improvements to ensure consistency between the two planning measures. Important considerations include traffic operations, pedestrian mobility, and pedestrian safety through the intersection.
2. Improve Intersections at 12th Street/Mountain Road and 12th Street/Lomas Boulevard: There are two critical intersections within the Downtown Neighborhood Area that are in need of improvements to increase safety and allow for better pedestrian and vehicle flow. These include 12th Street/Mountain Road and 12th Street/Lomas Boulevard (refer to transportation graphics following this narrative). These two intersections should be further studied for appropriate improvements as part of the Neighborhood Transportation Study called for by the Sector Plan (see Implementation Policy 10, Strategy 3, previous page).
 - a. 12th Street/Mountain Road - The 12th Street/Mountain Road intersection operates poorly during peak periods because there are no left-turn lanes for any of the intersection approaches. Neither 12th Street nor Mountain Road have sufficient street width to accommodate turn lanes without some level of roadway widening. Each corridor should be widened to provide a left-turn lane at this intersection. 12th Street should be widened from 32 feet to 34 feet to accommodate the additional lane. This could be accomplished by reducing the landscape buffer along one or each side of the street between Granite Avenue and Rosemont Avenue.

All on-street parking must be restricted within the area in conjunction with the addition of the left-turn lanes. Parking is currently prohibited along the east side of 12th Street. The west side restriction will be required to provide the southbound travel lane. North of Mountain Road, parking is essentially prohibited as a result of narrow lot sizes and close driveway spacing. The closest parking space not encumbered by a driveway is approximately 260 feet north of Mountain Road. South of Mountain Road, only one space would be eliminated because of open driveway frontage.

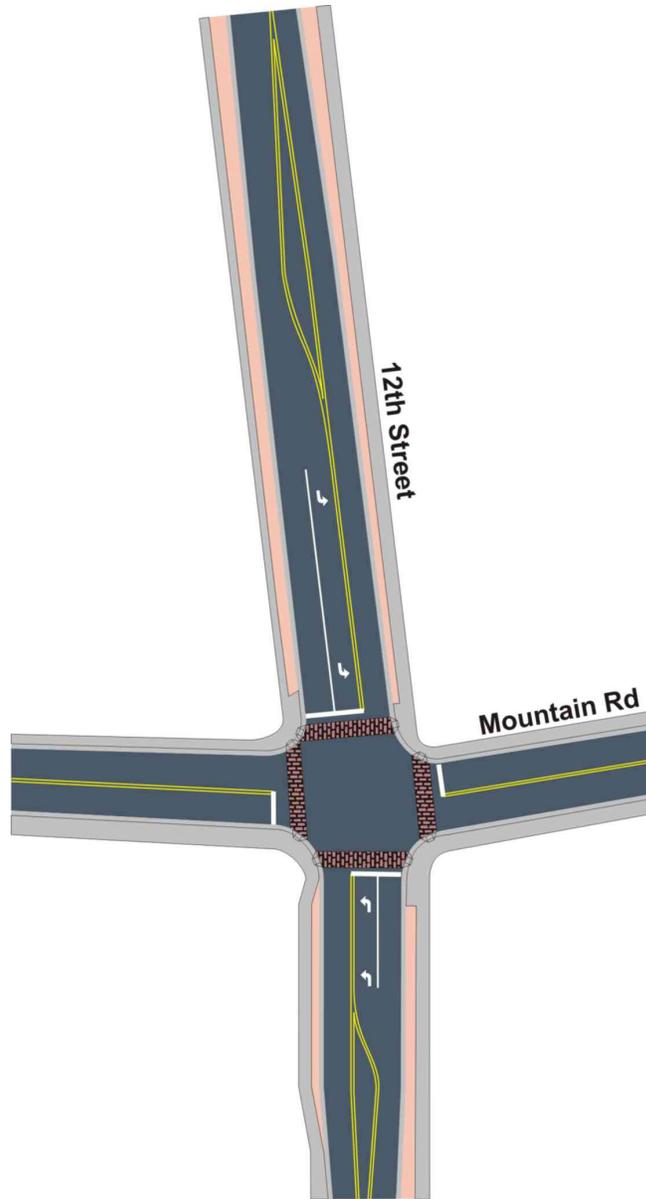
The City of Albuquerque design standards call for a 100 foot left turn lane, an 84 foot reverse curve entry taper (radius = 150') and an 83 foot roadway widening taper to install the minimum left-turn lane. The

lane would be developed using pavement striping and markings, without raised channelization. The minimum roadway length required to install a standard left-turn lane is 267 feet, plus the crosswalk and stop bar distances, approximately 15 feet, for a total of 282 feet. North of Mountain Road, the distance to Rosemont Avenue is approximately 400 feet, adequate to install the lane. South of Mountain Road, the spacing to Granite Avenue is approximately 170 feet. A standard left-turn lane could not be installed on the south 12th Street approach to Mountain Road.

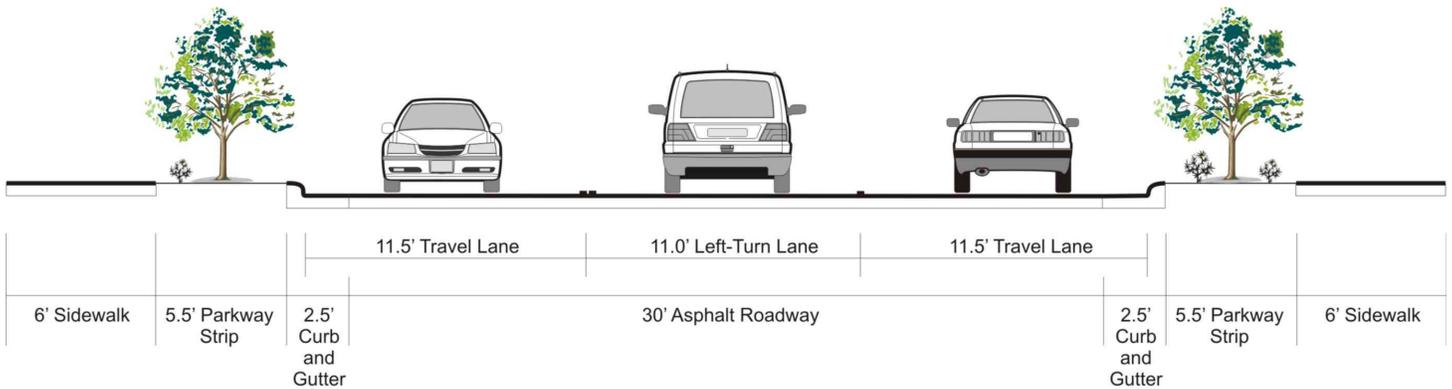
Two options are feasible to stripe a left-turn lane on 12th Street between Mountain Road and Granite Avenue. Option one is to construct a sub-minimum lane (see *12th Street and Mountain Road Plan and Section, page 80*). This lane would include a 50 foot left-turn lane, a 48 foot (R=50') reverse curve entry taper, and a 50 foot widening taper. The taper would be closed with a 1.5 foot radius curve at the Granite Avenue intersection. The principal deficiency with this design is that the left-turn lane would likely not store all of the vehicles required for each signal cycle, especially during the peak traffic hours. Option two is to construct a continuous left-turn lane between Granite Avenue and Mountain Road, as either an exclusive northbound left-turn lane or a continuous two-way left-turn lane with 50 foot northbound turn lane striped at the Mountain Road intersection. The Neighborhood Transportation Study should determine which option will provide better intersection operations.

Mountain Road is approximately 32 feet wide at the 12th Street intersection. The Mountain Road intersections east of Seventh Street have left-turn lanes constructed within the same roadway width. The lane widths are approximately 11 feet for each travel lane and 10 feet for the left-turn lane. This could be striped at the Mountain Road/12th Street intersection without any widening required. This lane configuration is narrower than minimum City requirements, and a safety evaluation of the intersections between First Street and Sixth Street should be conducted prior to restriping this intersection. Should the safety evaluation indicate that the existing intersections have normal crash histories, restriping to add left-turn lanes should be considered.

- b. 12th Street/Lomas Boulevard - The 12th Street/Lomas Boulevard intersection is deficient on the south approach where there is a single lane approach. Similar to the north approach at Mountain Road, 12th Street could be widened from 28 to 34 feet by reducing the parkway strip. The current parkway strips are approximately 9 feet in width along each side of the street. This 6 foot widening could accommodate a left-turn lane for northbound 12th Street at Lomas Boulevard, improving peak period operations (see *12th Street and Lomas Boulevard Plan and Section, page 81*). The Neighborhood Transportation Study should determine the final configuration for this intersection.



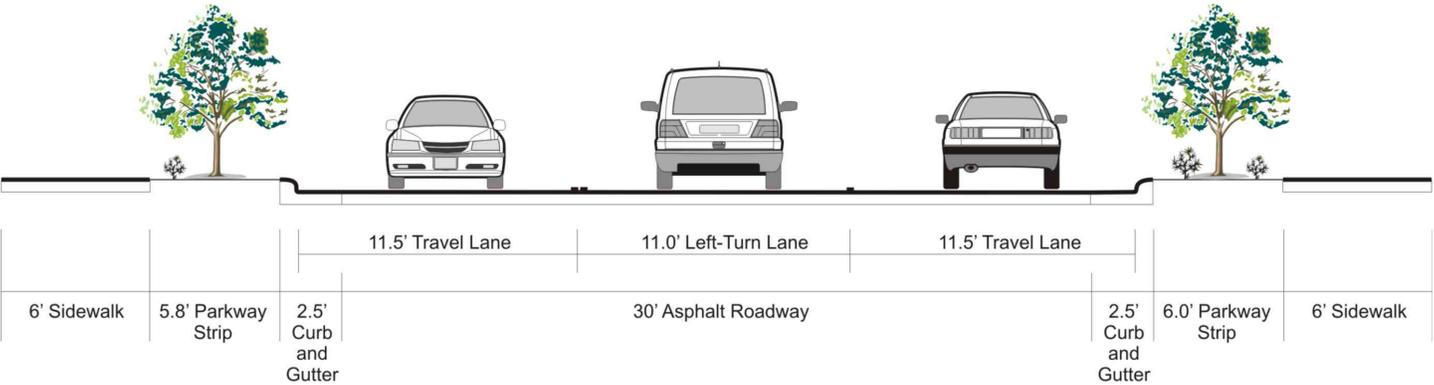
12th Street and Mountain Road Intersection - Plan



