

IV. PLAN COMPONENTS

The Nob Hill Highland Sector Development Plan aims to establish a truly multimodal transportation area that emphasizes and supports movement by foot, bicycle, automobile and transit. Many of these elements are already in place. Bus service is extensive (with RapidRide express service in place and the Modern Streetcar coming soon), portions of the Bikeways Master Plan have been implemented (meaning bike lanes and routes are identified), vehicular traffic circulation functions well (although resident concerns regarding Lead and Coal Avenues are considerable), and the Nob Hill Shopping District is considered one of the more pedestrian-friendly areas of the city. Residential areas are, generally speaking, well-lit, have sidewalks with comfortable buffer zones and block sizes that promote walking.

A. Movement Systems

The goal of this plan with regard to movement systems is to identify areas for improvement and enhancement, establishing the area as exemplary with regards to transportation – a place of truly great streets. Pedestrian circulation issues are of particular importance in this and other sections of the document as the eastern portion of the Plan area continues to develop along the Central Avenue corridor. Emphasizing a pedestrian-oriented approach to design and development will allow the area to extend many of the desired pedestrian-scaled features of Nob Hill eastward. Additionally, attention is paid to enhancing the functionality of the Route 66 Historic Core area, particularly in improving the ease and safety with which pedestrians can cross Central Avenue.

1. Pedestrian Circulation

Goal: Create an environment that facilitates a high-quality, pedestrian-oriented experience.

Pedestrian mobility has emerged as a major concern for residents and business owners in the Nob Hill/Highland area. The Historic Nob Hill commercial area in particular is often seen as the heart of the city's most pedestrian-friendly district, yet residents have concerns regarding the ease and safety with which they can cross major streets. Additionally, with the establishment of a Metropolitan Redevelopment Area along the Central Avenue Corridor between Carlisle and San Mateo, there is a desire to ensure that new development encourages and emphasizes pedestrian-friendly design. Creating the context for improved mobility within neighborhoods, commercial areas, and the transition zones in between is a major goal of this sector plan. In addition to the goals, guidelines and regulations listed in this section, pedestrian-friendliness permeates other sections of the plan in which elements such as pedestrian-scale design, increased density, and a "park once" approach serve to make the area more walkable.

Policies

1. The City shall improve the ease and safety of pedestrian crossings at principal arterials (Central, Lead, Coal, and Zuni) and collector streets (Carlisle).
2. The City shall restrict heavy traffic flows on residential streets.
3. The City shall improve sidewalks and enhance pedestrian mobility.
4. The City shall develop alleys as pleasant and useful public spaces and amenities.
5. The City shall address aesthetics and amenities to improve streetscapes and create opportunities to relax, gather and socialize.

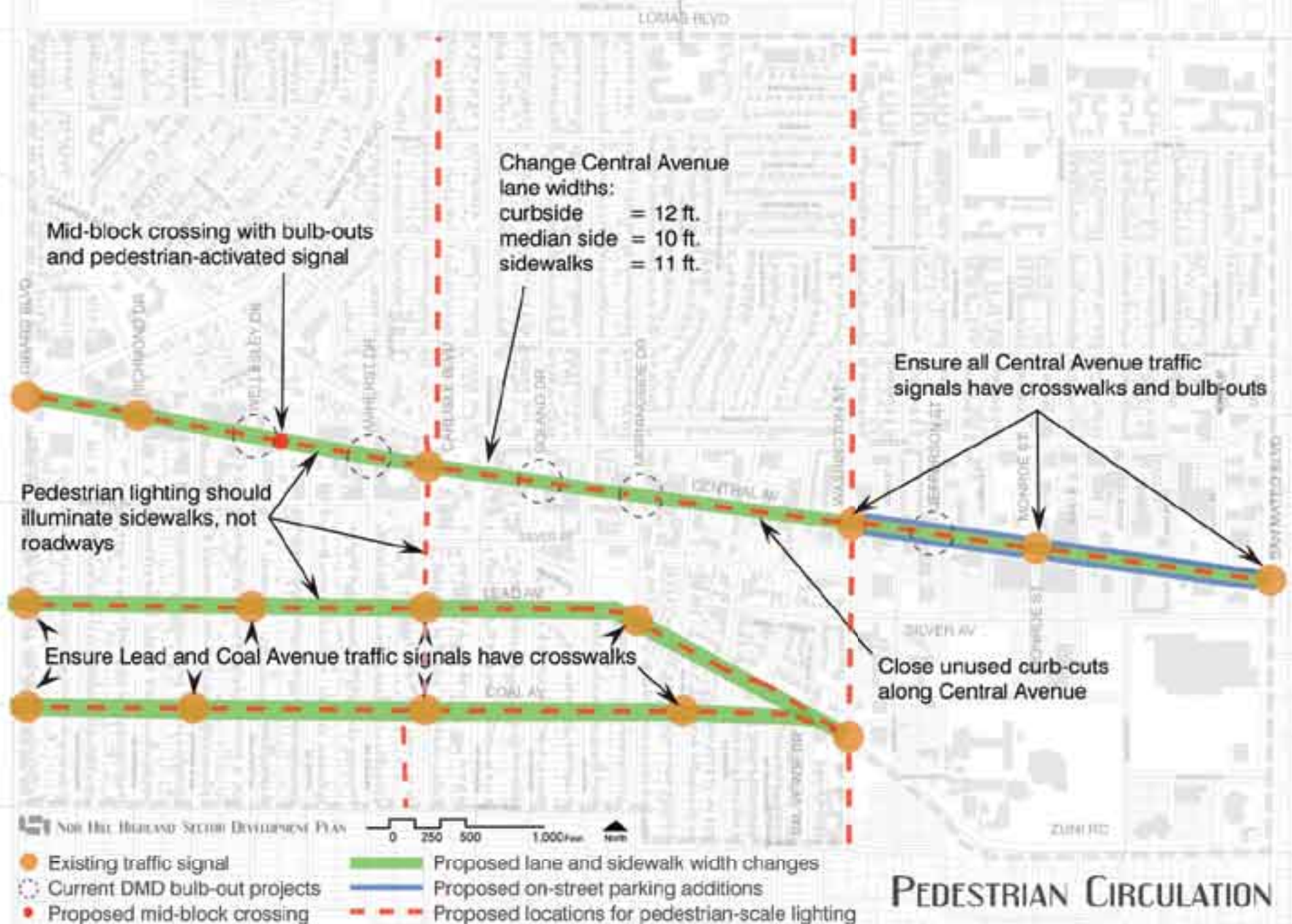


Figure 13: Pedestrian Circulation Recommendations

Actions

1. Improve the ease and safety of pedestrian crossings at principal arterials (Central, Lead, Coal, and Zuni) and collector streets (Carlisle).

Major streets within the plan area that carry significant amounts of traffic are seen as significant impediments to pedestrian mobility and have a potentially negative impact on retail activity. These perceived dangers can result in increased car traffic and potentially isolate neighborhoods from one another in an environment that is otherwise scaled to promote walking. A number of actions are recommended to address this situation while ensuring that traffic volume along these important streets are not negatively impacted or result in unwanted secondary impacts.

Recommended capital projects emphasize changes and modifications to the physical environment that will create the conditions for increased pedestrian comfort and safety. This includes the development of safer and more visible crossing points at signalized intersections and mid-block crossings, and the addition of bulb-outs where on-street parking exists. A mid-block crossing should be added along Central Avenue between Wellesley and Tulane Drive. It should utilize a pedestrian-activated signal, include bulb-outs and be demarcated with a crosswalk. If possible, the mid-block crossing should be co-terminus with a streetcar stop. A mid-block crossing is preferable to a signalized vehicle intersection, as it is easier to warrant from a traffic engineering standpoint. Crosswalks should be added at traffic signals along Central, Lead, and Coal Avenues where none currently exist. On Central, pedestrian safety at crosswalks should be supported with bulb-outs.

On Lead and Coal, pedestrian safety will be significantly improved by reducing vehicular traffic to two, one-way lanes; adding a protected,

designated commuter bike lane; and widening sidewalks to six feet or constructing sidewalks where none currently exist. Improvements should be coordinated with the results of the Wilson & Co. "Taming Lead and Coal" study for the City, in progress as of August 2006.

City agencies should also intensify their regular program activities in certain key areas. These include: the enforcement of traffic violations

(speeding and failure to stop, especially in areas around schools); enhancing signage to alert drivers in areas of more intensive pedestrian activity (such as Central Avenue between Girard and Carlisle); and ensuring that designated crossings are maintained, visible and clearly marked.

Many individual projects have already been scoped and funded. See Appendix C for details



Wide Streets mean long pedestrian crossing times



Signalized intersections that are spaced too far apart result in unprotected, mid-block crossings



Bulb-outs improve visibility for both pedestrians and cars



Wide sidewalks promote walkability and provide businesses with opportunities to create transition between inside and outside space.

2. Restrict heavy traffic flows on residential streets

With residential areas situated close to commercial centers, there is an increased potential that cut-through traffic can negatively impact neighborhoods that are otherwise located along quiet streets. Additionally, limited opportunities for north-south movement within the plan area mean that residential streets sometimes attract heavier than normal traffic flows during peak hours as drivers attempt to find alternate routes.



Traffic choker near Zia Elementary helps to slow traffic



A diverter in the Highland area prevents through-traffic on heavily impacted residential streets

Recommended program enhancements emphasize the identification of specific problem areas where the intensification of existing City activities can help to reduce heavy traffic flows on residential side streets. These involve the enforcement of traffic laws in key areas (particularly around schools) and the implementation of “speed reducing” strategies (including road constrictions and diverters) to discourage excessive speeds and reduce traffic flows. Some such strategies have been implemented in the Highland area both north and south of Central and should be examined to determine their effectiveness. Identifying the specific areas that warrant changes to the physical environment should take place through a systematic study of the residential areas that takes into account local, area, and City-wide needs of pedestrian, bicycle and vehicular traffic.

3. Improve sidewalks and enhance pedestrian mobility

Sidewalks are generally too narrow in areas that see intensive pedestrian activity and do not always allow for a smooth, uninterrupted surface, making opportunities for easy movement difficult, particularly for those with mobility impairments. Sidewalks should be smooth, level and free of obstacles to encourage good pedestrian circulation throughout the area. Ensuring routes to and from schools are complete and that sidewalks comply with requirements of the Americans with Disabilities Act are of particular importance.

There are several recommended capital improvements projects that relate to this goal. First, repair of existing sidewalks, and the completion of contiguous sidewalks is necessary. In addition, sidewalks should be widened throughout the Plan area where possible: along Central Avenue (to a minimum

11 feet), along Coal and Lead Avenues (through a conversion of one-way traffic to two lanes), and along Carlisle Blvd. Furthermore, unused curb-cuts on Central should be closed to create a continuous, level surface, and all curb heights should be the required 6 inches to provide for proper slopes at handicap-accessible curb-cuts.



Narrow sidewalks along the eastern portion of Central Avenue provide no buffer from vehicular traffic



Opposite moving pedestrian traffic can get bottle-necked on narrow sidewalks in Nob Hill



Obstacles in sidewalks can make passage difficult, particularly for wheelchair users

Finally, buffers such as planting strips and on-street parking should be established between pedestrian ways and street traffic. To ensure pedestrian safety, pedestrian-scale lighting (that is aimed at the sidewalk rather than the roadway) should be established throughout the Plan area, particularly along Central, Coal, Lead, Carlisle, and Washington.

Some funds for lighting and sidewalks have already been appropriated. See Appendix XX for details.



Wide sidewalks allow for outdoor seating

4. Develop alleys as pleasant and useful public spaces/amenities

Alleys are found throughout the plan area in both residential and commercial contexts. They provide access to backyards and serve as delivery and trash collection sites for retail areas. These spaces are often neglected, however, and are perceived as unsafe and unsightly. There is a public interest, then, in improving the appearance and enhancing the usefulness of these spaces.



Residential alley in Highland

Closing alleyways is generally discouraged as they serve as utility easements, provide vehicular access to a number of retail properties, serve as delivery corridors and provide direct access to the backs of residential properties. Instead, the Plan focuses on strategies to improve the conditions and usefulness of these spaces. Regulatory recommendations focus on requiring windows opening to the alley and allowing future development to face units onto the alleyway. Such an approach can provide an intimacy of scale consistent with smaller units such as flats or mother-in-law quarters while improving perceptions of safety by putting more “eyes” on the space.

As a program enhancement, identifying alleys in heavier-trafficked areas (especially retail areas) that are appropriate for public art can enhance the texture, intrigue and richness of the built environment for residents and visitors alike. They may also provide opportunities to include youth or other segments of the community in building the area’s identity. Other initiatives by resident groups and business associations to improve, enhance, and otherwise beautify alleyways are strongly encouraged as a way improve perceived safety and community pride.



Shade trees and awnings can greatly reduce the “heat island” effect



Commercial alley in Nob Hill



Mural on the side of Cowboys and Indians antique on Central Avenue



Residential alley murals lend vibrancy and indicate a level of care and ownership that can deter unwanted behaviors.