12th Street South of Mountain Road to Granite Avenue
 (widening 1 foot each side) - Section



12th Street and Lomas Boulevard Intersection - Plan



12th Street South of Lomas Boulevard to Fruit Avenue
(widening up to 3 feet each side) - Section

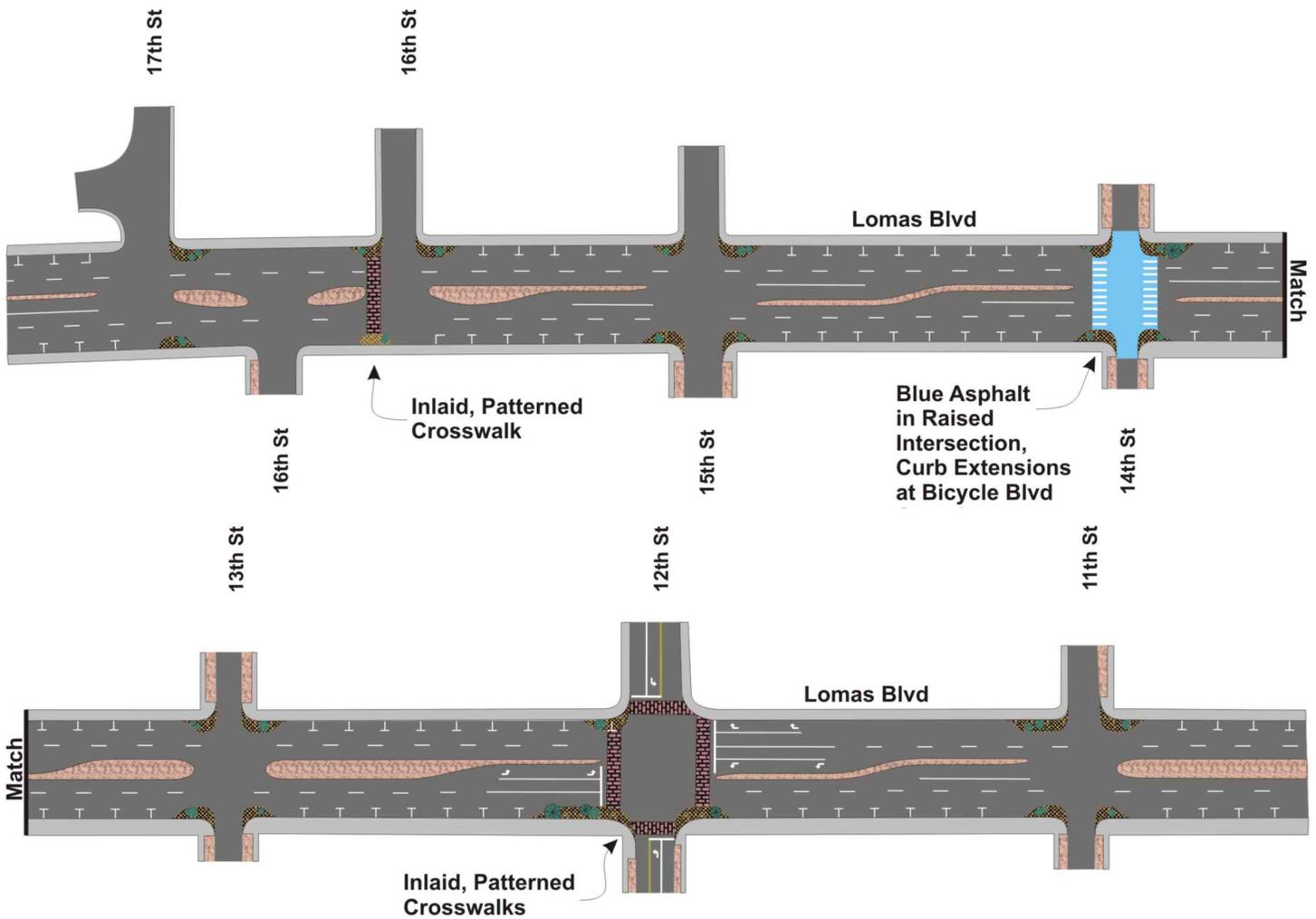
Implementation Policy #12: Lomas Boulevard

The City shall accommodate and enhance pedestrian and bicycle travel along and across Lomas Boulevard, while ensuring adequate vehicular traffic flow.

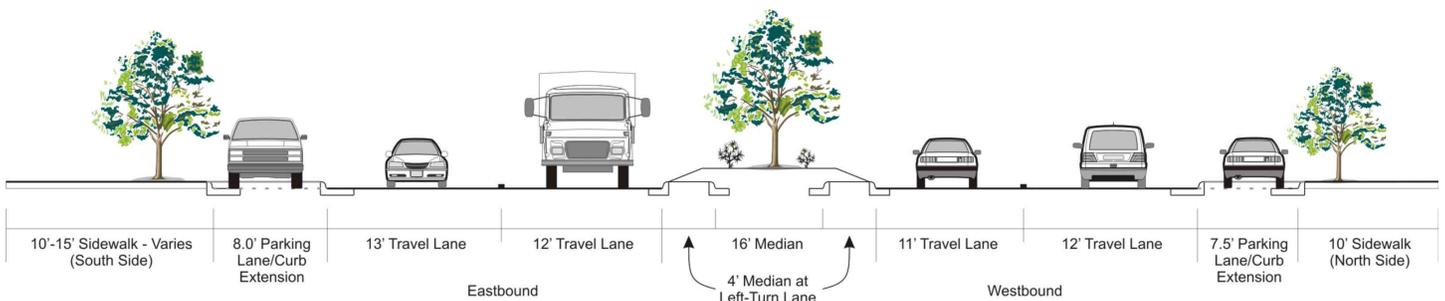
Strategies

1. Develop a Comprehensive Streetscape Plan for Lomas Boulevard: A comprehensive streetscape plan should be developed for Lomas Boulevard. As noted previously, improvements should include curb extensions, sidewalk widening, pedestrian and bicycle crossings, pedestrian lighting, landscaping, median improvements, transit stops, etc. The Plan recommends improvements extend between 11th Street and 17th Street, however, the streetscape plan should determine the appropriate boundaries.
2. Provide Traffic Taming on Lomas Boulevard: Traffic taming measures should be developed for Lomas Boulevard to improve pedestrian accessibility and safety (see *Lomas Boulevard Plan and Section, page 83*). The existing roadway width of 86 feet includes two travel lanes and a 10 foot parking lane in each direction, along with a 16 foot raised median. Appropriate traffic calming measures include the construction of curb extensions at each unsignalized intersection to reduce the pedestrian crossing distance and the lane width to 11 feet or less, exclusive of curb and gutter. The curb extensions should be landscaped to create a sense of 'place' for the neighborhood. The landscape be coordinated with additional landscape improvements along Lomas Boulevard. Opportunities for water harvesting should be evaluated as part of this work.
3. Provide Lomas Boulevard Sidewalk and Lighting Improvements: Decorative crosswalks should be planned and designed at approximately two block intervals to enhance pedestrian accessibility, with particular attention paid to the area from 11th Street to 17th Street. Initially, crosswalk improvements should be considered at 12th, 14th, and 16th Streets. As the density in the corridor increases, crosswalks could eventually be constructed at each internal district intersection. In addition to crosswalks, raised intersections should be considered to enhance the pedestrian environment, while taming traffic within the corridor.

Roadside improvements within the area should include wider sidewalks and pedestrian lighting. Sidewalks should be widened by approximately 2 to 4 feet along each side of Lomas Boulevard to enhance the pedestrian environment. The lighting should consider the safety needs for both motor vehicles and pedestrians.



1. Each intersection shall have curb extensions where feasible.
2. On-street parking spaces shall be delineated where feasible (driveways not shown).
3. Lomas Boulevard shall have a 10 foot sidewalk along the north side and a 10 to 15 foot sidewalk on the south side.



Lomas Boulevard - Plan (top) Section (bottom)

Implementation Policy #13: 12th Street

The City shall accommodate and enhance pedestrian travel along and across 12th Street while ensuring adequate vehicular traffic flow.

Strategies

1. Provide Traffic Calming on 12th Street: Recommendations for 12th Street include the installation of curb extensions (bulb outs) at the local street intersections. The curb extensions could reduce the roadway width by up to six feet, reducing pedestrian exposure by approximately two seconds per crossing. This would also better define the parking area along the west side of the corridor and create a narrow driving environment for motor vehicles.
2. Provide Pedestrian Lighting along 12th Street, South of Lomas Boulevard: Pedestrian lighting should be installed south of Lomas Boulevard to Central Avenue. The new lighting should match the existing pedestrian lighting that was installed along 12th Street north of Lomas Boulevard.
3. Repair Sidewalks and Improve Curb Ramps along 12th Street: Sidewalk repair and improvements at curb ramps should be made to provide smoother pavement transitions between the sidewalk and street.

Implementation Policy #14: Enhanced Transit

The City shall enhance transit access for area residents and visitors.

Strategies

1. Expand Transit Service: There is very minimal existing transit service to the Downtown Neighborhood Area. In order to encourage transit ridership, transit service to the neighborhood must be improved. Central Avenue and the streets within a few blocks of Central Avenue have frequent service, but the remainder of the neighborhood has limited access to a single, one-way circuit that utilizes 12th Street and Rio Grande Boulevard. Local service using Lomas Boulevard should be considered between Old Town and the Alvarado Transit Center, possibly using Mountain Road as part of a circulator route. Circulator transit service should be considered through the neighborhood between Old Town and the Alvarado Transit Center. This would also provide direct access to the regional Rail Runner service.
2. Expand Transit Connectivity: Connectivity to the Alvarado Transit Center should be expanded and encouraged for both local transit trips and Rail Runner regional trips. This service currently exists for residents near Central Avenue, but is more challenging for those living north of Lomas Boulevard. The new service should be provided such that it has frequent enough headways to encourage transit usage.

- 3. Provide Physical Improvements to Bus Stops: Physical amenities should be improved in conjunction with adding service to the Downtown Neighborhood Area. Where service is provided along major roadways with sufficient right-of-way, bus stops should be developed with covered seating for riders, and a kiosk with a list and scheduled stops for the routes in the area.

Implementation Policy #15: Bicycle Circulation

The City shall accommodate and enhance bicycle circulation throughout the Downtown Neighborhood Area.

Strategies

- 1. Add Bicycle Routes and Lanes: Bicycle route designation should be considered for at least two internal east-west corridors between Seventh Street and 14th Street, one north and one south of Lomas Boulevard. Roadways that should be considered are Roma Avenue, south of Lomas Boulevard, and the Orchard Place/Slate Street corridor to the north. Designation of these routes would improve system connectivity within the neighborhood and throughout Albuquerque.
- 2. Add Bicycle Crossing Push Buttons: Bicycle push buttons should be added to each street approach to signalized intersections if the street is identified as a bicycle route, lane, or boulevard. The push buttons are to place a call for the stoplight to turn green and allow the bicyclist to proceed through the intersection.
- 3. Provide Improvements along 14th Street Bicycle Boulevard: Improvements should be considered along the 14th Street segment of the Bicycle Boulevard to enhance bicycling safety and allow for better bicycle flow. One of the critical design considerations of a Bicycle Boulevard is to provide an efficient roadway environment that minimizes delay for bicycles, even at the expense of increasing delay for motor vehicles. Traffic calming is frequently involved in implementing these facilities. However, 14th Street is currently one of the narrowest roadways in the community and additional traffic calming would provide minimum benefit. The 14th Street corridor should be evaluated to eliminate stop signs to give bicycles the right-of-way in accordance with the City’s Development Process Manual (DPM) Section N.1.(9).

Another improvement that would improve bicycling safety along 14th Street is to restrict parking. Parking should be eliminated on one side of the roadway where the paved surface is less than 30 feet to improve bicycling safety.

- 4. Provide Enhanced Bicycle Crossing at 14th Street: The bicycle crossing for Lomas Boulevard at 14th Street should be improved to alert motorists. Improvements should include curb extensions, additional warning signs, and additional lighting as required to improve safety and accessibility.

A raised intersection should be constructed and the pavement should be blue asphalt to indicate a non-standard condition. The blue asphalt will extend from the beginning of the ramp up to the ramp down to existing grade, and will underlie the intersection and crosswalks. Crosswalks should be striped across Lomas Boulevard on each side of 14th Street. As required, the medians should be extended to provide pedestrian refuge, and consideration should be given to closing the median to motorized vehicle traffic.

5. Work with Business Community on Providing Bicycle Facilities: Existing and future businesses with the Downtown Neighborhood Area should be encouraged to install bicycle parking for employees and patrons. Bicycle parking should include both bicycle racks for short term parking and bicycle lockers for all-day storage. The short term parking will be vital as the mixed use area develops along Lomas Boulevard to encourage cyclists to patronize the businesses. This will also be important along Central Avenue once the Road Diet has been completed and Central Avenue has bicycle lanes, thereby increasing bicycle activity within the corridor.
6. Provide Updates to the Bikeways and Trails Master Plan: All proposed bikeway updates proposed herein will be forwarded to the City Bicycle-Pedestrian Coordinator for inclusion in the annual bikeway map update and the Bikeways and Trails Master Plan.

Implementation Policy #16: Alleys

The City shall promote the alleys as alternative walking paths and access to rear yards, while ensuring that they are maintained in a safe and attractive manner.

1. Conduct an Inventory of Alleys: Maintaining and utilizing alleys for utility corridors, rear yard access, and walking paths have a direct correlation to the existing neighborhood streetscape character that the neighborhood wishes to maintain. Alley access to garages allows for more on-street parking, lessens the number of driveway cuts, which allows for better pedestrian flow along sidewalks and increase in the area devoted to landscaping and street trees. Understanding the usefulness of alleys and determining their condition should be a first step in establishing alleys as an integral component of the neighborhood transportation system.

Once the problem areas are identified, the City should work with the adjacent landowners and Downtown Neighborhood Association to improve the condition of the alleys. The City should also contact the adjacent landowners of alleys that appear to be discontinuous and not serve a practical purpose to determine whether they should be vacated.

Implementation Policy #17: Functional Classifications

The City shall pursue appropriate functional classifications of roadways through the Mid-Region Council of Government process.

- 1. Pursue Lower Functional Classifications: Two roadway segments are recommended for lower functional classifications; Marquette Avenue, west of Keleher Street, and 12th Street, between Central Avenue and Lomas Boulevard. The reason to downgrade these roadways is that their primary function is no longer to move traffic through the community; rather, they move traffic to destinations along these streets or within the neighborhood. The lower classifications will give the neighborhood more flexibility to introduce local traffic calming measures and will be consistent with the existing land uses and proposed zoning along those streets.
 - a. Reclassify Marquette Avenue, West of Keleher Street: This segment of Marquette should be downgraded from a collector roadway to a local street. This segment is a holdover from when Marquette Avenue was part of a one-way couplet with Tijeras Avenue through downtown Albuquerque, from Second Street to 12th Street. Marquette Avenue now terminates as a one-way street at 6th Street, and the land use west of Keleher Street is primarily residential, indicative of a local street. Downgrading Marquette Ave would make it eligible for local street design considerations such as traffic calming, and the centerline striping could be removed. In addition, a narrower travel way would be acceptable, and parking along both sides of the 32 foot wide street could be considered. A consequence of downgrading Marquette Avenue is that this roadway section would then be overlaid on a local street schedule rather than a collector street schedule, reducing the frequency of roadway overlays.
 - b. Reclassify 12th Street, South of Mountain Road: The segment of 12th Street between Central Avenue and Mountain Road should be downgraded from a minor arterial to a collector roadway. It is primarily a tree-lined residential roadway with minimal non-residential development, and slow speeds. This street segment has three speed humps (which the neighborhood wants to maintain) and a posted speed of 25 mph, unusual characteristics for streets classified above a collector. The 12th Street corridor is pedestrian-friendly with residential frontage, and reducing the functional classification from a minor arterial to a collector roadway will identify it as it currently functions and help ensure that the slow travel speeds are maintained.
 - c. Evaluate Central Avenue for Reclassification: Central Avenue should be evaluated for downgrading from a principal arterial to a minor arterial if the proposed Road Diet in the West Central Avenue Corridor Concept Plan becomes permanent.



**SECTION 6:
ZONING REGULATIONS &
DEVELOPMENT STANDARDS**

A. Introduction

The regulations presented in this section provide new zoning and development standards for property that falls within the Downtown Neighborhood Area. All properties will maintain an SU-2 zoning designation to reflect the Plan area location. The regulations are based upon a thorough existing land use inventory and the desire of the community for the zoning to better match the current conditions and vision for the future.

Within each zoning district are a series of development standards. In many instances, the new zoning district corresponds to an existing zoning district as delineated by the Comprehensive City Zoning Code. Where applicable, the existing zoning district or code regulation is referenced and only the exceptions to the existing regulation is listed.

The intent of the regulations is to ensure that infill development is responsive to and complements existing neighborhood patterns. Basic components of the neighborhood pattern that are considered in the regulations include:

- Street frontage character (porches, landscape, building entries, setbacks, on-street parking, etc.)
- Rhythm of development along the street (massing, volume, height, roofs, etc.)
- Street Orientation (windows, doors, primary entries, architectural detailing, etc.)
- Street trees and landscaping (parkway strip, driveway cuts, front yards)
- Architectural features (roof forms, window patterns, color, garage doors, etc.)



SINGLE FAMILY ZONE - SU-2/SF

The intent of the SU-2/SF Zone is to ensure that the historic development pattern and the predominant single family character of the Downtown Neighborhood Area is preserved and strengthened. This zone is not appropriate for multi-family residential, commercial, or office uses. Property zoned SU-2/SF that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

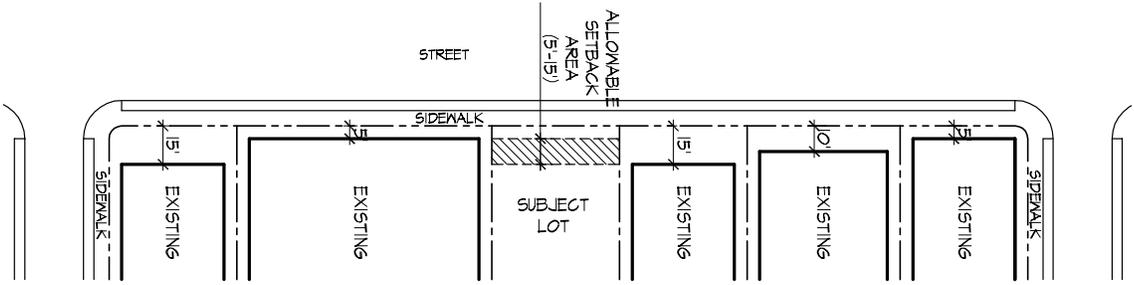
The SU-2/SF Zone corresponds to the R-1 zone in the Comprehensive City Zoning Code with the following EXCEPTIONS:

A. Permissive Uses
1. Permissive uses are per the R-1 zone, EXCEPT secondary dwelling units are permitted as defined in this document.

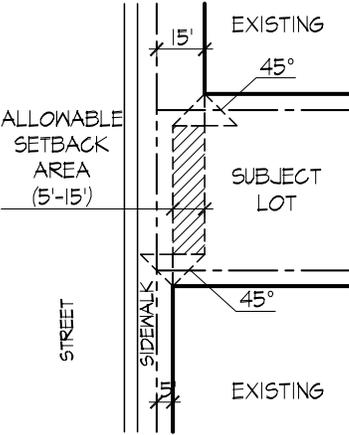
B. Prohibited Uses
1. Walls, fences, and retaining walls taller than 3 feet in height are not allowed in the front yard setback.
2. A carport within the front yard setback is not allowed.

C. Conditional Uses
Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/SF zone:
1. Existing non-conforming uses are to be treated as approved conditional uses.

D. Setbacks
1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

- 2. The minimum rear yard setback for garages off an alley is 5 feet.
- 3. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling unit.
 - a. Side: 5 foot minimum
 - b. Rear: 5 foot minimum

E. Building Height and Stepbacks

- 1. Building heights shall comply with §14-16-2-6 (C) R-1 Zone in the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Buildings over 15 feet in height, and second story additions to existing buildings, shall incorporate a minimum horizontal stepback of 6 feet from the front facade, which is defined as starting at the porch.
 - b. Secondary dwelling units shall have a maximum height of 18 feet.