Community members can assist in the maintenance of alleys by identifying problem areas through the City's Streets Hotline complaint system. They can also work with non-profit groups to establish community gardens or other community spaces in alleyways.

5. Address aesthetics and amenities to improve streetscapes and create opportunities to relax, gather, and socialize

Civic life is greatly enhanced through the creation of opportunities for people to gather and socialize within the public sphere. Creating the right conditions is key to achieving this goal. Recommendations include establishing social spaces in shaded areas and promoting activities that stimulate interaction.

Activities should focus on establishing comfortable and attractive settings at a variety of location types, particularly along the Central Avenue corridor. Existing retail establishments should be encouraged to establish outdoor seating and maximize views into storefronts from the sidewalk. New development should be strongly encouraged to incorporate such

elements into their designs from the beginning, to create a mix of activities within and in front of businesses. Proposed zoning regulations will help to realize this goal.

There are several capital projects recommendations that support this goal. First, transit stops should include adequate shade and lighting to encourage use and improve a sense of safety and comfort. Shade tree plantings should be expanded along both retail and residential streets to create favorable conditions for the use of public spaces. The Plan also encourages the establishment of public plazas or dynamic spaces (such as multi-use, landscaped parking lots) that can easily be transformed into places for public events. The Hiland Theatre and De Anza Motor Lodge are the most likely sites for such development. Lastly, public art can provide identifiable landmarks and opportunities for strangers to engage with one another in a social way.



Retail in the eastern portion of the plan area generally lacks opportunities for stimulating interaction between outdoor and indoor activities

Citizen and/or business groups can also identify potential and pursue the commission of artwork through the City's Public Art Program. There are other ways that private businesses, non-profits or ad hoc groups can establish amenities that can enhance the quality of the pedestrian experience, particularly in retail areas. Establishing outdoor seating and attached awnings to retail businesses, for example, can help activate building fronts and add to the excitement of the public sphere. This should be encouraged not only through modifications of existing development, but emphasized as a preferred component of new construction within the plan area.

Some funds for streetscape improvements, pedestrian amenities, and transit stop upgrades have been appropriated. See Appendix C for details.



Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or, they are established through zoning regulations as elaborated in Section 5.B. In some cases, the proposals have been merged into one overarching recommendation (for example, the



Adapting outdoor spaces in front of retail establishments (even where space is limited) can help intensify pedestrian activity and attract increased business.

creation of a Streetscape Schematic Design Plan for Central Avenue, which will encompass many of the suggested pedestrian-related and traffic calming measures), while other recommendations stand alone.



Public art can enhance public life and serve as a catalyst for social interaction



Outdoor seating creates oases, activates storefronts and stimulates more pedestrian activity

2. Bicycle Circulation

Goal: Create a safer, more efficient, network of bike routes, lanes and corridors making bicycling a more viable form of transportation.

Movement by bicycle throughout the plan area can be thought of in two general ways: local trips for recreation or errands, and commuting to and from work sites. This plan attempts to address the needs of both users by integrating bike lanes, routes and amenities in a manner that elevates the visibility of bicycling as a viable transportation option in the Nob Hill Highland area.

Policies

1. The City shall improve bicycle accommodation in commercial areas.
2. The City shall provide alternative, clearly marked, safe east/west bike routes and lanes parallel to Central Avenue.
3. The City shall establish safe, fast, north/south bike routes and lanes that serve commuter and recreational riders.

Actions

1. Improve bicycle accommodation in commercial areas



Bike racks that are well situated, easy to access and highly visible on Amherst Drive in Nob Hill

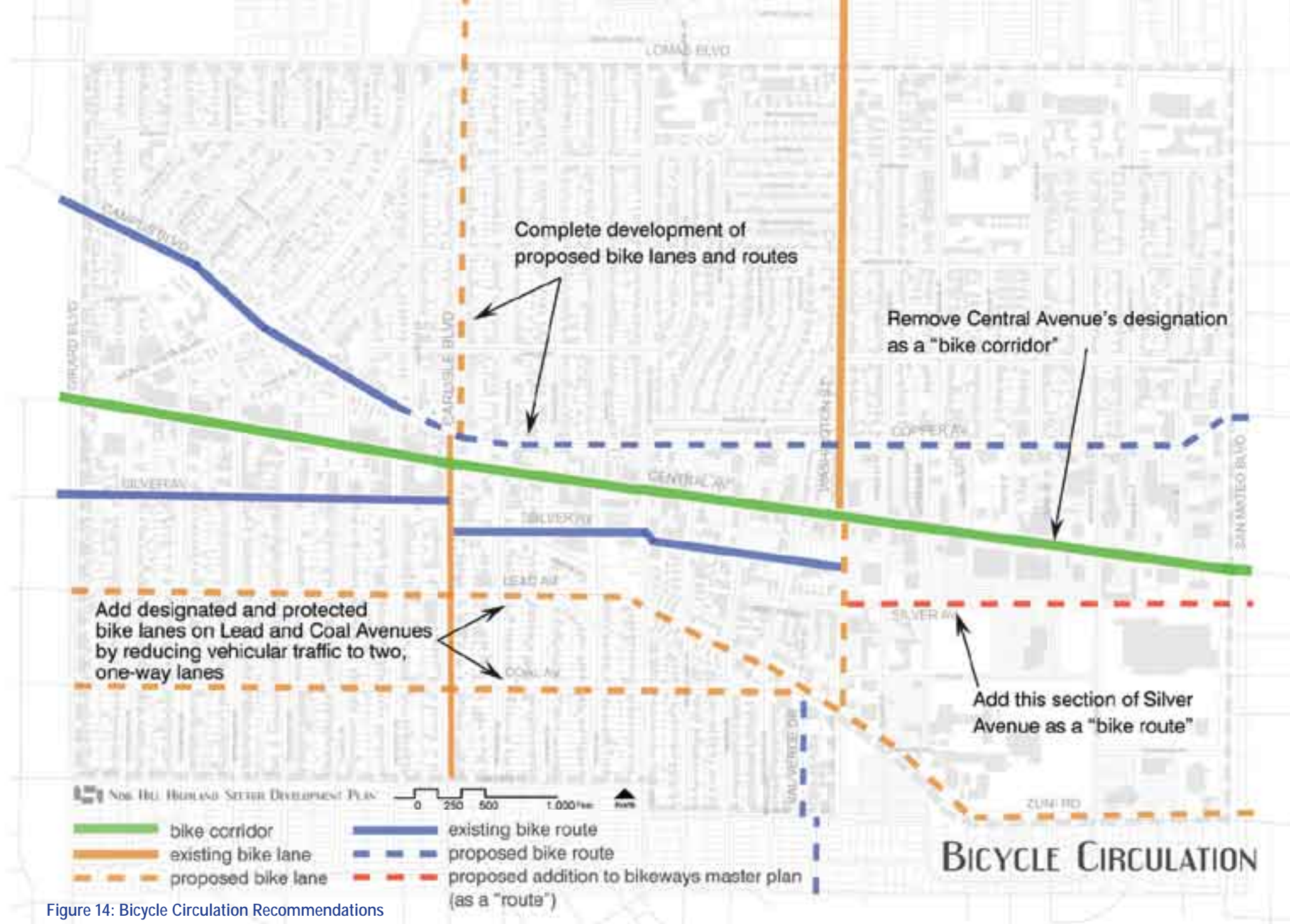


Figure 14: Bicycle Circulation Recommendations

To promote bicycling as a viable transportation alternative, commercial areas must accommodate bike traffic to, through and around their establishments. Bike racks (which must be secure, visible and safe) should be added to existing commercial areas in compliance with requirements of the zone code and new development should be encouraged to include bike racks as a prominent, visible and convenient feature. Businesses should be encouraged to promote bicycle commuting by their employees and provide longer-term (all day) bike storage that is safe from inclement weather.

2 Provide alternative, clearly marked, safer bike routes parallel to Central Avenue



Example of local bike route

This plan recommends completing signage and street markings to complete all proposed sections of the bike routes and lanes identified in the Bikeways Master Plan. This includes the extension of bike routes on Silver and Copper, and the completion of proposed bike lanes on Lead, Coal, and Zuni, to provide safe, east-west movement parallel to Central Avenue. To enhance east-west bicycle commuting, this plan recommends modifying Lead and Coal Avenues

to two, one-way vehicular lanes to accommodate a designated protected commuter bicycle lane on each street. This is consistent with Environmental Planning Commission findings in a 1997 report on alternatives analyses of a Lead and Coal corridor study and lane reduction demonstration project.

Improvements to Lead and Coal should be coordinated with the results of the Wilson & Co. "Taming Lead and Coal" study for the City, in progress as of August 2006.

Additionally, the Bikeways Master Plan should be amended to remove the designation of Central Avenue as a "Bikeways Corridor" as it is deemed unsafe by area residents due to on-street parking, no designated bike lane and high vehicular traffic volumes.

3 Establish safe, fast, north-south bike routes that serve commuters and recreational riders

The completion of designated bike lanes on Carlisle between Copper and Lomas as well as on Washington between Central and Zuni will enhance safe, north-south bicycle movement within the plan area. These lanes are designated in the Bikeways Master Plan and simply need to be completed.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or, they are established through zoning regulations as elaborated in Section 5.B. In some cases, the proposals have been merged into one overarching

recommendation (for example, the creation of a Streetscape Design Master Plan for Central Avenue, which will encompass some issues related to bicycle route signage), while other recommendations stand alone.

3. Vehicular Circulation

Goal: Accommodate the flow of automobile traffic through the plan area while integrating it with a pedestrian-oriented, multi-modal, mixed-use, urban environment.

While pedestrian-orientation is a major emphasis of this plan, the importance of maintaining streets that accommodate significant flows of vehicular traffic is essential to the functioning of surrounding areas. This is most evident in the treatment of Central Avenue, which is both a principal arterial and the site of intense pedestrian activity. In addition, Lead and Coal Avenues—three lane, one-way principal arterials—continue to present great concerns to residents. High traffic flows, noise, difficulty in crossing, and a perception of danger have underscored a long process of evaluation by the City of Albuquerque concerning the future of Lead and Coal Avenues. Current modifications to these streets are still being debated and, as portions of them fall outside the Plan area, are not addressed in great detail here. Nevertheless, this Plan does recommend adding a protected commuter bike lane and widening and extending the sidewalks.

Policies

1. The City shall accommodate the vehicular flow of the Plan area's principal arterials and collector streets while increasing the priority and safety of pedestrians.
2. The City shall reduce speed and volume and through-traffic on residential streets.

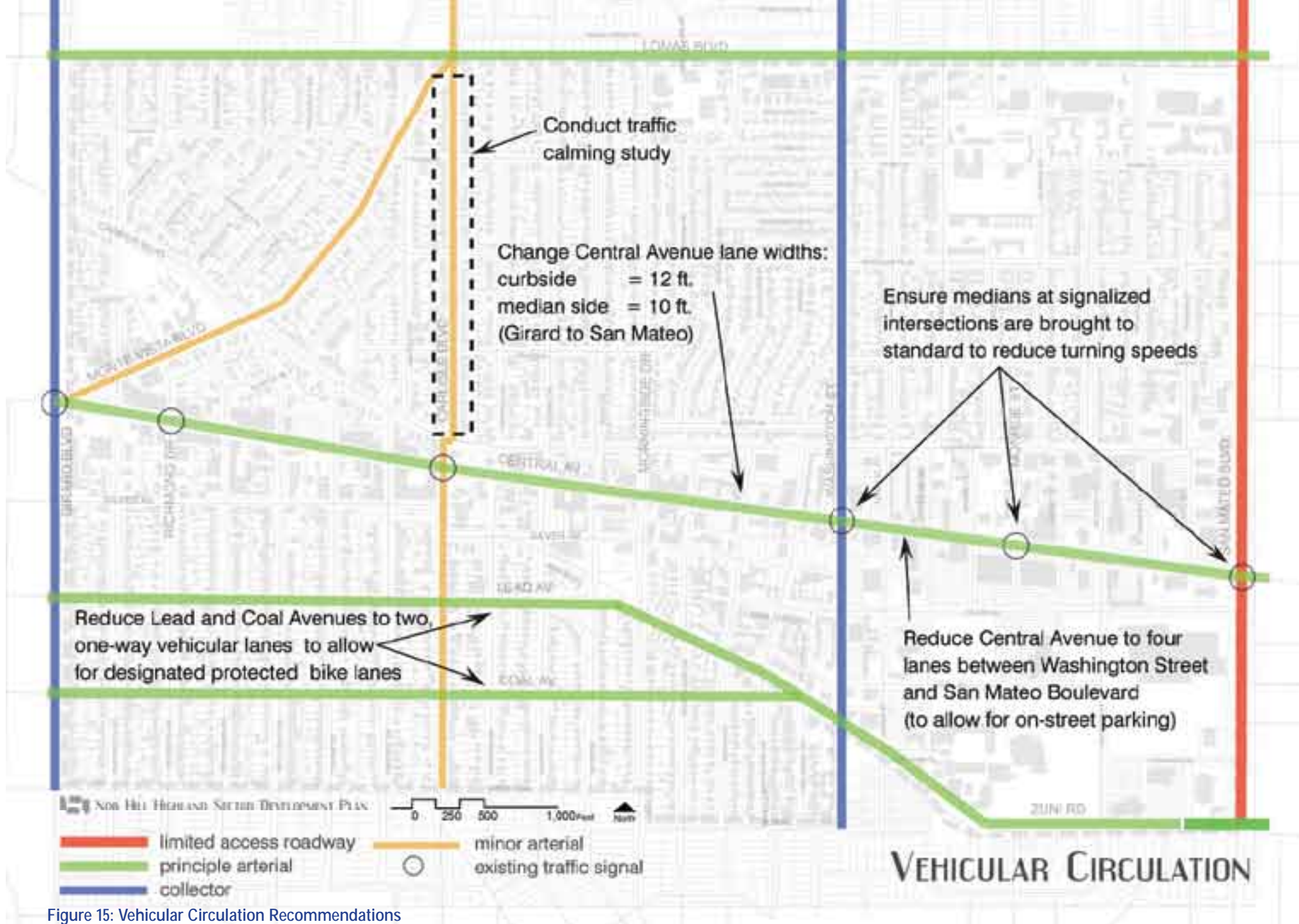


Figure 15: Vehicular Circulation Recommendations

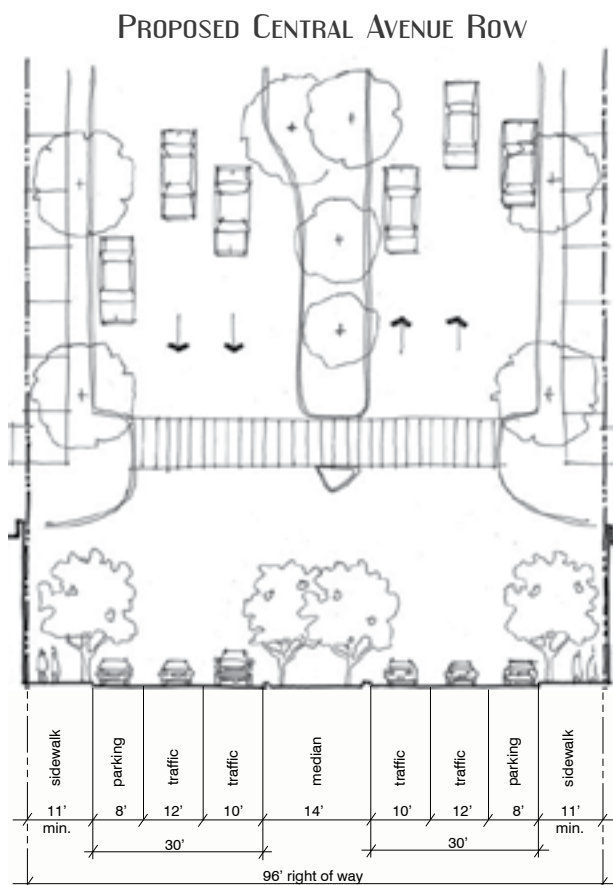
Actions

1. Accommodate vehicular flow of Central, Lead, Coal, Zuni and Carlisle Avenues while increasing the priority and safety of pedestrians.

Many of the recommendations that pertain to pedestrian safety also apply to vehicular traffic as they are two halves of the same whole – addressing the interaction between those in vehicles and those on foot. The Plan recommends a number of specific actions to tame traffic speeds and improve driver awareness of pedestrians, while also making physical changes to improve pedestrian safety. It is vital for these improvements to be implemented through a single comprehensive streetscape schematic design project, with attention to coordinated design and implementation, rather than pursuing piecemeal small-scale improvements.

Chief among Plan recommendations is a proposed change to the Central Avenue right-of-way. As indicated in the sidebar diagram, traffic lanes adjacent to the median should be 10 feet in width while those next to the parking lane should be 12 feet. This will accommodate transit vehicles and the proposed modern streetcar. These changes within the right-of-way will also allow for a minimum sidewalk width of 11 feet and a widening of the median to 14 feet. These recommendations are consistent with those proposed in the adopted Central-Highland-Upper Nob Hill Master Plan.

Intersections represent one of the key locations at which careful attention to the interaction of pedestrians and vehicles should be paid. The Plan recommends ensuring that all intersections along Central have proper median standards. Medians that do not extend far enough into the intersection encourage higher speed turning and put pedestrians and other vehicles at risk.



Signage that alerts drivers entering zones of intense pedestrian activity (such as in the Nob Hill Historic Core) and that emphasize the designated speed limit should be added or enhanced along Central Avenue. Additional landscaping, including shade trees, particularly within the median, can help to establish a more intimate space within the roadway and thereby reduce travel speeds.



Street trees and other plantings that create smaller “rooms” within the roadway can help slow traffic in congested areas

On Lead and Coal, reducing vehicular traffic to two, one-way lanes will facilitate steady traffic flow, while slowing traffic to allow for a dedicated, protected commuter bicycle lane and significantly improving pedestrian safety. This intervention should maximize traffic flow and safety benefits, while minimizing the impact on surrounding residential streets that may see increased overflow traffic with more dramatic changes to Lead and Coal.

Improvements to Lead and Coal should be coordinated with the results of the Wilson & Co. “Taming Lead and Coal” study for the City, in progress as of August 2006.

Lastly, the addition of on-street parking on Central between Washington and San Mateo will reduce traffic lanes from six to four and create a buffer between pedestrians and vehicular traffic. However, this lane reduction could result in increased use of both Silver and Copper, as there are few east-west options for through-traffic along this section of the Plan area. Therefore Silver and Copper Avenues between Washington and San Mateo should be enhanced to carry overflow traffic while maintaining sensitivity to neighboring residential areas.

2. Reduce speed and volume of through-traffic on residential streets

Some of the proposed changes to Central Avenue may result in increased traffic flow on residential streets, including (but not limited to) Copper and Silver east of Washington. Future development along the Central Avenue corridor, as it adds density to the area, is also likely to impact traffic volumes in residential areas. Currently, the speed and convenience of cut-through traffic is mitigated by the use of stop signs in the Nob Hill/Southeast Heights areas and by stop signs, diverters and traffic chokers in the Highland area. This plan recommends a thorough traffic assessment of traffic flows on streets in the Nob Hill and Southeast Heights neighborhoods to assess the need and appropriateness of traffic calming measures. In particular, a traffic calming study should be implemented for Carlisle Blvd. between Central and Lomas.

Note: The issue of traffic on Lead and Coal is of great concern to many area residents and has also been the subject of traffic studies and community input since 1987. The Transportation Planning Section of the Albuquerque Public Works Department considered 5 alternative scenarios for changes to Lead and Coal and, in 1997, made final recommendations for changes to the corridor. For the section that falls within the plan area (Girard to San Mateo), the Public Works Department recommends maintaining Lead and Coal as they are today while widening sidewalks to 6 feet (where they exist) and building sidewalks where none exist. However, discussions between residents and the City of Albuquerque are still ongoing.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations, and delineates the City agencies and funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or they are established through zoning regulations, as elaborated in Section 5.B.

4. Transit

Goal: Promote and facilitate the further development of, and focus on, viable transit alternatives.

With increasing energy prices and roadway congestion, Central Avenue is well positioned to develop as a multi-use corridor that emphasizes multi-modal transportation. The corridor already has extensive bus and RapidRide service, and will accommodate a modern streetcar line in the near future. The streetcars will be adaptable to run in the street with automobile traffic as well as in a designated, separated lane in appropriate locations. The initial phase of fixed rail on Central Avenue will begin in the Old Town/Downtown area and terminate at Carlisle Boulevard with future phased extensions planned. The plan encourages extension of the streetcar line to the proposed Highland Theater Transit Oriented District as soon as possible as part of the second phase. The regular bus system will continue to operate concurrently; hence, there is a need to establish and develop transit stops, improve existing bus stops and better integrate these various forms of public transit.

Other corridors in the area (Lomas, San Mateo, Washington and Garfield) are also part of the Albuquerque bus route system. With Nob Hill Highland's expanded emphasis on pedestrian design, bike routes, and transit use, the area could revive a Route 66-era vibrancy that declined with the establishment of the interstate system and increased automobile usage. Therefore, the overall goal of this section is to establish a more developed, visible, and celebrated infrastructure for transit ridership within the plan area.

Policies

1. The City shall make transit access easy, comfortable, convenient and timely for area residents and visitors.

Actions

1. **Make transit access easy, comfortable, convenient and timely for area residents and visitors**

Central Avenue is part of the Long Range High Capacity Transit System for the Metropolitan Planning Area. Currently it serves numerous bus routes as well as the RapidRide articulated express bus system. Lastly, an electric streetcar is expected to reach the intersection of Carlisle and Central in its first phase. In order for this emphasis on transit to be successful, transit stops must be established as friendly, shaded, visible, well-lit spaces that convey a feeling of safety.

Therefore, this plan recommends the identification of enhanced transit stations along Central Avenue. Chief among these should be the Nob Hill Historic Core (with the establishment of the electric streetcar stop) and the Hiland Theater which, as an entity of the County of Bernalillo, is eager to serve as the hub of Transit-Oriented Development (TOD) (see "Vision for the Future" in Appendix A). TODs encourage a mix of land uses, such as residential, office, shopping, civic uses, and entertainment within easy walking distance from a transit station (^cZSMKVcKWSVO\KNS_JKY_XN the subject area).

Enhanced transit stations could accommodate bus, rapid ride and modern streetcar lines at one location, concentrating pedestrian activity at on and off-loading sites and emphasizing transit ridership as a preferred alternative to motor vehicles.

Lastly, there are numerous bus stop locations throughout the plan area (on Central, Lead, Coal, Zuni, Lomas, Carlisle and San Mateo), but the majority lack any form of shade, seating or posted schedules. They occur at both mid-

block and at street corners and in many cases are located as frequently as every other block. In order to provide basic amenities such as shade and seating, bus stops should be consolidated into single stops accommodating more than one bus route, and the proper infrastructure should be established.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and funding sources vital to their realization.

Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or, they are established through zoning regulations, as elaborated in Section 5.B. In some cases, the proposals have been merged into one overarching recommendation (for example, the creation of a Streetscape Design Master Plan for Central Avenue, which will encompass many of the suggested pedestrian-related and traffic calming measures, as well as the design of transit stops), while other recommendations stand alone.



Streetcar running in curb side vehicle lane



Visible, safe transit stop with shade and seating



Figure 16: Proposed Transit Recommendations



5. Parking

Goal: Optimize parking choices and modes throughout the Plan Area to facilitate a “park once and walk” approach to parking.

Providing sufficient parking in the Nob Hill Highland area is key to establishing desired densities and supporting lively commercial zones. The overall approach is to offer a variety of on-street, on-site, and shared parking strategies such that no one approach dominates, providing users with choice and mitigating the negative impacts of numerous large, paved, surface lots. A “park once and walk” approach is emphasized to further highlight and stimulate pedestrian activity and to make more efficient use of land within the plan area. This approach is consistent with the Central-Highland-Upper Nob Hill Master Plan as well as a 2001 parking survey and report focusing on Nob Hill.

Additional information regarding off-street parking as it relates to zoning regulations is addressed in the Implementation section of this plan. This section focuses on strategies to establish shared parking “courts” serving nearby businesses and with the potential for conversion to parking structures wrapped with commercial and/or residential buildings.

Policies

1. The City shall emphasize and promote a “park once and walk” approach for business nodes using a variety of on-street, off-street, and shared parking strategies.
2. The City shall promote the eventual elimination of surface parking lots in front of businesses and residential developments.
3. The City shall control overflow parking in residential areas.

Actions

1. **Emphasize and promote a “park once” approach for business nodes using a variety of on-street and shared parking strategies.**

Providing a variety of parking options helps to serve a wide range of users and further benefits the diverse needs of local businesses. On-street parking can also enhance the pedestrian environment by providing a buffer from busy street traffic. The “park once and walk” approach involves expanding on-street parking options as well as identifying and establishing a series of parking “courts” that are shared by a number of local businesses.



Parking street on Amherst uses perpendicular pull-in parking



No on-street parking on Central between Washington and San Mateo

On-street parking enhancement focuses on the addition of on-street parking along Central Avenue between Washington and San Mateo. This will serve to provide direct access to existing and new development by providing front-door, short-term parking. The plan also calls for the establishment of perpendicular parking along selected streets within the Nob Hill area where street widths allow. This approach, called “parking streets,” follows on changes made to Amherst in the 100 blocks north and south of Central. In this example, perpendicular parking spaces were established on both sides of the street. In order to identify additional candidates for “parking streets” a right-of-way survey and curb cut inventory needs to be carried out.

Shared parking courts should be identified and established throughout the area. As a general principle, courts will serve businesses located within a 500 foot radius (about a 2.5 minute walk) and so should be spaced to ensure all commercial areas can be served by such an approach. These unused lots would be located within the 100 blocks north and south of Central and could develop, through public-private partnerships, as parking structures (see Figure 17). These structures should then be wrapped with commercial and residential uses so as to better integrate with the surrounding built environment.