F. Windows and Doors

- 1. All building facades that face a public street shall contain a minimum of 30 percent of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

G. Building Entries and Porches

- 1. The primary entry to the building shall be oriented towards the street.
- 2. Front entry porches at finished floor elevation (minimum depth of 5 feet) shall be provided.

H. Garages

- 1. Attached and detached garages are permitted.
- 2. Garages shall be accessed from existing alleys.
- 3. Where alley access does not exist, a garage door is permitted to face the street. A garage door facing the street shall be set back a minimum of an additional 5 feet beyond the horizontal plane of the building face or porch facade.

I. Off-Street Parking Standards

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations in the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Secondary dwelling unit: 1 space per unit.

J. Driveway Cuts and Paved Parking Areas for Lots Without Alley Access

1. The maximum front yard setback area that can be a paved off-street parking and maneuvering area is 22 feet in width. Porous pavement is allowed.
2. Driveway cuts shall have a maximum width of 16 feet.

K. Street Trees

1. A minimum of one street tree shall be provided per dwelling unit and maintained by the property owner. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
2. Street trees shall not be planted within the sidewalk area.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

L. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

TOWNHOUSE ZONE - SU-2/TH

The intent of the SU-2/TH Zone is to ensure that new townhouse development complements the predominately single-family character of the neighborhood. The goal of the regulations is to provide adequate articulation to the building so that it does not dominate the public view from the street. This zone is not appropriate for multi-family residential, commercial, or office uses. Property zoned SU-2/TH that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

The SU-2/TH Zone corresponds to the R-T zone in the Comprehensive City Zoning Code with the following EXCEPTIONS:

A. Permissive Uses

1. Permissive uses are per the R-T zone, EXCEPT secondary dwelling units are permitted as defined in this document.

B. Prohibited Uses

1. Walls, fences, and retaining walls taller than 3 feet in height are not permitted in the front yard setback.
2. A carport within the front yard setback is not permitted.

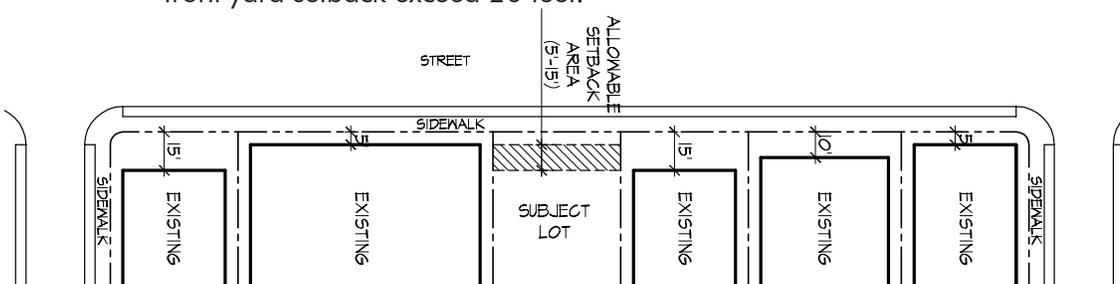
C. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/TH zone:

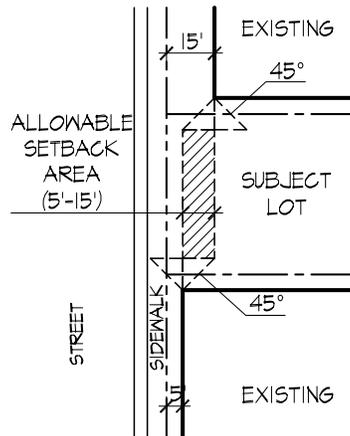
1. Existing non-conforming uses are to be treated as approved conditional uses.

D. Lot Area and Setbacks

1. The minimum lot area shall be 2,000 square feet.
2. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

3. Townhouse buildings shall maintain a minimum distance of 10 feet from each other and from adjacent single-family zoned property.
4. The minimum rear yard setback for garages off an alley is 5 feet.
5. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling unit.
 - a. Side: 5 foot minimum
 - b. Rear: 5 foot minimum

E. Building Height and Stepbacks

1. Building heights shall comply with §14-16-2-9 (C) R-T Zone of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Buildings over 15 feet in height, and second story additions to existing buildings, shall incorporate a minimum horizontal stepback of 6 feet from the front facade, which is defined as starting at the porch.
 - b. Secondary dwelling units shall have a maximum height of 18 feet.

F. Building Facade Articulation

1. Building massing and roof forms shall provide articulation that distinguishes individual units.

G. Windows and Doors

1. All building facades that face a public street shall contain a minimum of 30 percent of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

H. Building Entries and Porches

- 1. The primary entry to the building shall be oriented towards the street and shall be the predominant facade feature.
- 2. Front entry porches at finished floor elevation (minimum depth of 5 feet) shall be provided.

I. Garages

- 1. Attached and detached garages are allowed.
- 2. Garages shall be accessed from alleys.
- 3. Where alley access does not exist, a garage door is permitted to face the street. A garage door facing the street shall be set back a minimum of an additional 5 feet beyond the horizontal plane of the building face or porch facade.
- 4. A garage door facing a street shall not exceed a width of 10 feet.



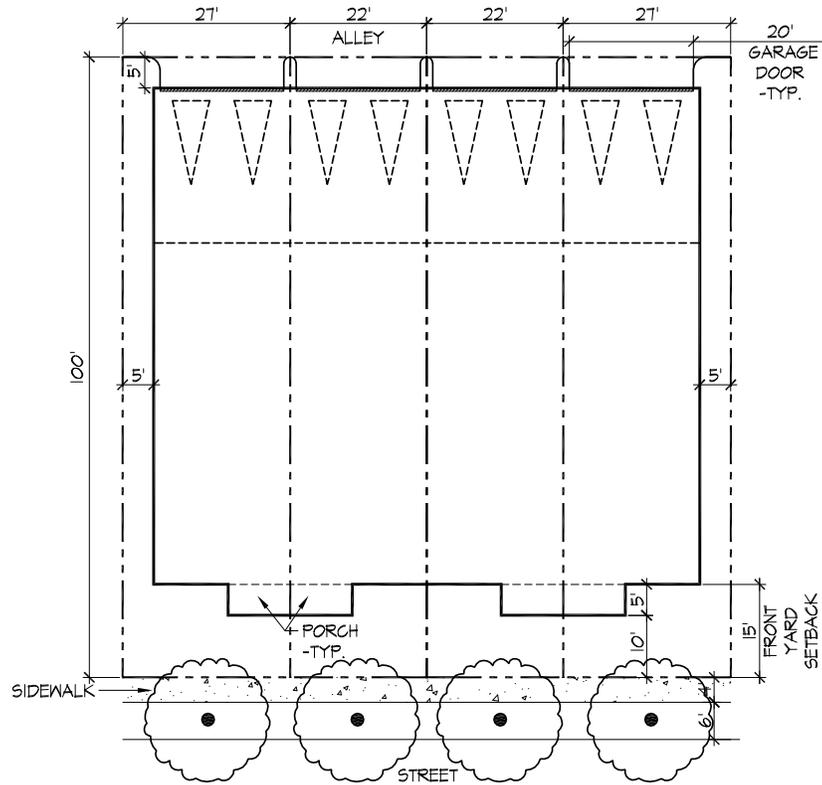
Townhouse Units - Entries face the street, garages are accessed through shared drive, and individual units are articulated

J. Off-Street Parking Standards

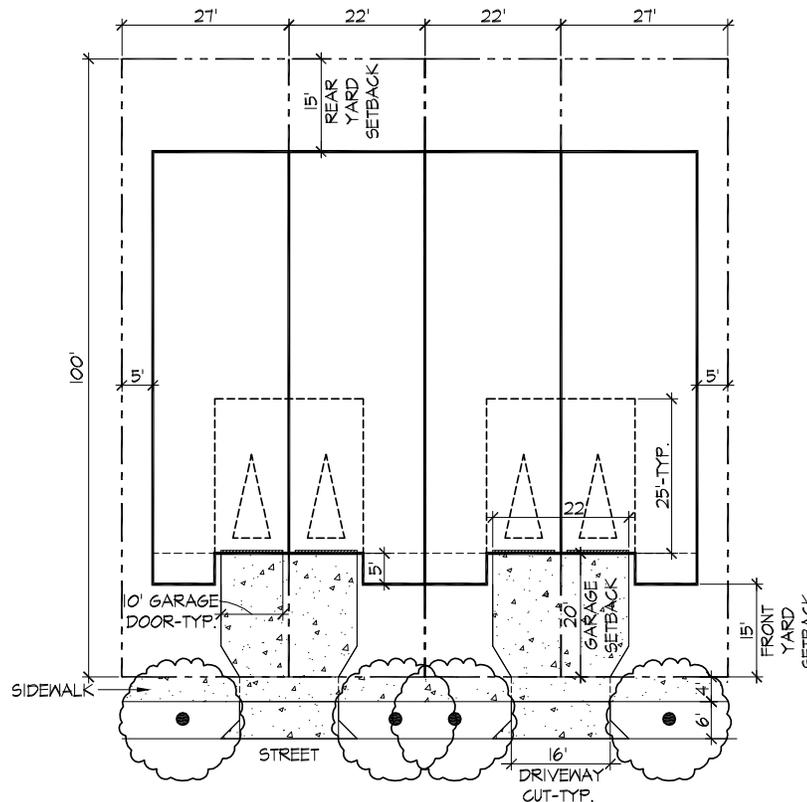
- 1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
 - a. The minimum off-street parking requirement is 1 space per bedroom, not to exceed 2 spaces per dwelling unit.
 - b. Tandem parking inside a garage is permitted.
 - c. Secondary dwelling unit: 1 space per unit.