Shared parking lot behind Nob Hill shopping center

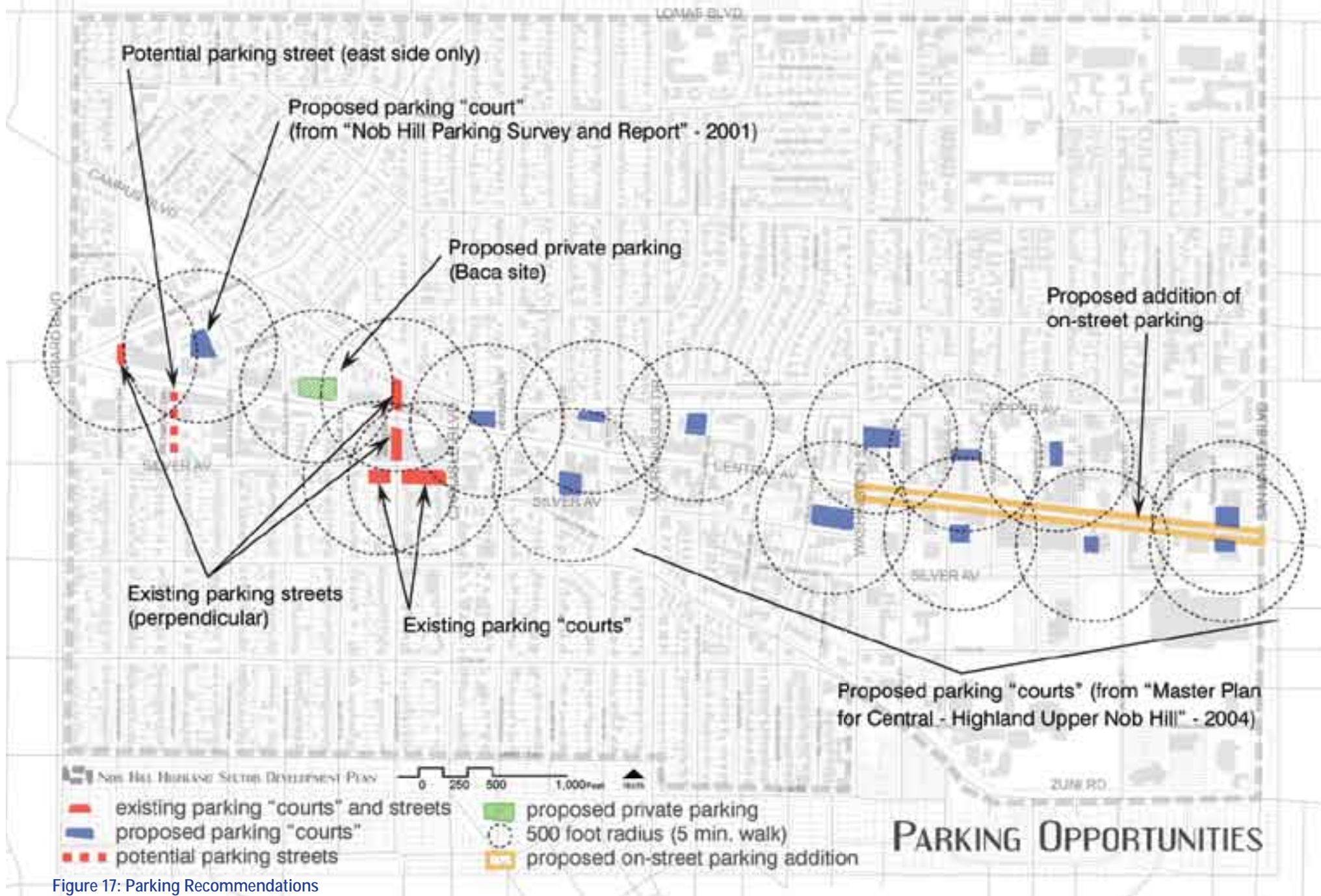


Figure 17: Parking Recommendations



2. Eliminate surface parking lots in front of businesses.

The issue of surface parking lots located in front of businesses (especially those along Central Avenue where the establishment of a consistent street wall is a key element of the area's image) is addressed in more detail within the Community Form section of this report. Generally speaking, large parking lots that face Central Avenue serve to negatively impact the built environment in several ways. They disrupt the establishment of a consistent street wall, in which all buildings are at or near the property line. They introduce an element of uncertainty for pedestrians as vehicles pull in and out through curb cuts along the sidewalk. They also contribute to the heat island effect by positioning largely unshaded black asphalt within the primary pedestrian zone.

3. Control overflow parking in residential areas.

With the establishment of expanded on-street parking along east Central, "parking streets" within the Nob Hill Historic Core and parking "courts" within the Central Avenue corridor, this plan does not currently anticipate overflow parking in residential areas as a significant problem. Should this situation change, parking in residential areas may be controlled through the establishment of permitted parking that allows general parking between 8 am and 5 pm and resident-only use outside of that time frame.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or they are established through zoning regulations, as elaborated in Section 5.B.



Parking lots in front of businesses disrupt the street wall, contribute to the "heat island" effect and are unsafe for pedestrians

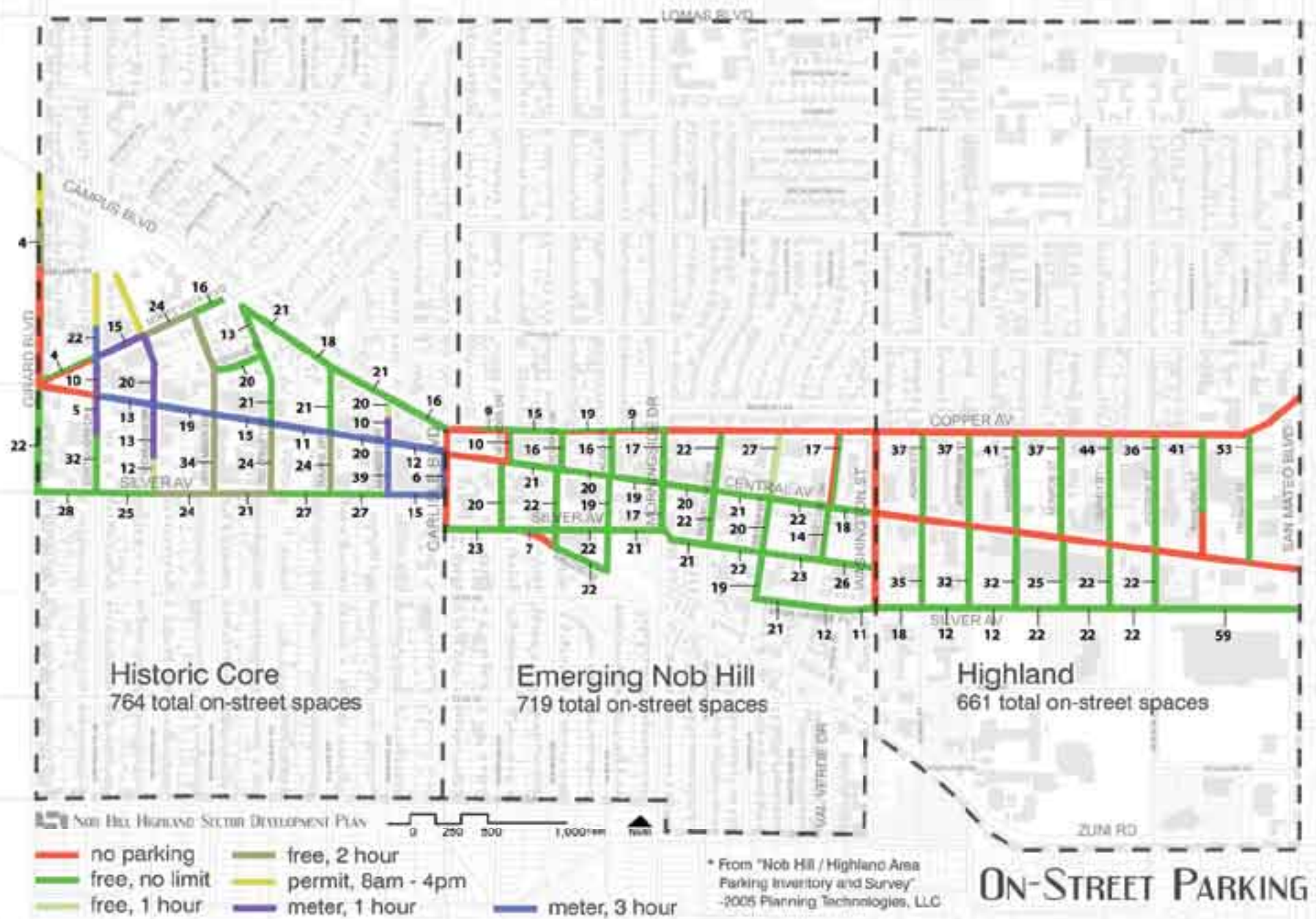


Figure 18: Existing On-Street Parking



B. Community Form

Goal: Reinforce the Nob Hill Highland district as a vibrant, high quality, pedestrian-oriented urban community and a destination for greater Albuquerque.



1. The Vision

The community envisions Nob Hill/ Highland (NHH) to continue as an urban village alive with people and activity. Residents will walk easily and comfortably from their homes to neighborhood stores, restaurants, coffee shops services bordering Lomas and Central Avenue. NHH will be the place where people from all over the metropolitan area go to experience true urban street life with its critical mass of sidewalk cafés, theaters, art galleries, coffee shops, and thriving small businesses. An eclectic mix of local, regional and national businesses will serve local as well as regional markets.

There will be more people living in NHH than there are today, creating greater residential density close to the Central corridor and greater diversity in housing, income levels and types of residents. Seniors, college students, empty-nesters, wealthy

or low-income people can choose to live in a variety of upper story lofts, courtyard and terraced apartments, live/work units, stacked lofts over flex space, patio homes, flats, rowhouses, carriage houses, townhouses, and studios. Space design will be flexible, often combining residences with new live/ work commercial space. Residents will have grocery stores, outdoor markets, bakeries and other necessities of daily life available within walking distance.



Existing historic residential districts will be preserved and new districts registered. These historic neighborhoods of small bungalow homes will continue to be valued and preserved. Additions to existing homes and infill development will support the unique character and qualities of these neighborhoods. They will be well maintained with open, high-quality streetscapes so that everyone can enjoy their unique architectural variety. These streetscapes, several configured as boulevards, will include pedestrian lighting utilizing state-of-the-art fixtures. Residential neighborhoods will have on-street parking in front of their homes. Neighborhood transitional

areas will be protected from the impacts of noise, traffic and parking generated by commercial activity. Overhead utilities will be relocated underground.



NHH will continue to have character and charm, and this character will extend further east along the commercial corridor with gradually increasing heights and densities toward San Mateo and the Highland area. Architectural styles will be eclectic and unique to the place. The historic scale and character of the original commercial district will be retained. Pedestrians will continue to experience great views of the sky and mountains. Buildings will have high quality design and interesting style. Public gathering spaces will draw the community together for celebrations, musical events, art shows, and open markets. NHH will not imitate other places; the district will continue to pioneer its own unique



definition of southwestern urbanism. Nowhere else in the city or country will look like Nob Hill; it will continue to have its own valued identity.

Visitors from all parts of the city, country and world will continue to be drawn to Central Avenue (Old Route 66) to experience its unique history and pioneering role in American car culture, enjoying small boutique motels, interesting roadside architecture and signs reflecting different eras. It will still be an authentic tourism landscape. Businesses will display attractive signs (neon, glass or painted) that reflect the style and scale characteristic of historic Route 66.

In the Nob Hill/Highland area, the pedestrian rules. There will not be big parking structures or buildings with blank walls to the neighborhood. There will not be large parking lots bordering the street. Parking will be dispersed in courts that are hidden from view, wrapped with housing or shops, or enclosed in small courtyards. On-street parking will continue to serve small businesses. Many people will be able to live without cars in townhouses, lofts and condos within one- quarter to one-half mile walking distance of the new modern streetcar stations up and down Central Avenue.

Alleys will be enhanced with landscaping and well-maintained by residents from nearby blocks. Alleys will be safe and used as walkways. Some alleys will have carriage houses above garages or other innovative housing that utilizes and activates

formerly dead alley space. Developers building in NHH will be community-minded, innovative, sensitive to historic context, and comfortable with a collaborative approach to design. Design will result from a broad-based public process, and the community will hold development to high standards of innovation, creativity and sensitivity to context. Individual developments will fit with the over-all character of good urban design that is pedestrian scale and contributes to the vitality of the district. Change and new investment will be welcomed and encouraged, but development will be kept at an even pace, and not become too overheated.

Policies

1. The City shall support an eclectic mix of local, regional and national businesses that will serve local as well as regional markets.
2. The City shall support greater diversity in housing, income levels and types of residents.
3. The City shall support existing historic residential districts and the registration of new districts.
4. The City shall support well maintained and high quality streetscapes.
5. The City shall support the creation of public gathering spaces.
6. The City shall support the display of attractive signs that reflect the style and scale characteristic of historic Route 66.
7. The City shall support the development of parking that will be dispersed in courts and structures that are hidden from view.
8. The City shall support well-maintained alleys that are enhanced with landscaping.