K. Shared Access Driveways and Paved Parking Areas for Lots Without Alley Access

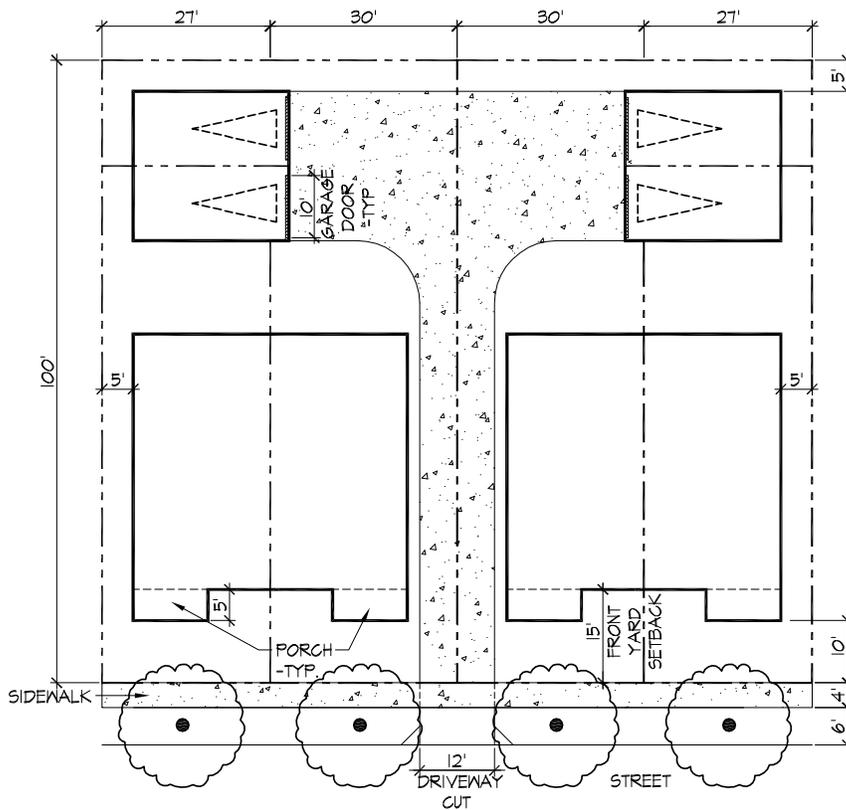
- 1. Shared driveways for every two townhouse units are required. The number of driveway cuts onto the public right-of-way shall be minimized in order to preserve on-street parking and provide landscape areas.
- 2. The maximum front yard setback area that can be an improved (paved) off-street parking and maneuvering area is 11 feet in width per lot.
- 3. Driveway cuts shall have a maximum width of 16 feet.



Typical Townhouse Development - 4 units, alley access



Typical Townhouse Development - 4 units, no alley access



Typical Townhouse Development - 4 units, no alley access

L. Useable Open Space

1. The useable open space requirement is 500 square feet per dwelling unit.

M. Street Trees

1. A minimum of one street tree shall be provided per dwelling unit and maintained by the property owner. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
2. Street trees shall not be planted within the sidewalk area.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

N. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

MIXED RESIDENTIAL ZONE - SU-2/MR

The intent of the SU-2/MR 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/MR zone provides for higher density residential development, but excludes office and commercial uses. Property zoned SU-2/MR that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

A. Permissive Uses

- 1. Uses permissive in the R-2 zone with the following EXCEPTIONS:
 - a. Townhomes shall be as regulated in the SU-2/TH zone as specified in this Plan, except maximum building height is 40 feet.
 - b. There is no maximum floor area ratio.
 - c. Secondary dwelling units are permitted as defined in this document.

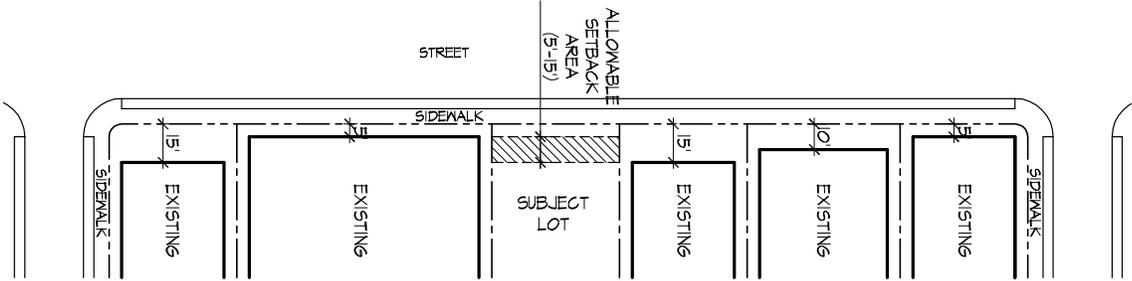
B. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/MR zone:

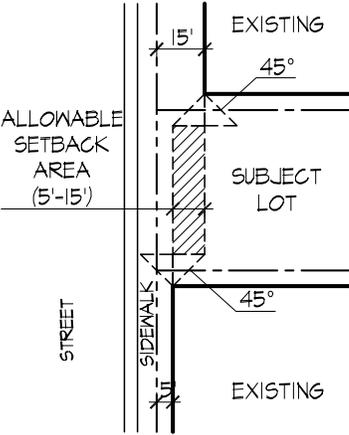
- 1. Senior housing facility.
- 2. Existing non-conforming uses are to be treated as approved conditional uses.

C. Setbacks

- 1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 5 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

2. The minimum side yard setback is 5 feet, except 10 feet from adjacent SU-2/SF and SU-2/TH zoned property.
3. The minimum rear yard setback is 15 feet.
4. Secondary dwelling units shall be located to the rear of the primary dwelling unit. There shall be a minimum of 10 feet of separation between the primary dwelling unit and the secondary dwelling unit.
 - a. Side: 5 foot minimum
 - b. Rear: 5 foot minimum
5. Off-street parking setback: minimum setback is 10 feet.

D. Building Height and Stepbacks

1. The maximum building height is 40 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.
2. Secondary dwelling units shall have a maximum height of 18 feet.
3. There shall be a 6 foot minimum stepback from the horizontal plane of the building face for third story facades facing public streets or abutting 1-story buildings.

E. Building Facade Articulation

1. Facades that face public streets shall change every 50 foot minimum in height, setback, or material.

F. Windows and Doors

1. Apartments - All ground floor building façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.

Townhouse - All building facades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

2. Darkly tinted windows and/or reflective glass are prohibited.

G. Balconies

1. Balconies shall be designed and located to minimize impacts to the privacy of adjacent residential properties. Planters or trellises can be used to obstruct views while retaining the benefits of upper level outdoor spaces.

H. Building Entries

1. The primary entry to the building shall be oriented towards the street.
2. Building entries for apartments shall be connected to the public sidewalk by a minimum 6 foot sidewalk.



Older apartment complex along Tijeras Ave. - lushly landscaped, entry faces the street and is predominant feature

I. Vehicular Ingress/Egress

1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.

J. Off-Street Parking Standards

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
 - a. Townhouse: Per the SU-2/TH Zone.
 - b. Apartment: 1 space per bedroom, 2 spaces maximum.
 - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living units or skilled nursing beds.
 - d. Visitor parking: 1 space per 5 units.
 - e. Secondary dwelling unit: 1 space per unit.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3 foot solid wall. Service areas shall be located to the rear of the property.

K. Signage

1. Sign, on-premise, as in §14-16-3-5 of the Comprehensive City Zoning Code with the following EXCEPTIONS:
 - a. Free-standing signs shall not exceed 4 feet in height and 16 square feet per sign face.
 - b. Internally lit signs are not allowed.

L. Lighting

- 1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are not allowed.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

M. Landscape

- 1. Apartment development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the exception that all new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
- 2. A minimum of one street tree shall be provided per single family or townhouse dwelling unit and maintained by the property owner.
- 3. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
- 4. Street trees shall not be planted within the sidewalk area.
- 5. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

N. Demolition

- 1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

OFFICE RESIDENTIAL ZONE - SU-2/OR

The intent of the SU-2/OR Zone is to provide a transition between the higher intensity corridor of Central Avenue and the neighborhood to the north. The SU-2/OR zone recognizes the existing mix of residential and office present in the neighborhood, but excludes all commercial uses. Property zoned SU-2/OR that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

A. Permissive Uses

1. Uses Permissive in the R-2 zone with the following EXCEPTIONS:
 - a. Townhomes shall be as regulated in the SU-2/TH zone as specified in this Plan, except maximum building height is 40 feet.
 - b. There is no maximum floor area ratio.
2. The following non-residential uses are permissive provided certain conditions listed under A.3. are met:
 - a. Church or other place of worship, including incidental recreational or educational facilities.
 - b. Library.
 - c. Professional Office, except bail bond office is a conditional use.
3. Non-residential uses as listed under A.2. above are permissive provided any one of the following conditions are met:
 - a. A minimum of 60% of the total acreage of premises along individual block faces and within the same block as the subject lot contains existing legal non-residential uses. If a premise has more than one street frontage, at least one street frontage must meet this condition; or
 - b. The subject property contains a building that had a non-residential use for a minimum of the past 10 years; or
 - c. The building on the subject property was originally built for non-residential use.

B. Prohibited Uses

1. Commercial parking lots.

C. Conditional Uses

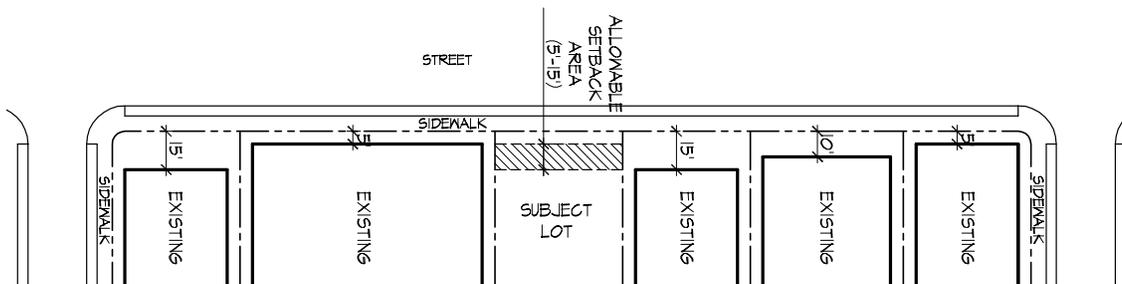
Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/OR zone:

1. Senior housing facility.
2. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
 - a. Shall be located on a collector or higher street classification.
 - b. Shall not be permitted on a block face with more than 30 percent residential.
 - c. Shall not be located within 500 feet of another bail bond office.
 - d. The number of employees shall be limited to 5.
 - e. The hours of operation shall be limited to 7:00 am to 10:00 pm.

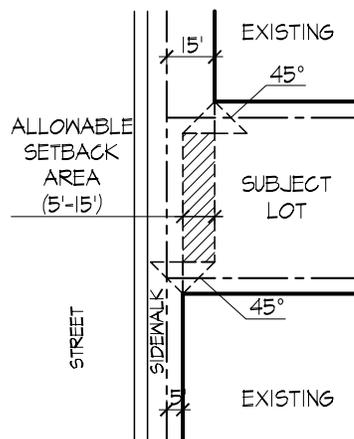
- Existing non-conforming uses are to be treated as approved conditional uses.

D. Setbacks

- Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 2 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

- The minimum side yard setback is 5 feet, except 10 feet from adjacent SU-2/SF and SU-2/TH zoned property.
- The minimum rear yard setback is 15 feet.
- Off-street parking setback: minimum setback is 10 feet.

E. Building Height and Stepbacks

1. The maximum building height is 40 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.
2. There shall be a 6 foot minimum stepback from the horizontal plane of the building face for third story facades facing public streets or abutting 1-story buildings.

F. Building Facade Articulation

1. Facades that face public streets shall change every 50 foot minimum in height, setback, or material.

G. Windows and Doors

1. Apartments and Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50% of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30% of its surface in windows.
Townhouse - All building facades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.
2. Darkly tinted windows and/or reflective glass are prohibited. The amount of window surface covered with signage shall be limited per Section L. Signage.



Office Building on Eighth St. - ground floor facade contains more than 50% of its surface in windows and 30% of the second story

H. Balconies

1. Balconies shall be designed and located to minimize impacts to the privacy of adjacent residential properties. Planters or trellises can be used to obstruct views while retaining the benefits of upper level outdoor spaces.



Office Building on Tijeras Ave. - entry is the predominant feature and faces sidewalk

I. Building Entries

- 1. The primary entry to the building shall be oriented towards the street and shall be the predominant facade feature.
- 2. Apartment and non-residential building entries shall be connected to the public sidewalk by a minimum 6 foot wide sidewalk.

J. Vehicular Ingress/Egress

- 1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.

K. Off-Street Parking Standards

- 1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Townhomes: Per the SU-2 / TH Zone.
 - b. Apartments: 1 space per bedroom, 2 maximum.
 - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living units or skilled nursing beds.
 - d. Visitor parking for apartments and senior housing: 1 space per 5 units.
 - e. Office: 3 spaces per 1,000 square feet.
- 2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3 foot solid wall. Service areas shall be located to the rear of the property.

L. Signage

- 1. Sign, on premise, as in §14-16-2-15 of the Comprehensive City Zoning Code with the following EXCEPTIONS:
 - a. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
 - b. Free-standing signs for office use shall not exceed 4 feet in height and 16 square feet per sign face.
 - c. Signage for residential use shall be as regulated in the SU-2/MR zone as specified in this Plan.
 - d. Internally lit signs are not allowed.
- 2. Electronic display signs are not allowed.

M. Lighting

- 1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are not allowed.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

N. Landscape

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
 - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
 - c. Street trees shall not be planted within the sidewalk area.
2. A minimum of one street tree shall be provided per single family or townhouse dwelling unit and maintained by the property owner.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

O. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

MIXED USE MEDIUM ZONE - SU-2/MUM

The intent of the SU-2/MUM Zone is to recognize the existing mixed use character along Lomas Boulevard and to provide a transition between the transportation corridor and the predominately single-family residential areas to the north and south within the neighborhood core. There are two other areas in the neighborhood that are also appropriate for the MUM Zone - the area on the east edge of the neighborhood between Fifth and Sixth Streets and the area along Tijeras Avenue between 10th and 12th Streets. Property zoned SU-2/MUM that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

A. Permissive Uses

1. Uses permissive in the R-G zone with the following EXCEPTIONS:
 - a. Townhouse shall be as regulated in the SU-2/TH zone as specified in this Plan.
 - b. There is no maximum floor area ratio.
2. Institution.
 - a. Church or other place of worship, including incidental recreational and educational facilities.
 - b. Library.
 - c. Museum.
 - d. School.
3. Professional Office, except bail bond office is a conditional use.
4. Retail sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking.
 - a. Arts and crafts objects, supplies, plus their incidental creation - artist studios.
 - b. Books, magazines, newspapers, stationery, except adult book store.
 - c. Cosmetics, notions, hobby supplies.
 - d. Flowers and plants.
 - e. Jewelry.
 - f. Clothing, shoes, dry goods.
 - g. Photography equipment.
 - h. Sporting goods.
 - i. Bicycle, including repair.
5. Services, provided there is no outdoor storage, except parking.
 - a. Barber, beauty.
 - b. Day care center.
 - c. Dry cleaning station (no processing).
 - d. Instruction in music, dance, fine arts, or crafts.
 - e. Interior decorating.
 - f. Photography, except adult photo studio.
 - g. Tailoring, dressmaking, shoe repairing.
 - h. Health gymnasiums.
 - i. Medical or dental laboratory.
 - j. Pet grooming.

B. Prohibited Uses

1. Alcoholic drink sales for consumption off-premises.
2. Commercial parking lots.

C. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/MUM zone:

1. Non-residential uses that face a local street.
2. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
 - a. Shall be located on a collector or higher street classification.
 - b. Shall not be permitted on a block face with more than 30 percent residential.
 - c. Shall not be located within 500 feet of another bail bond office.
 - d. The number of employees shall be limited to 5.
 - e. The hours of operation shall be limited to 7:00 am to 10:00 pm.
3. Retail sales of drugs, medical supplies. No drive-up service windows allowed.
4. Retail sales of food and drink for consumption on or off-premises subject to the following restrictions:
 - a. There shall be no drive-up service windows.
 - b. Alcoholic drink may be sold only under a restaurant license for the sale of beer and wine, as provided by Section 60-6A-4 NMSA 1978.
 - c. Outdoor restaurant seating is allowed along the Lomas Boulevard frontage only.
5. Self-service laundry.
6. Bed and Breakfast establishments shall comply with Appendix F, Policy for Bed and Breakfast Establishments as provided in the Comprehensive City Zoning Code.
7. Senior housing facility.

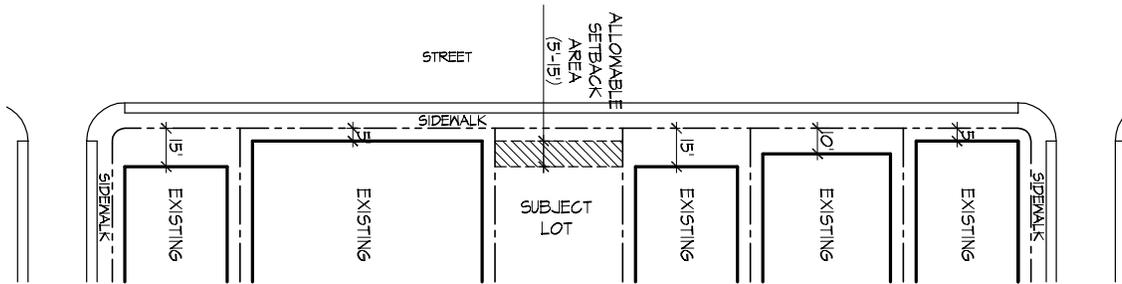


Vertical Mixed Use with office/retail on ground floor and apartments above.
Top: Brick Light District on Harvard St.
Bottom: 110 Richmond

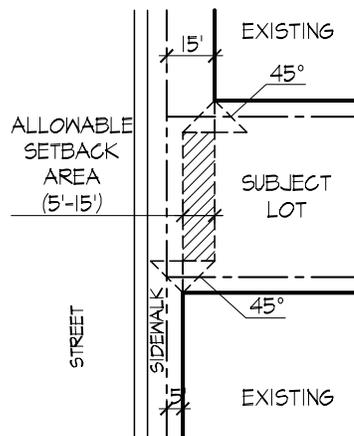
8. Building height over 26 feet, but not greater than 40 feet. Criteria for the approval of a Conditional Use Permit to allow building height over 26 feet:
 - a. Shall not be within 50 feet of SU-2/SF or SU-2/TH zones.
9. Existing non-conforming uses are to be treated as approved conditional uses, EXCEPT bail bond office.

D. Setbacks

1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 2 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

2. The minimum side yard setback is 5 feet, except 10 feet from adjacent SU-2/SF and SU-2/TH zoned property. Buildings on corner lots shall have a minimum side yard setback of 10 feet to ensure clear sight.

3. The minimum rear yard setback is 15 feet, except where non-residential is adjacent to SU-2/SF or SU-2/TH, the minimum rear setback shall be 20 feet.
4. Off-street parking setback: minimum setback is 10 feet.

E. Building Height

1. The maximum building height is 26 feet, except up to 40 feet is conditional. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.

F. Building Facade Articulation

1. Facades that face public streets shall change every 50 foot minimum in height, setback, or material.

G. Windows and Doors

1. Apartments and Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.
Townhouse - All building façades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.
2. Darkly tinted windows and/or reflective glass are prohibited. The amount of window surface covered with signage shall be limited per Section J. Signage.

H. Building Entries

1. The primary entry to the building shall be oriented towards the street and shall be the predominant facade feature.
2. Building entries shall be connected to the public sidewalk by a minimum 6 foot sidewalk.

I. Off-Street Parking Standards

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Townhomes: Per the SU-2/TH Zone.
 - b. Apartments: 1 space per bedroom, 2 maximum.
 - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
 - d. Visitor parking for apartments and senior housing: 1 space per 5 units.
 - e. Non-Residential: 3 spaces per 1,000 square feet.
 - f. Restaurants: 1 space per 4 seats.

- 2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3 foot solid wall. Service areas shall be located to the rear of the property.
- 3. An on-street parking credit is permitted for non-residential development along Lomas Boulevard. Where parking spaces are provided on a public street and abut the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property provided the on-street parking spaces are approved by the Traffic Engineer, in conjunction with a site plan approval for off-street parking.

J. Signage

- 1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Permitted signs shall only be wall signs or canopy signs.
 - b. One canopy sign per entrance or exit shall be permitted.
 - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
 - d. Internally lit signs are not allowed.
- 2. Electronic display signs are not allowed.

K. Lighting

- 1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are prohibited.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

L. Useable Open Space

- 1. The useable open space requirement is 500 square feet per dwelling unit.

M. Landscape

- 1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
 - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
 - c. Street trees shall not be planted within the sidewalk area.