2. Commercial Districts

Recognizing that the Nob Hill Highland Sector Plan area is comprised of distinct sub-areas with unique qualities, the following sections of the report divide the commercial and residential areas into "districts." Issues of **Use, Height and Scale, Signage, Transition and Historic Preservation** are addressed within each specific district as a way of guiding future development. The result will be districts that possess distinct and identifiable character but that also aesthetically relate to adjacent districts in ways that contribute to a shared identity throughout the entire Sector Development Plan area.

There are three commercial districts that cover the length of the Central Avenue "corridor" from Girard to San Mateo. In this context, the "corridor" refers to Central Avenue as well as commercial areas on Silver and Copper Avenues and Lomas and San Mateo Blvds. The plan further addresses issues of commercial activity and on establishing pleasant transition zones between commercial areas and adjacent residential communities. The three commercial districts are:

Route 66 Historic Core: from Girard to Carlisle
Emerging Nob Hill: from Carlisle to Washington
Highland: from Washington to San Mateo and San Mateo to Lomas

The Central Avenue corridor within the plan area is expected to see significant commercial and residential growth in coming years. The Nob Hill Highland Sector Development Plan seeks to create regulations and guidelines that stimulate commercial growth and intensification in a manner that respects and enhances the quality of life in neighboring residential areas. Attention is therefore given to issues such as transition zones between



residential and commercial areas (i.e. appropriate scale of buildings, entrances to retail from both back and front sides, and the reduction of large paved parking lots in front of businesses), pedestrian-friendly design (i.e. outdoor seating areas, ample shade, and storefronts that interact with sidewalk traffic through storefront windows and outdoor displays), and a vibrant mixing of residential and commercial uses within the corridor.

An important component of any commercial corridor is its scale as related to the pedestrian. Some commercial streets “feel” more comfortable to the pedestrian because the building heights and the “street wall” it presents create a sense of enclosure that feels more like an outdoor room than a linear strip development along a major arterial. Many studies have been conducted to try to determine the appropriate proportions of building height to street width that creates this optimum sense of place along a commercial corridor. The Main Street Center of the National Trust for Historic Places has carried out extensive research on this issue and have found that the ideal proportions for commercial streets is between 1:2 and 1:3. That means that the building height is one third to one half the width of the street right of way. This is illustrated in the following diagrams, Figure 19 From the Main Street Center’s “Main Street Handbook”. The diagram also illustrates a scale that is “uncomfortable for pedestrians” at a ratio of 1:7. A section through a typical location on Central Avenue shown in Figure 20 shows that the building height to street width ratio is 1:6.4. This would suggest that for the Central Avenue corridor and its commercial districts to become a more comfortable place for pedestrians that one of the issues that needs to be addressed is the allowable height of buildings along the corridor. To achieve a ratio in the 1:3 to 1:2 range building heights

would need to range from three to five stories along Central Avenue. Addressing building heights is part of the strategy for improving Nob Hill Highland’s commercial districts.

The following policies, developed from community input, apply to all three commercial districts within the Nob Hill Highland Central Avenue Corridor.

Policies

1. The City shall increase densities in the designated Metropolitan Redevelopment Area.

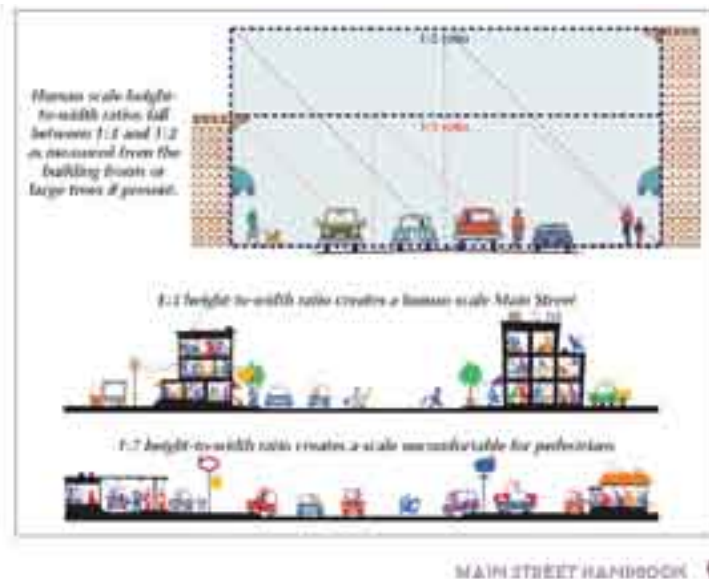


Figure 19: Illustration of Desirable Height-to-Width Ratios



Figure 20: Typical Cross Section through Central Avenue Corridor

2. The City shall encourage adaptive reuse of old gas stations and motor courts.
3. The City shall support the attraction of positive activity to the area day and night.
4. The City shall support the increase of housing choice and density along Central Avenue.
5. The City shall support the integration of different types of housing (live/work spaces, stacked flats, etc.).
6. The City shall support the retention and encouragement of retail and services that meet the needs of local residents.
7. The City shall establish a green space/park/multiple use site on Central Avenue.
8. The City shall support the preservation of historic landmarks and streetscapes.
9. The City shall emphasize pedestrian-oriented design in the area.
10. The City shall help create smooth transitions to and access from adjacent neighborhoods.
11. The City shall model the past successes of the Nob Hill Route 66 Historic Core renaissance.
12. The City shall support the creation of outdoor rooms: open patios, landscaped courtyards, plazas, oases.
13. The City shall support the creation an interesting and varied street wall along Central Avenue.

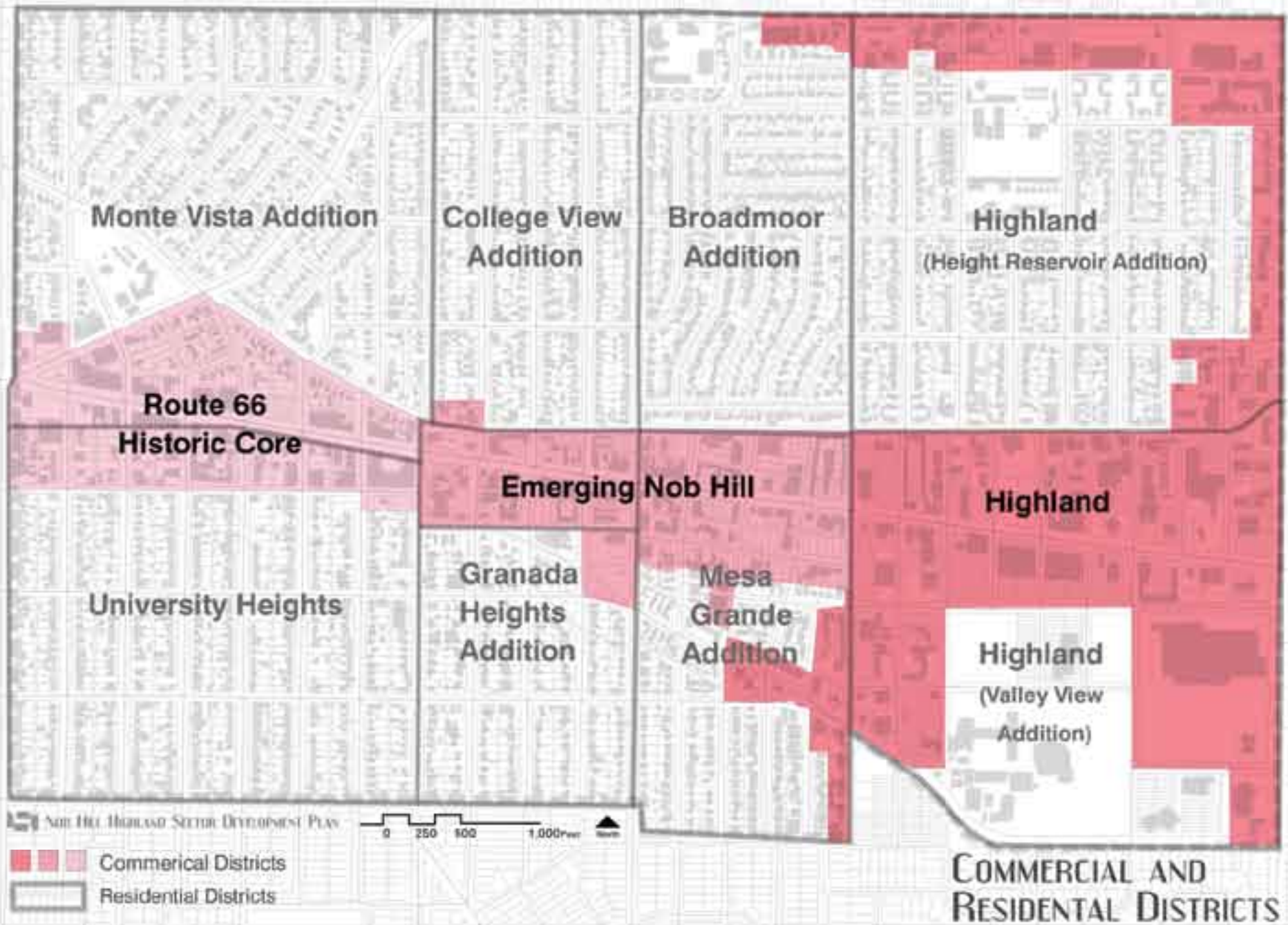


Figure 21: Commercial and Residential Districts



District 1: Route 66 Historic Core (Girard to Carlisle)



Goal: Future development for this district should emphasize designs and uses that fit within the existing context such as architectural style, outdoor eating spaces, pedestrian orientation and a relaxed atmosphere and provide expanded retail and upper story urban residential living opportunities.

The Route 66 Historic Core District developed primarily in the 1920s and 1930s and is emblematic of an eclectic roadside architecture made famous by travelers of the “Mother Road.” Styles such as Streamline Moderne, Pueblo Revival and Spanish Territorial Revival are all well represented, with several buildings on the National Register of Historic Places and many others considered as historically significant. Notable features include building designs that step down in response to topography and slope, classic small-scale lot sizes of 25’ X 150’, careful attention paid to transitions between commercial and residential areas, and a use of design features such as towers and vibrant colors. The Nob Hill Shopping Center at Carlisle and Central was built in 1937 and has come to represent key features that local residents find desirable and which should be incorporated into future area development. These include

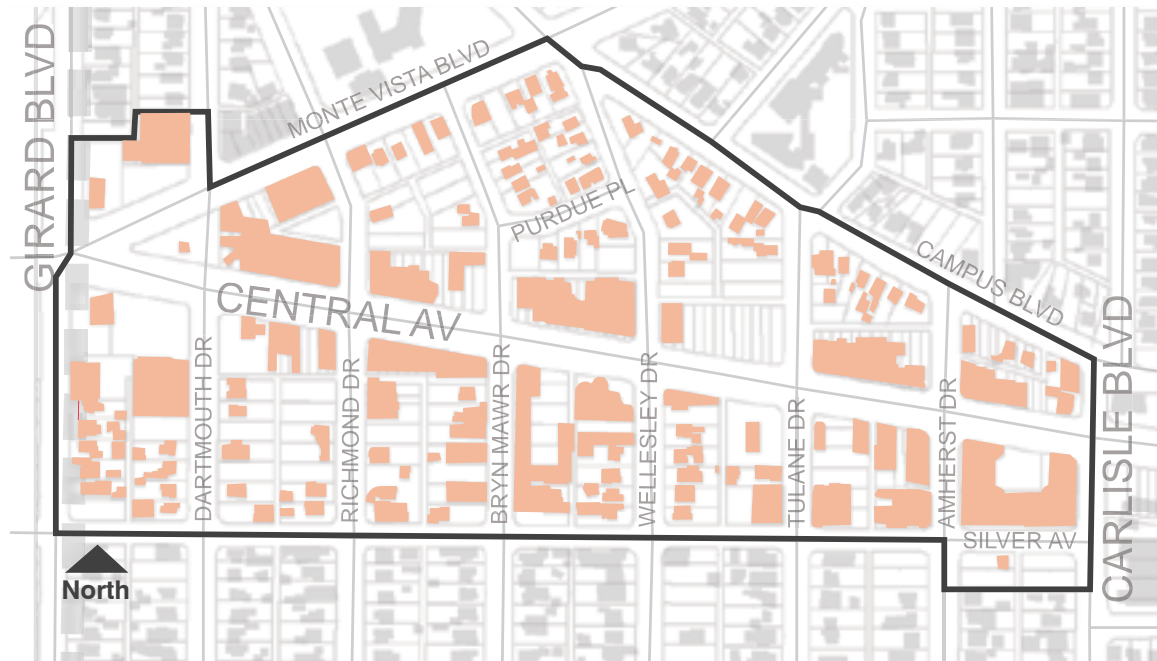


Figure 22: Historic Core District Map

storefronts that face both Central Avenue and residential areas to the north, breezeways that encourage easy access to the interior court and a low profile façade that is scaled for pedestrian-use.

Policies

1. The City shall preserve contributing historic buildings and existing scale in the district.
2. The City shall support the design of commercial/residential transition areas to provide easy access from neighborhoods and protect the integrity of historic districts.