2. A minimum of one street tree shall be provided per single family or town-house dwelling unit and maintained by the property owner.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

N. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

MIXED USE LIGHT ZONE - SU-2/MUL

The intent of the SU-2/MUL Zone is to recognize the unique mixed use character along Mountain Road and to complement the adjacent Sawmill neighborhood to the north. The MUL zone is designed to ensure that new development serves the neighborhood with low impact, neighborhood-oriented commercial and medium density residential uses. Property zoned SU-2/MUL that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

A. Permissive Uses

- 1. Uses Permissive in the R-G zone with the following EXCEPTIONS:
 - a. Townhouse shall be as regulated in the SU-2/TH zone as specified in this Plan.
 - b. There is no maximum floor area ratio.
- 2. The following non-residential uses are permissive provided certain conditions listed under A.3 are met:
 - a. Museum.
 - b. School.
 - c. Retail Sales of the following goods, plus incidental retailing of related goods and incidental service or repair, provided there is no outdoor storage or activity except parking.
 - 1) Arts and crafts objects, supplies, plus their incidental creation - artist studios.
 - 2) Books, magazines, newspapers, stationery, except adult book store.
 - 3) Cosmetics, notions, hobby supplies.
 - 4) Flowers and plants.
 - 5) Jewelry.
 - 6) Clothing and shoes.
 - d. Services, provided there is no outdoor storage of activity except parking.
 - 1) Barber, beauty.
 - 2) Day care center.
 - 3) Dry cleaning station (no processing).
 - 4) Instruction in music, dance, fine arts, or crafts.
 - 5) Interior decorating.
 - 6) Photography, except adult photo studio.
 - 7) Tailoring, dressmaking, shoe repairing.
- 3. Non-residential uses as listed under A.2. above are permissive provided any one of the following conditions are met:
 - a. A minimum of 60% of the total acreage of premises contiguous to Mountain Road and within the same block as the subject lot contains existing legal non-residential uses; or
 - b. The subject property contains a building that had a non-residential use for a minimum of the past 10 years; or
 - c. The building on the subject property was originally built for commercial uses.

B. Prohibited Uses

1. Alcoholic drink sales for consumption off-premises.
2. Commercial parking lots.

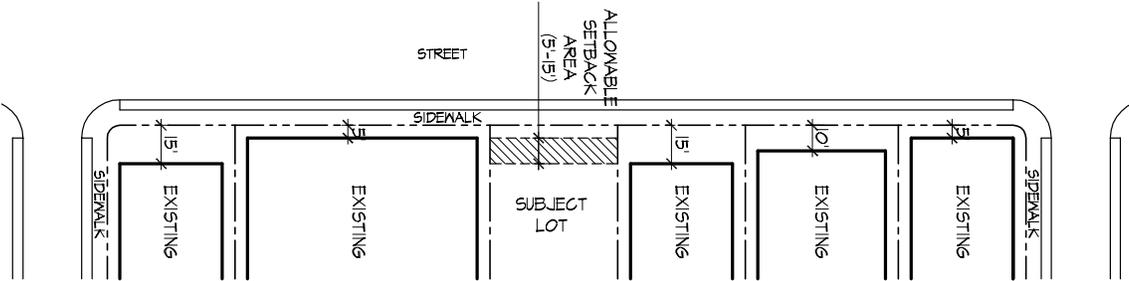
C. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/MUM zone:

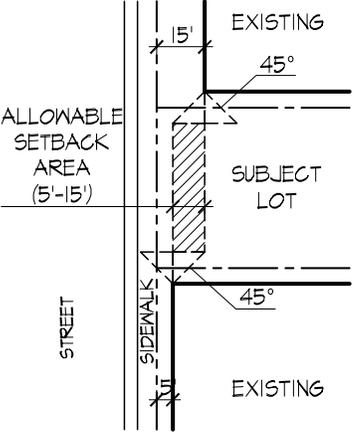
1. Non-residential uses that face a local street.
2. Institution.
 - a. Church or other place of worship, including incidental recreational and educational facilities.
 - b. Library.
3. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
 - a. Shall be located on a collector or higher street classification.
 - b. Shall not be permitted on a block face with more than 30 percent residential.
 - c. Shall not be located within 500 feet of another bail bond office.
 - d. The number of employees shall be limited to 5.
 - e. The hours of operation shall be limited to 7:00 am to 10:00 pm.
4. Professional Office.
5. Retail sales of drugs, medical supplies. No drive-up service windows allowed.
6. Retail sales of food and drink for consumption on or off-premises subject to the following restrictions:
 - a. There shall be no drive-up service windows.
 - b. Alcoholic drink may be sold only under a restaurant license for the sale of beer and wine, as provided by Section 60-6A-4 NMSA 1978.
 - c. Outdoor restaurant seating is allowed along the Mountain Road and Sixth Street frontage only.
7. Self-service laundry.
8. Bed and Breakfast establishments shall comply with Appendix F, Policy for Bed and Breakfast Establishments as provided in the Comprehensive City Zoning Code.
9. Existing non-conforming uses are to be treated as approved conditional uses, except bail bond offices.

D. Setbacks

1. Front yard setbacks for buildings shall be determined by the setbacks on existing buildings within the same block and the adjacent buildings. The front yard setback shall be no greater than the maximum setback and no less than the minimum setback for the block. The setback shall also fall within a 45 degree angle of the adjacent buildings. In no case shall the front yard setback exceed 15 feet, except the minimum front yard setback for a garage is 20 feet.



Front yard setback is determined by the setback on existing buildings. In this example, the setback on the subject lot cannot be less than 2 feet or more than 15 feet.



The front setback for the subject lot must also fall within a 45 degree angle from the adjacent buildings.

2. The minimum side yard setback is 5 feet, except 10 feet from adjacent SU-2/SF and SU-2/TH zoned property.
3. The minimum rear yard setback is 15 feet.
4. Off-street parking setback: minimum setback is 10 feet.

E. Building Height

1. The maximum building height is 26 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.

F. Building Facade Articulation

1. Facades that face public streets shall change every 50 foot minimum in height, setback, or material.

G. Windows and Doors

1. Apartments and Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no

higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.

Townhouse - All building facades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

2. Darkly tinted windows and/or reflective glass are prohibited. The amount of window surface covered with signage shall be limited as per Section J. Signage.

H. Building Entries

1. The primary entry to the building shall be oriented towards the street and shall be the predominant facade feature.
2. Building entries shall be connected to the public sidewalk by a minimum 6 foot sidewalk.

I. Off-Street Parking Standards

1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Townhomes: Per the SU-2/TH Zone.
 - b. Apartments: 1 space per bedroom, 2 maximum.
 - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
 - d. Visitor parking for apartments and senior housing: 1 space per 5 units.
 - e. Non-Residential: 3 spaces per 1,000 square feet.
 - f. Restaurants: 1 space per 4 seats.
2. Off-street parking shall be located at the rear or side portion of the property and shall be screened from public view by a 3 foot solid wall. Service areas shall be located to the rear of the property.
3. An on-street parking credit is permitted for non-residential development along all public streets except for Mountain Road. Where parking spaces are provided on a public street and abut the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property provided the on-street parking spaces are approved by the Traffic Engineer, in conjunction with a site plan approval for off-street parking.

J. Signage

1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Permitted signs shall only be wall signs or canopy signs.
 - b. One canopy sign per entrance or exit shall be permitted.
 - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
 - d. Internally lit signs are not allowed.
2. Electronic display signs are not allowed.

K. Lighting

- 1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are prohibited.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

L. Useable Open Space

- 1. The useable open space requirement is 500 square feet per dwelling unit.

M. Landscape

- 1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
 - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
 - c. Street trees shall not be planted within the sidewalk area.
- 2. A minimum of one street tree shall be provided per single family or townhouse dwelling unit and maintained by the property owner.
- 3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

N. Demolition

- 1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

CENTRAL CORRIDOR ZONE - SU-2/CC

The intent of the SU-2/CC Zone is to recognize the existing mixed use character along Central Avenue and to provide a transition between this urban edge and the rest of the neighborhood to the north. The CC zone is designed encourage new development that is urban in character, vibrant, and provides services and employment areas to complement the historic character of the neighborhood. Property zoned SU-2/CC that falls within an Historic Overlay Zone shall also comply with the HOZ design guideline requirements.

A. Permissive Uses

1. Uses permissive in the R-3 zone, with the following EXCEPTIONS:
 - a. Townhouse shall be as regulated in the SU-2/TH zone as specified in this Plan, except maximum building height is 40 feet.
 - b. There is no maximum floor area ratio.
2. Senior housing facility.
3. Uses permissive in the C-2 zone, EXCEPT the following uses are not permitted:
 - a. Banking, loaning money, including pawn.
 - b. Car washing.
 - c. Commercial parking lots.
 - d. Drive-in and drive-through restaurants.
 - e. Drive-up service windows.
 - f. Gasoline, oil, and liquefied petroleum gas retailing.
 - g. Outdoor motor vehicle or trailer sales, retail, service, repair, and/or storage.
 - h. Radio or television studio or station.
 - i. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor.
4. Retail sale of alcoholic drink for consumption off-premises, provided such use is associated with a full-service grocery store.
5. Outdoor restaurant seating is permitted provided it is not within 75 feet of an SU-2/SF or SU-2/TH zoned property, measured from the property line.

B. Conditional Uses

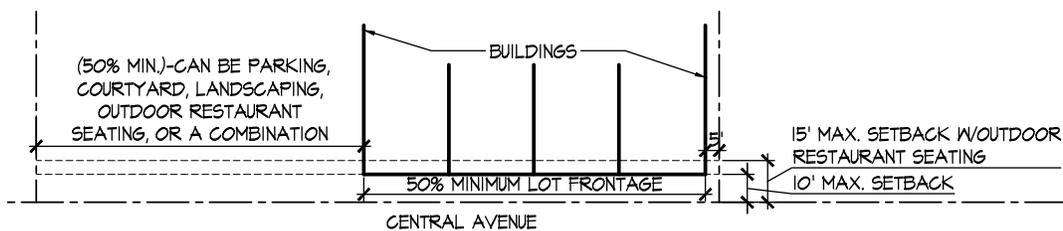
Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/CC zone:

1. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
 - a. Shall be located on a collector or higher street classification.
 - b. Shall not be permitted on a block face with more than 30 percent residential.
 - c. Shall not be located within 500 feet of another bail bond office.
 - d. The number of employees shall be limited to 5.
 - e. The hours of operation shall be limited to 7:00 am to 10:00 pm.

2. Tattoo parlors. Criteria for the approval of a Conditional Use Permit to allow a tattoo parlor or studio:
 - a. Shall not be located within 500 feet of another tattoo parlor or studio.
 - b. Shall not be located within 300 feet of a school.
3. Building height over 40 feet, but not to exceed 52 feet. Criteria for the approval of a Conditional Use Permit to allow building heights over 40 feet:
 - a. Building height between 40 feet and 52 feet shall be limited to no greater than 50 percent of its horizontal length along Central Avenue.
 - b. No individual building footprint shall exceed 20,000 square feet.
 - c. Additional setbacks apply; see Section D. Building Height and Setbacks below.
4. Existing non-conforming uses are to be treated as approved conditional uses, with the EXCEPTION of commercial bus terminal.

C. Setbacks

1. The maximum front yard setback for buildings facing Central Avenue shall be 10 feet, EXCEPT for patio and outdoor restaurant seating, the setback may be increased to 15 feet.
2. A minimum of 50% of the Central Avenue frontage shall be building. The remaining 50% may be parking, courtyard, landscaping, outdoor restaurant seating, or a combination thereof.



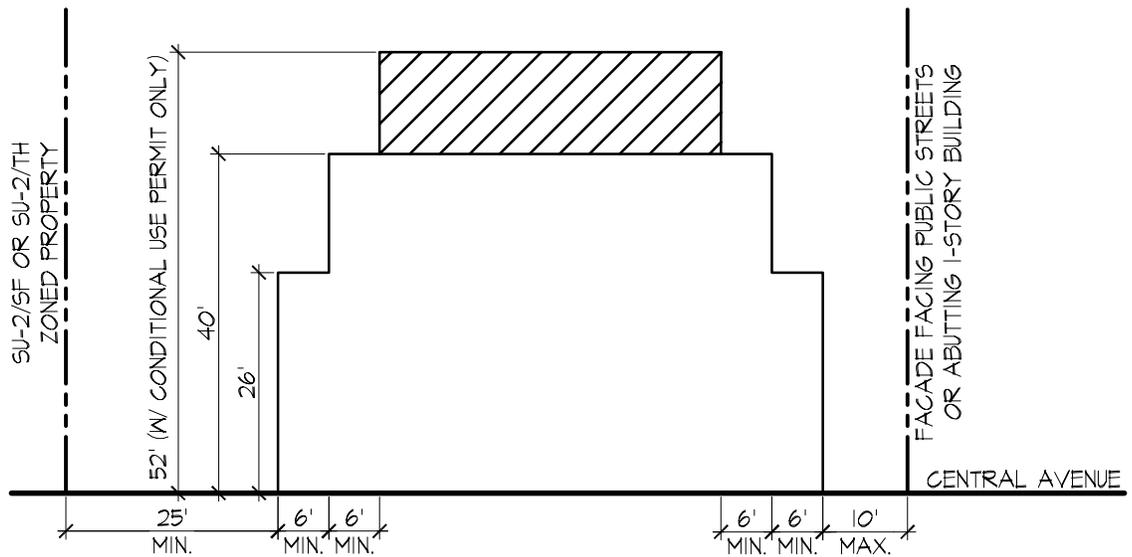
Buildings must comprise a minimum of 50% of Central Avenue frontage. The front setback may increase with the provision of outdoor restaurant seating.

3. The minimum side yard setback for buildings is 5, except 10 feet from adjacent residential use.
4. The minimum rear yard setback for buildings is 15 feet, except when abutting SU-2/SF or SU-2/TH zoned property, the minimum rear yard setback is 25 feet.
5. The minimum off-street parking setback is 10 feet.

D. Building Height and Setbacks

1. The maximum building height is 40 feet, EXCEPT as defined below. Building heights for that portion of the building within 25 feet of abutting SU-2/SF or SU-2/TH zoned property, building height is limited to 26 feet. For building height over 26 feet, see Section D.2 below.

2. Building height over 40 feet, but not greater than 52 feet, is allowed only under a conditional use permit. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Comprehensive City Zoning Code.
3. Building height over 26 feet, but not greater than 40 feet (3rd story), shall require a 6 foot minimum setback from the horizontal plane of the building facing public streets, abutting 1-story buildings or SU-2/SF and SU-2/TH zoned property. Building height over 40 feet, but not greater than 52 feet (4th story), shall require an additional minimum 6 foot setback.



Building Height and Setbacks for Facades

E. Building Facade Articulation

1. Facades that face public streets shall change every 50 foot minimum in height, setback, or material.
2. Shading shall be provided along the front facade, using canopies, awnings, portals, or shade trees spaced at 25 feet on center.

F. Windows and Doors

1. Apartments and Non-Residential Development - All ground floor building facades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. Second floor and above shall contain a minimum of 30 percent of its surface in windows.
Townhouse - All building facades that face a public street shall contain a minimum of 30% of its surface in windows and/or doors. Garage doors shall not be counted towards this requirement.

- 2. Darkly tinted windows and/or reflective glass are prohibited. The amount of window surface covered with signage shall be limited as per Section J. Signage.

G. Building Entries

- 1. A functional entry to the building shall be oriented toward Central Avenue and shall be designed as a significant feature of the facade.
- 2. Building entries shall be connected to the public sidewalk by a minimum 6 foot sidewalk.

H. Vehicular Ingress/Egress

- 1. Vehicular access is allowed from Central Avenue, but shall be minimized by shared access agreements where feasible.

I. Off-Street Parking Standards

- 1. Parking standards shall be per the §14-16-3-1 Off-Street Parking Regulations of the Comprehensive City Zoning Code, with the following exceptions:
 - a. Townhouse: Per the SU-2/TH Zone.
 - b. Apartment: 1 space per bedroom, 2 spaces maximum.
 - c. Senior Housing: 1 space per independent living unit; 1 space per 2 assisted living unit or skilled nursing beds.
 - d. Visitor parking for apartments and senior housing: 1 space per 5 units.
 - e. Non-Residential: 3 spaces per 1,000 square feet.
 - f. Restaurants: 1 space per 4 seats.
- 2. Off-street parking and parking lots facing a public street shall be screened from public view by a 3 foot solid wall, with landscaping provided on the public side of the screen wall. Service areas shall be located to the rear of the property.
- 3. An on-street parking credit is permitted for non-residential development only. Where parking spaces are provided on a public street and abut the property, 100% of the parking may be counted toward the off-street parking requirement of a building or use on such property provided the on-street parking spaces are approved by the Traffic Engineer, in conjunction with a site plan approval for off-street parking.

J. Signage

- 1. Sign, on premise, as in §14-16-3-5 of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. Permitted signs shall only be wall signs or canopy signs.
 - b. One canopy sign per entrance or exit shall be permitted.
 - c. Wall sign area shall not exceed 6% of the area of the façade to which it is related. Wall sign area includes window signage.
 - d. Internally lit signs are not allowed, EXCEPT neon signs are permitted to face Central Avenue only.
- 2. Electronic display signs are not allowed.

K. Lighting

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code, with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are not allowed.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

L. Landscape

1. Apartment and non-residential development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
 - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
 - c. Street trees shall not be planted within the sidewalk area.
2. A minimum of one street tree shall be provided per townhouse dwelling unit and maintained by the property owner.
3. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

M. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.

NEIGHBORHOOD COMMERCIAL ZONE - SU-2/NC

The intent of the SU-2/NC Zone is to provide commercial uses that serve the neighborhood. The two areas that contain NC zoned property are at 12th St and Lomas Boulevard and along Fourth Street, between Mountain Road and Granite Avenue.

A. Permissive Uses

- 1. Uses permissive in the C-1 zone, EXCEPT the following uses are not permitted:
 - a. Commercial parking lot.
 - b. Car washing.
 - c. Pawn.

B. Conditional Uses

Conditional Uses shall comply with §14-16-4-2 Special Exceptions in the Comprehensive City Zoning Code. The following uses are the only conditional uses allowed in the SU-2/NC zone:

- 1. Auto parts and supply.
- 2. Gasoline, oil, and liquefied petroleum gas including outside sales.
- 3. Bail Bond Office. Criteria for the approval of a Conditional Use Permit to allow a Bail Bond Office:
 - a. Shall be located on a collector or higher street classification.
 - b. Shall not be permitted on a block face with more than 30 percent residential.
 - c. Shall not be located within 500 feet of another bail bond office.
 - d. The number of employees shall be limited to 5.
 - e. The hours of operation shall be limited to 7:00 am to 10:00 pm.
- 4. Existing non-conforming uses are to be treated as approved conditional uses, with the exception of commercial parking lots.

C. Setbacks

- 1. Minimum off-street parking setback is 10 feet.

D. Windows and Doors

- 1. Non-Residential Development - All ground floor building façades that face a public street shall contain a minimum of 50 percent of its surface in windows and/or doors, with the window sill no higher than 30 inches above the finish floor. The second floor shall contain a minimum of 30 percent of its surface in windows.
- 2. Darkly tinted windows and/or reflective glass are prohibited. The amount of window surface covered with signage shall be limited as per the C-1 zone.

E. Building Entries

- 1. The primary entry to the building shall be oriented towards the street and shall be the predominant facade feature.

2. Building entries shall be connected to the public sidewalk by a minimum 6 foot sidewalk.

F. Vehicular Ingress/Egress

1. Vehicular access shall be from side streets or from an alley, except where there is no alley or side street access to the property.

G. Lighting

1. Lighting shall comply with §14-16-3-9 Area Lighting Regulations of the City Comprehensive Zoning Code with the following EXCEPTIONS:
 - a. All lighting fixtures shall be fully shielded or back lit.
 - b. Mercury vapor lights are prohibited.
 - c. Building-mounted light fixtures shall not exceed 12 feet in height measured from lowest adjacent grade to the bottom of the fixture housing.

H. Landscape

1. Development shall comply with §14-16-3-10 Landscaping Regulations applicable to Apartment and Non-Residential Development of the Comprehensive City Zoning Code, with the following EXCEPTIONS:
 - a. All new development shall provide street trees at a rate of 1 tree per 25-35 linear feet, depending on the mature canopy of the tree species.
 - b. Placement of street trees shall be within the parkway strip between the back of curb and the public sidewalk, except where a parkway strip does not exist, the street tree shall be placed within 20 feet of the back of curb and be visible from the roadway.
 - c. Street trees shall not be planted within the sidewalk area.
2. Street trees shall be chosen from the Downtown Neighborhood Area Street Trees, Appendix B.

I. Demolition

1. Demolition of existing structures shall be regulated per the Demolition regulations found at the end of this section.