Actions

1. **Use** -The Route 66 Historic Core District has a tradition of providing an eclectic

collection of goods and service options to the traveler as well as the resident. Maintaining this variety is critical to the continuing success of this unique area as a destination for the neighborhoods, the Albuquerque metropolitan area as well as visitors to the region. While the street level should be charged with exciting retail and entertainment options, the upper levels of buildings adjacent to Central Avenue should provide opportunities for office activities and a wide array of housing choices. Bringing housing to the corridor will further enrich this area, provide 24 hour “eyes on the street” as well as support this emerging major transit corridor.

2. **Height and Scale** - Buildings should vary in height but be sensitive to the transition to the adjacent building context particularly relative to historic buildings. Façades should maximize the amount of clear single pane glazing and avoid blank walls to the street. Attention should be paid to preserving the historic wainscoting at the base of the façade and reflecting traditional materials such as tile in those areas. Buildings in this district should range from one to three stories along Central Avenue and one to two where they face single-family dwellings in adjacent residential neighborhoods. Where possible the location and height of buildings should frame views to the mountains.

Maintaining the diversity of building form and design is particularly critical to reinforcing the traditional character and scale of this district. All buildings should front on the street, and façades should not be flat but should vary in their relationship to the property line. Building design should respond to the historic 25' lot module that significantly influences the scale and character of this historic district. Buildings should celebrate Route 66 and include interesting towers where appropriate. They should create an attractive public face on all sides of buildings facing streets or alleys.

3. **Signage** - A major challenge in the Nob Hill Historic Core is to encourage sensitive signage which reflects the history and character of the district, and to discourage run-of-the-mill signage which contributes to visual clutter and transforms building façades into billboards. Historically, two types of signs were dominant in the Nob Hill district: the wall-mounted, individually-lettered signs popular during the 1930s, and the vertical projecting signs which

grew in abundance during the 1950s. Both made prodigious use of neon and exhibited a style which varied from the high style of 1930s art deco to the complexity of the neon jungle. Historic neon signs should be protected and restored wherever possible and new signs should take full advantage of the many exciting examples of this rich heritage of neon art.

4. **Transitions** - In this district it is critical to define appropriate scale, massing and design in order to ensure that new development blends in to protect single-family residential amenities for the people who live there. Build smooth seamless, pedestrian-friendly and aesthetically pleasing transitions from commercial to residential areas. Avoid harsh transitions. Commercial buildings should not dominate residential areas and commercial parking should not congest neighborhoods. Treat side street and back façades with the same care given to Central Avenue façades. Wrap developments so that each street front has active uses and well designed façades. Create "outdoor rooms", i.e., open patios, landscaped courtyards, plazas, and oases. Use appropriate transitional scale that steps down in height and with topography, preserves small structure and incorporates medium density residential housing, such as townhouses, stacked flats, rowhouses and small businesses, which relate both to the neighborhood and the commercial environment.

5. **Historic Preservation** - Celebrate old Route 66. Encourage innovative eclectic architectural styles, allow flexibility along with elements of Route 66 roadside

architecture and the original styles of historic register landmarks to retain the essence of Nob Hill character. Create a sign landscape that displays renovated historic signs and signs that are consistent in scale and design with Route 66 character including elements such as neon, glass and painted motifs. Respect and preserve the special character of the Historic Core as a valued resource through preservation or adaptive reuse of existing historic buildings including the Campbell's Grill, Hendren Building, Monte Vista Elementary School, Lobo Theater, Monte Vista Fire Station, Jones Motor Company, Nob Shopping Center and others as shown on the District Map, Figure 22.



Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives, as elaborated in Section 5.A.; or they are established through zoning regulations, as elaborated in Section 5.B. Form-based zoning regulations include design requirements to create a land-use regulation environment focused on achieving the community form goals described above.

District 2: Emerging Nob Hill (Carlisle to Washington)



Goal: Future development should take advantage of the recently established Metropolitan Redevelopment Area designation to establish an upscale entertainment district with art galleries, antique shopping, live/work spaces and neighborhood services that continue the core Nob Hill character.

The Emerging Nob Hill District was developed after the Route 66 Historic Core District, mostly between the 1940s and 1960s. This commercial area was primarily designed for access by automobile and as a consequence lacks many of the pedestrian amenities valued by local residents. Much of the area is dominated by old motor courts that constitute a defining feature of Route 66 history. Notable neon signage and a proliferation of antique shops have begun to forge an identity for the district which is in many ways an extension of development patterns established within the Route 66 Historic Core.

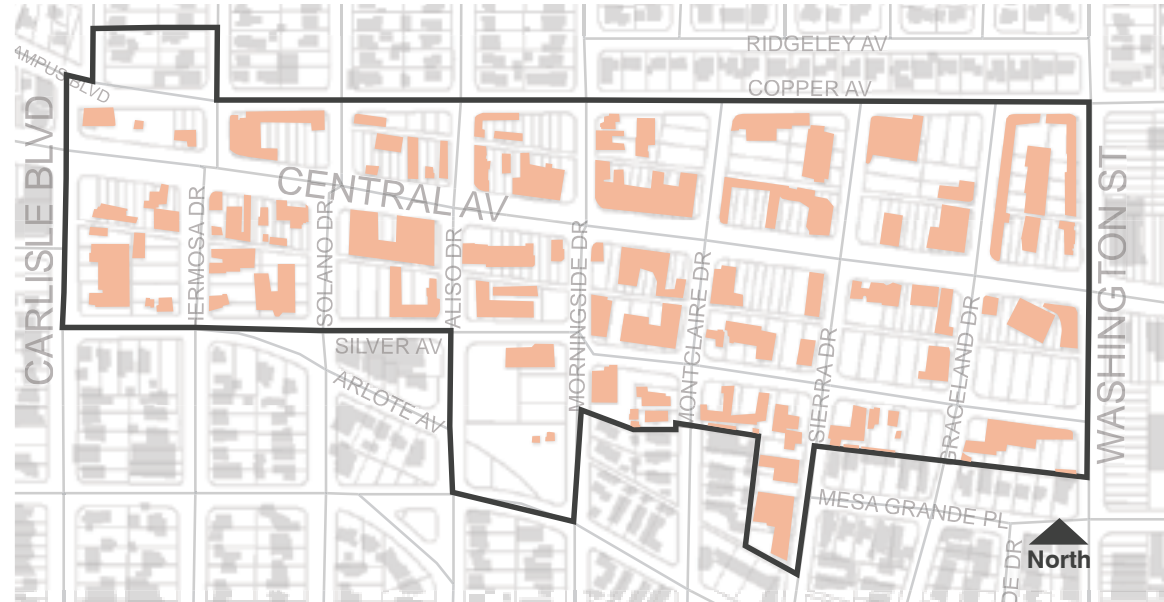


Figure 23: Emerging Nob Hill District Map

Policies

1. The City shall utilize an urban template of mixed scale, mixed use (residential/commercial) and mixed local/national retail to address underutilized or blighted properties.
2. The City shall encourage building designs that are consistent with Route 66 history and neighboring Nob Hill.
3. The City shall use creative design and infill development to ease transition from commercial to residential areas.

Actions

1. **Use** - The Emerging Nob Hill District should be redeveloped as a transition between the historic uses and character of Nob Hill coupled with enhanced

opportunities for upper story urban living, adaptive reuse of the historic motor courts and expanded entertainment options. It should develop pedestrian-oriented live/work spaces that are built for versatile uses. The district should provide upscale entertainment ranging from galleries to dining to theatre that will attract positive activity day and night. It should also encourage retail and diverse services such as theme restaurants, home furnishings and apparel stores to meet the needs of local residents. East of Morningside larger retail establishments that are designed to fit into the district context may provide walkable access to needs such as hardware and groceries. These types of buildings should be "wrapped" with smaller shops where appropriate.

2. **Height and Scale** – Reorient building entrances to Central Avenue. Manage scale to avoid “fortress” scale development that dwarfs pedestrians. Retail and residential mixed use development should front on the property line with subtle variation in façade setback. These buildings should be no more than four stories facing Central Avenue and one to two stories where adjacent to single-family neighborhoods. Nob Hill “Historic Core” design elements should be incorporated into the design of new projects in this area to continue the character of the Route 66 corridor.
3. **Signage** - The signage in this area should reflect the traditions of historic Route 66 while at the same time allow for more contemporary design themes and materials. Signage should be consistent with the City of Albuquerque Sign Ordinance requirements but should prohibit backlit box signs.



4. **Transitions** - Create seamless transitions between commercial areas and neighborhoods; add housing to commercial areas, especially medium density townhouses, stacked flats, etc. facing the neighborhood. New development should establish a comfortable and appealing pedestrian-scale transition from Central Avenue both north and south to the adjacent neighborhoods. Treat side street and back façades with the same care given to Central Avenue façades. Wrap developments so that each street front has active uses and well designed façades. Provide wide sidewalks and a continuity of landscape that ties transition streets to a beautifully designed Central Avenue.
5. **Historic Preservation** - Foster creative adaptive reuse of Route 66 historic motor courts for creative tourist-oriented uses (e.g. spas, shops, renovated boutique motels). Respect and preserve the special character of the Route 66 corridor through preservation or adaptive reuse of existing historic buildings including the Immanuel Presbyterian Church, Nob Hill Motel, Aztec Motel, De Anza Motor Lodge, People's Flower Shop, Toddle House (Jamaica-Jamaica), Nob Hill Shoe Repair Building, Morningside Antiques and others as shown on the District Map, Figure 23.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives, as elaborated in Section 5.A.; or they are established through zoning regulations, as elaborated in Section 5.B. Form-based zoning regulations include design requirements to create a land-use regulation environment focused on achieving the community form goals described above.

District 3: Highland Commercial District (Washington to San Mateo)



Goal: Intensify the area's density with a pedestrian-oriented mix of commercial and residential uses that enhance the antique retail, performing arts and theater entertainment qualities that currently exist.

The Highland Commercial District has developed primarily since the 1950s. The area contains many large scale commercial properties (primarily offices) as well as an extension of antique stores and entertainment uses found in the Emerging Nob Hill District. This district is the least pedestrian-friendly area within the Plan area's Central Avenue corridor with a poorly-developed street wall and a proliferation of large, paved surface lots between buildings and the street edge. As part of the Metropolitan Redevelopment Area, the district is proposed for significant new redevelopment activity.

Policies

1. The City shall create a high density, pedestrian friendly, urban identity for the Highland Commercial Areas.
2. The City shall ensure future development integrates with surrounding neighborhoods.

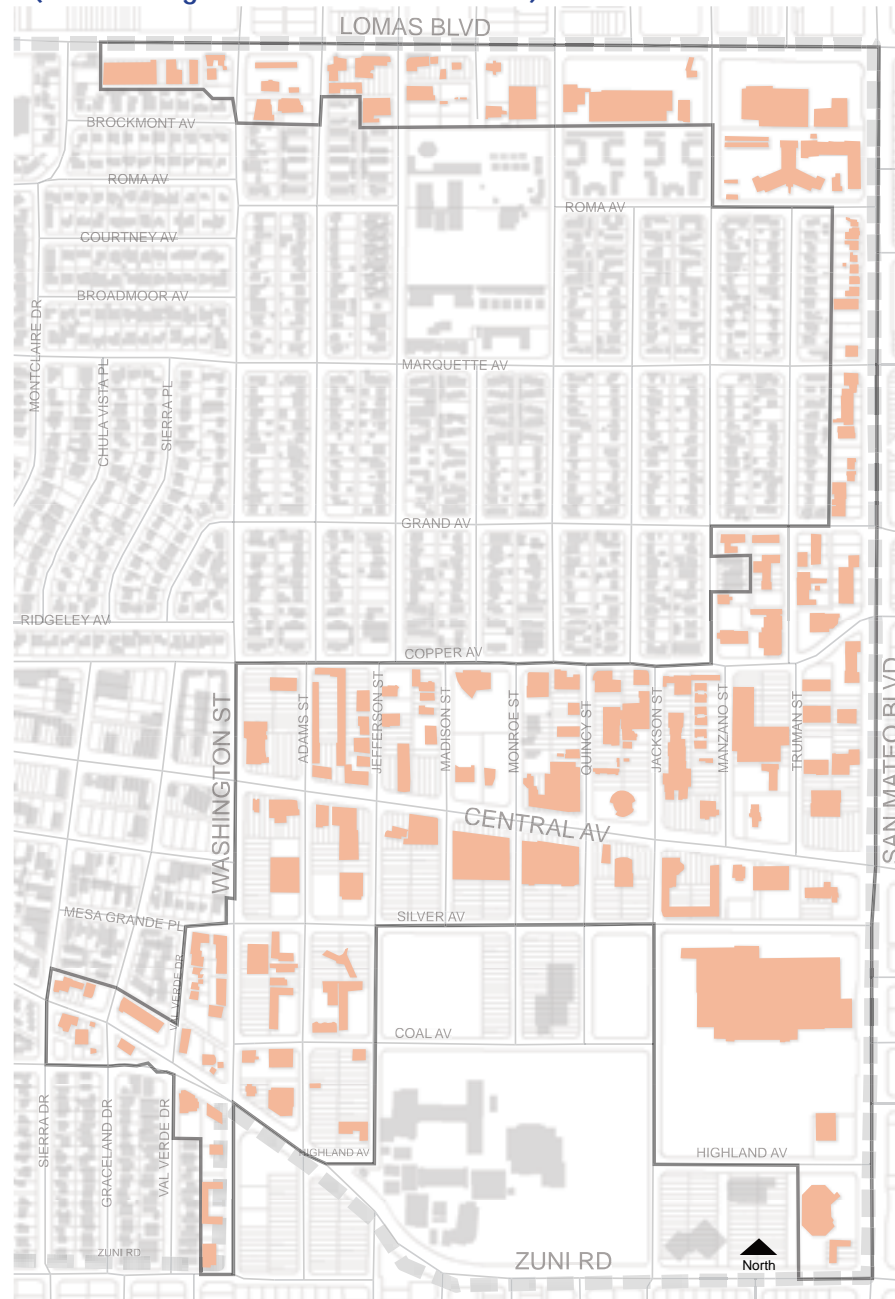


Figure 24: Highland Commercial District Map

Actions

1. **Use** - A grouping of major theme restaurants located near Central and Sierra could anchor the antiques district, help to pull pedestrians from Nob Hill and reinforce existing restaurants and clubs in the area. Neighborhood retail businesses appropriate in this area could include services which residents utilize on a more frequent basis such as dry cleaners, small food stores (farmer's markets, bakeries, etc.), coffee shops, gas stations, video rental stores, etc. Regarding community retail, the recently expanded Super Wal-Mart is one of the area's largest draws and could help to support numerous additional community level retailers. These stores could include hardware stores, renovation-oriented stores, sporting goods, office supply, apparel discount department stores, book sellers, home furnishing, electronics, etc. Office and a wide variety of housing choices should populate the upper stories of all of the buildings developed in the area to support the retail, entertainment and transit focus of this district.
2. **Height and Scale** - This district should promote pedestrian-oriented redevelopment of mixed use projects at higher densities, heights and scale. Infill with "junior box" retail, lofts and offices should offer pedestrian orientation at the street level to create vibrant street life day and night. The area around the Hiland Theater, which has been identified as a major transit stop, has the potential to be a transit oriented development area. New development should provide ground level retail, commercial service and entertainment opportunities as well

as upper level medium to high density living units within walking distance to bus and fixed rail transit options. Building heights in this district should range from two stories on the northern edge adjacent to residential development to five stories at the Central Avenue corridor and to the south. There should be appropriate step backs along the streets bordering adjacent residential areas as buildings transition to their maximum height.

3. **Signage** - The signage in this area should reflect the traditions of historic Route 66 while at the same time allow for more contemporary design themes and materials. Signage should be consistent with the City of Albuquerque Sign Ordinance requirements but should prohibit backlit box signs.
4. **Transitions** - Optimize building height and massing transition on the northern edge of the district adjacent to the neighborhood. The Plan proposes a Lomas Corridor Plan to study and establish zoning, land-use, building height, and streetscape improvements, particularly as they require attention on all four corners of the intersection with San Mateo, which was outside the scope of this Plan. Buildings built adjacent to Copper Avenue should be one or two stories at the property line and should step back appropriately to maintain solar access to properties on the north side of the street. Treat side street and back façades with the same care given to Central Avenue façades. Wrap developments so that each front has active uses and well-designed façades. Maintain pedestrian focus with wide sidewalks and landscape public "resting" areas.



5. **Historic Preservation** - Promote the preservation and adaptive reuse of existing historic buildings including the Classic Century Square, Hiland Theater and Performing Arts Complex, JC Penny Building, Desert Sands Motel sign, Bridgers & Paxton Solar Building and the Old Albuquerque National Bank Building. Utilize the Hiland Theater complex as an arts and entertainment anchor in a new redeveloped transit oriented district on Central Avenue.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives, as elaborated in Section 5.A.; or they are established through zoning regulations, as elaborated in Section 5.B. Form-based zoning regulations include design requirements to create a land-use regulation environment focused on achieving the community form goals described above.

3. Residential Districts

Goal: The community's housing goal is to provide a range of housing opportunities that preserve the established character of the neighborhoods within the plan area while allowing homeowners the freedom to adapt older homes to modern needs.

There are four distinct residential areas in the Plan area, each of which contains a number of subdivisions with distinct qualities and character. The four residential districts reflect the characteristics of different time periods of development as the City grew eastward from the University of New Mexico.

- **Monte Vista/College View Historic District:** roughly bounded by Girard and Lomas Boulevards, Morningside Drive, Copper Avenue and Campus and Monte Vista Boulevards.
- **Broadmoor Addition:** bounded by Morningside, Copper, Washington and Lomas.
- **University Heights, Granada Heights and Mesa Grande Addition:** bounded by Girard, Garfield/Zuni, Silver and Morningside.
- **Highland Neighborhood (Heights Reservoir Addition):** bounded by Washington, Copper, San Mateo and Lomas.

While the neighborhoods in the plan area represent a mix of housing types and styles, residents have common interests that can be advanced through City policy.

Policies

Plan Area

1. The City shall promote housing affordability in the Nob Hill Highland area.
2. The City shall provide for a mix of housing types and prices, maintaining the scale of existing neighborhoods.
3. The City shall increase housing opportunities through mixed use development along commercial corridors.
4. The City shall encourage building additions and renovations that blend with the style of the original building.
5. The City shall encourage residential infill that blends in style and massing with surrounding structures and the streetscape of the block in which it is located.
6. The City shall support the efforts of Sector Plan area residents to pursue historic district designations for areas and individual buildings with registration potential.
7. The City shall support the efforts of Sector Plan area residents to protect solar access.



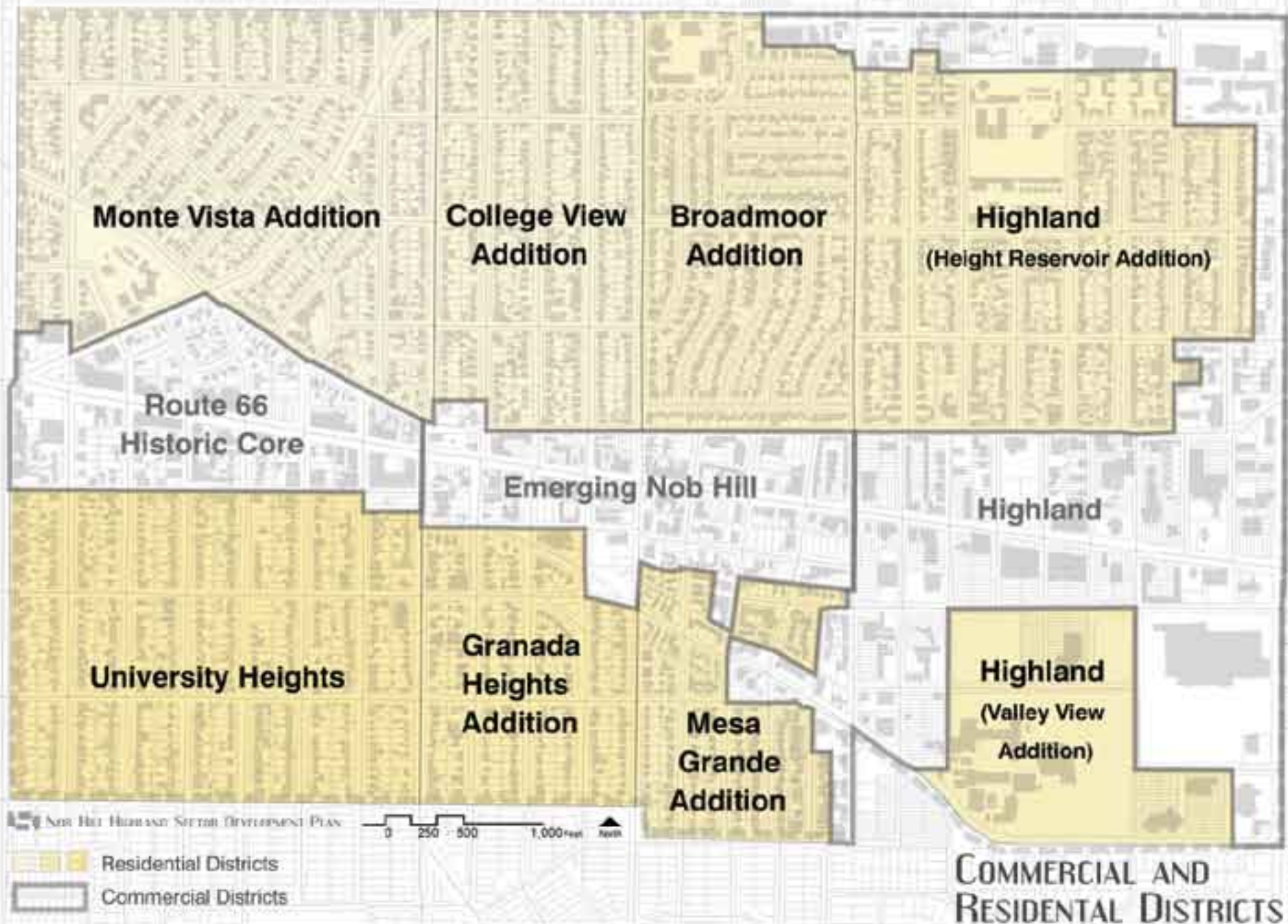


Figure 25: Commercial and Residential Districts

Monte Vista/ College View Historic District



Over 90% of the neighborhoods north of Central Avenue between Girard and Morningside Dr. were built out during the period from 1926 to 1942. Key aspects of the historic appearance of the neighborhood were documented in an inventory of historic buildings completed in 1995. As a result, the historic or architectural value of these neighborhoods has been well-documented. Features that contribute to neighborhood character include one story construction, uniform front yard setbacks with variation by block from 20 feet up to 40 feet, five-foot side yard setbacks, and several predominant architectural styles with characteristic architectural details and materials. Recommendations for this area are intended to preserve the historic character of the area by educating homeowners about the district, features that make it special, and best practices for maintaining and renovating a historic home. Residents want the neighborhood to remain a place that diverse people call home.

**Policies**

1. The City shall support the efforts of historic district residents to protect the character of the historic district, including residential scale and streetscapes.
2. The City shall protect the integrity of registered cultural properties within the district.

**Actions**

1. **Height and Scale** - Homes in the district are typically one story, although second story additions have been added to some homes. To maintain the district's historic character, building additions should blend with the original style of the house, maintain the streetscape of the block and be in scale with houses on either side. Zoning within the historic district should be revised to protect the neighborhood's historic scale.
2. **Solar Access** - Lots in the historic district are typically oriented east/west and are relatively narrow – 50 feet in most cases. These properties are excluded from the solar access provisions of the City Zoning Code because of their age. Residents have identified loss of solar access as a consequence of second story additions to homes in the district. The City has a Solar Permit Ordinance, adopted in 1981, which allows property owners to secure solar rights through a permit process if they have a solar collector.

3. **Streetscape** - Walls, carports and other structures in the front yard setback are not part of the historic character of the neighborhood. Walls over three feet in height, carports in the front yard and variances allowing buildings to encroach into the front yard setback were identified by the neighborhood committee analyzing residential character as alterations that significantly impair the district's historic streetscapes. Conditional use requests for walls in the front yard setback over three feet in height and setback variances to allow carports or building additions should not be approved.

4. **Historic Preservation and Neighborhood Conservation** – Homes in the Monte Vista and College View Historic District represent a variety of styles common to Albuquerque in the period from 1926 until the beginning of World War II. Predominant architectural styles include Mediterranean Revival, Southwest Vernacular, Spanish Pueblo Revival, Territorial Revival, Medieval Cottage, and California Ranch. Each of these styles has characteristic details and materials. As the needs of families have changed over time, many of the homes have been remodeled or expanded. Because change will continue, it is important to

make sure that new owners are aware of the historic district and the best ways to improve their homes to retain the character of the house, and ultimately of the district.

An excellent example of an approach that relies on education is the University Neighborhoods History Handbook. Published in 1986 by the University Heights and Silver Hills neighborhoods, with assistance of local businesses, this document contains information about neighborhood history, architectural styles, landscaping, maintenance and renovation, energy conservation and solar retrofits, infill, and commercial buildings.

Implementation

The Plan Implementation section, Section 5, presents zoning code recommendations and projects to accomplish the policies for the Monte Vista and College View Historic District.



Historic College View Homes



University Heights and Granada Heights

The area south of Central between Girard and Washington has areas with similar character to the Monte Vista and College View Historic District, with a mix of single family homes and small multifamily buildings. A variety of architectural styles common to the University area neighborhoods predominate. Basic research and a limited survey of this area were conducted in 1995, and researchers documented potential for part of the area to be designated as a historic district.

Policies

1. The City shall support the efforts of the residents of University Heights to protect historic character.

Actions

1. **Historic Preservation** - University Heights south of Central from Girard to Carlisle and Central to Garfield, and parts of Granada Heights have been identified as having potential for National Register nomination. A survey of structures in this area should be completed, along with district nomination of areas that meet nomination criteria and nomination of individual buildings with registration potential. Other blocks that exhibit similar character to those identified in the 1995 Historic Building Inventory should be reviewed for potential for inclusion in the survey and historic district.

The University Neighborhoods History Handbook is applicable to the Nob Hill Southeast Heights area, and the neighborhood associations in the area should promote this document to educate owners about the neighborhood's history, architectural styles and maintenance and renovation best practices. This document can be reproduced in its current form, or updated as a community initiative.

2. Preservation of Historic Character

A new document specifically tailored to Nob Hill with a focus on renovation of historic homes is recommended. This history and preservation handbook would update and expand the University Neighborhoods History Handbook. Items that could be included are:

- A description with illustrations of historic architectural styles
- Discussion of elements that contribute to historic character
- Recommended approaches to renovation and remodeling.
 - Materials
 - Colors
 - Windows and doors
 - Porches
 - Ornamentation
 - Scale and massing
 - Streetscape
 - Design to blend with original style

An updated handbook should be supported by the City with funding for development and printing of the document.

Implementation

The Plan Implementation section, Section 5, includes the recommendation that the community and the City pursue a survey of homes in University Heights and Granada Heights for potential historic district designation and National or State Register nomination of the district and appropriate individual properties. The plan also recommends that the community promote the University Neighborhoods History Handbook to homeowners in this area.

To further historic preservation goals, a new or updated handbook explaining historic architectural styles and historic character with detailed guidelines for renovation and additions that blend with a home's original architectural style is recommended. As with the original handbook, this could apply to all Central Albuquerque and University area neighborhoods.

Highland Neighborhood



The Highland Neighborhood was built after World War II and has a mix of single-family and small-scale multifamily structures as well as the Plan area's larger apartment buildings. Planning for the City in the 1950s identified the neighborhood as part of a larger "urban center" located at Central and San Mateo. The R-3 zoning that was put in place when the City adopted zoning in 1959 anticipated high density multifamily housing throughout the area, which was inconsistent with established uses at the



time and with the evolution of the neighborhood over the past 50 years. Policies and actions for this area are focused on bringing zoning and land use into better alignment to ensure that public policy protects the quality and character of the neighborhood.

Policies

1. The City shall support zoning consistent with long-established residential development patterns.



Actions

1. **Zoning** - Residential zoning in the Highland area should be reviewed and single-family homes and small-scale multifamily properties should be rezoned from R-3 to a zone that respects the use and scale of neighborhood residences.

Implementation

The Plan Implementation section, Section 5, contains residential zoning recommendations for the Highland neighborhood.



Existing architectural styles



Single family to multi-family conversion dominates lots



Streetscape showing setbacks



Poor transition from commercial to residential.
Commercial building dominates neighbors

4. Public Facilities/Community Services

Goal: Improve the community's access to public facilities and community services.

Public facilities and community services in the Nob Hill Highland area are important to the fabric and identity of the community. As infill occurs and the plan area urbanizes these public facilities and community services will become increasingly important. As stated in section III, the Plan area has a number of facilities with an array of activities offered by each. The community is also served by APD's Triangle Community Substation, Fire Station # 3, and the Highland Senior Center.

Policies

1. The City shall help to foster better communication and cooperation between institutions and the neighborhood to make public facilities as widely available as possible.
2. The City shall work to expand existing community services to better serve the community.
3. The City shall continually evaluate the level of community service in the Plan area to ensure a high level of service.

Actions

The plan encourages establishing improved relationships with government agencies and educational institutions to promote shared use of facilities. Zia Elementary School in the Highland area provides one example in which the grounds are available as a public park and picnic ground during off-hours. Also, Highland High School in particular maintains a wide range of recreational facilities. Over time the need of the surrounding community will change, especially as it redevelops

into one of Albuquerque's premier urban centers. As such, the needs of the community will need to be evaluated on a continual basis. New community services will need to be provided for according to these needs. It will be important that the City have a system to continually evaluate existing facilities and community services and, as the need arises, implement improvements so that the level of service for the Plan area improves rather than degrades.

5. Streetscapes and Parks

Goal: Create appropriately landscaped and designed streets and parks that foster a beneficial pedestrian and vehicular environment as well as enhance recreational opportunities.

A significant topic of citizen concern in the Plan area is to increase the amount of vegetative cover as a means to reduce heat build-up, enhance the pedestrian experience, and provide public spaces for residents and visitors to relax in the public sphere. Streetscape issues are characterized by a concern with replacing and caring for dying trees (many of which are well-established and contribute greatly to a valued streetscape aesthetic) as well as establishing new corridors for which street trees and other landscaping will greatly enhance non-vehicular mobility. The following map, Streetscapes and Parks, illustrates the location of existing parks as well as medians along Central Avenue with the potential for improved landscaping. However, it also shows proposed sites for public spaces. Additionally, the map also proposes to change Lead, Coal, Zuni and Campus into pedestrian-friendly streets through careful landscaping and design. For Monte Vista, a large, landscaped median is proposed.

Policies

1. The City shall develop landscaped medians to reduce surface runoff and heat island effect.

2. On streets with excess right-of-way (e.g. Monte Vista) larger landscaped medians shall be developed to the above effect as well as provide pedestrian crossing refuges.
3. The City shall replace and replant dying trees in public streetscapes in the Plan area neighborhoods.
4. The City shall develop multi-function public spaces.
5. The city shall improve public streetscapes along major streets in the plan area.

Actions

Where possible, existing medians should be landscaped to reduce surface runoff and mitigate the "heat island" effect. One street, Monte Vista, has a wide right-of-way and as such is well-suited for development with a landscaped median. In addition to improving the environmental conditions for local users, the addition of a median will assist pedestrian crossing by providing a refuge safe from vehicular traffic.

Plan area residents have requested streetscape improvements for Carlisle Boulevard, a major street in the Plan area that does not have wide right-of-way, in order to soften the impact of vehicular traffic on immediately adjacent residential property. Streetscape improvements should also benefit pedestrian users.

Lastly, there has been an expressed need for plazas or other dynamic public spaces that can serve a range of public functions such as celebrations and farmer's markets. This plan identifies two properties (the De Anza Motor Lodge and the Hiland Theater) that are publicly owned and may be well-suited for such development. Both properties are identified as potential "catalyst" nodes within the Central-Highland-Upper Nob Hill Master Plan, making them ideal sites for such redevelopment. Dynamic spaces that can be easily transformed from, say, parking spaces to gathering sites for special events are specifically encouraged.



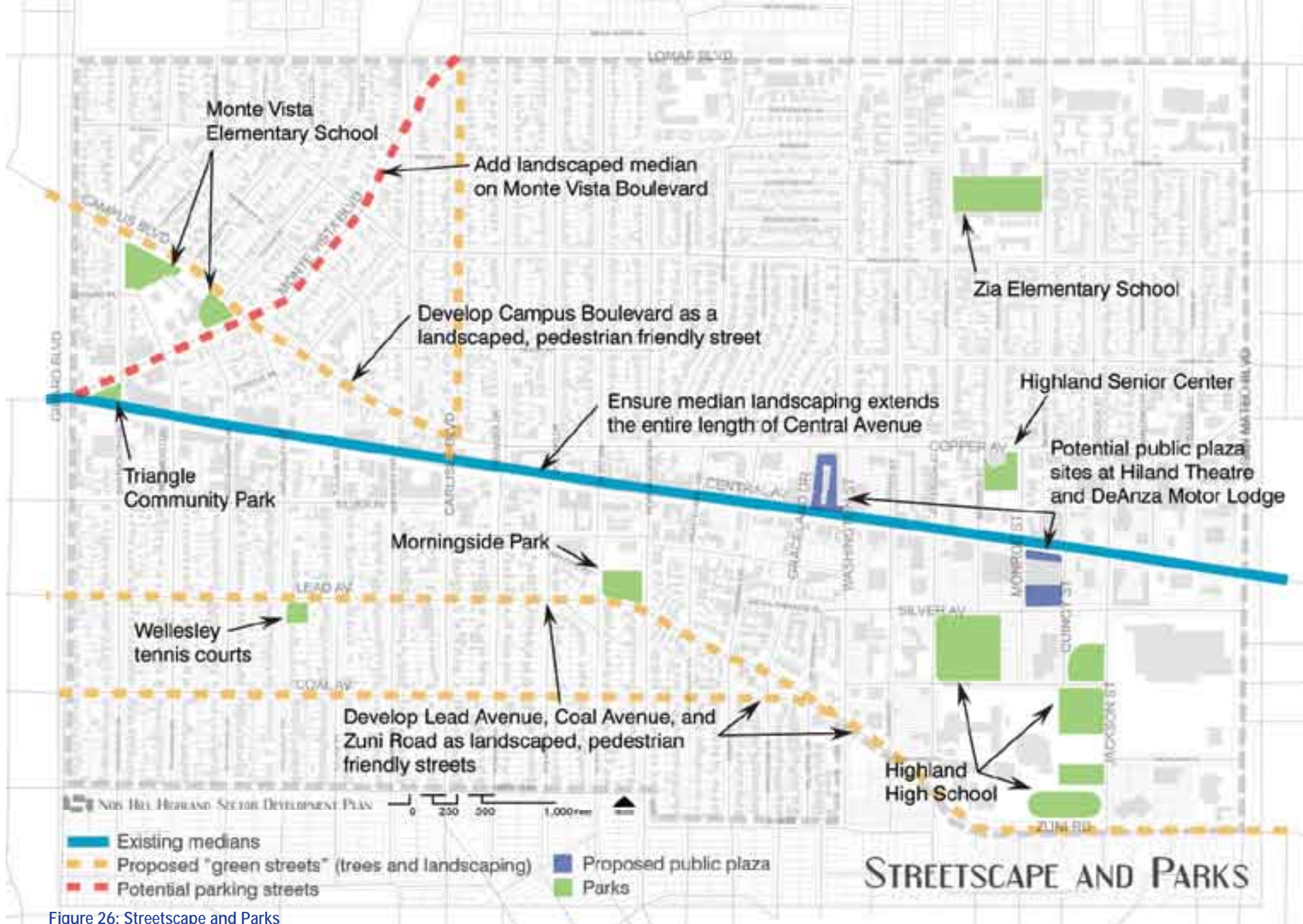


Figure 26: Streetscape and Parks

C. Infrastructure

1. Storm Water Drainage

Goal: Address any storm water drainage issues that might negatively impact the quality of life in the Plan area.

As mentioned in section III, the storm water drainage system in the Nob Hill Highland area relies heavily upon the capacity of the streets, especially major arterials, to handle large flows of storm water. According to the flood insurance rates map on the following page, Central, Copper and Zuni are susceptible to shallow sheet flows. During heavy summer monsoons these shallow flows can be severe as water that extends almost from curb to curb along Central Avenue. One attempt to address this problem was the creation of the Highland detention pond, capable of holding 19 acre feet of water during large storm events. Still, during very heavy rains, the surface runoff can be curb to curb along Central west of Washington even with its 12" high curbs and the Highland detention pond. However, because many of the Nob Hill Highland area's major roads act as storm water runoff channels, any modification to the street section, including bulbouts at corners and at mid-block crossings, will change the capabilities of that street to handle previous runoff amounts creating worse flood conditions. As such, addressing this problem is key to moving forward on numerous recommendations throughout the plan.

Policy

1. The City shall upgrade the storm water drainage system in the Nob Hill Highland area to accommodate proposed changes to the streetscape.

Actions

One proposed solution to the storm water problem was an extension of the Highland detention pond to accommodate a further 16 acre feet bringing the total holding capabilities to 35 acre feet. However, Highland High School rejected this proposal since it would require surrendering land that is currently in use to the flood control project.

Since the extension of the Highland Detention Pond was rejected, the City issued another request for proposals for storm water drainage engineering services that was due May 10, 2006. The request asked respondents to address the entire Campus Wash Drainage Basin from its upstream reaches to where it enters the North Diversion Channel, and address any effect on runoff that road construction might have. Once the City of Albuquerque has chosen a plan, drainage upgrades can proceed.





Figure 27: Flood Insurance Rates

D. Economic Vitality

The goal of the plan is to create an environment where businesses, and particularly small, locally owned businesses, can thrive.

Nob Hill today is a vibrant retail center that provides a variety of specialty items and entertainment to neighborhood residents, residents of greater Albuquerque and visitors. East of Carlisle in the Upper Nob Hill and Highland areas, the retail environment is less vibrant, although small businesses of all types are located there.

Policies

1. The City shall work with businesses and neighborhood organizations to improve economic conditions in the plan area.
2. The City shall use its powers under the Metropolitan Redevelopment Act to proactively promote the redevelopment of vacant and underutilized properties.
3. The City shall use financial tools available through the area's designation as a Metropolitan Redevelopment Area, such as tax increment financing and public/private partnerships to accomplish the goals of the plan, including public improvements, affordable housing and commercial revitalization.
4. The City shall work with Bernalillo County to develop county owned land in a way that is congruent with this plan and the County's vision.

Actions

1. **Support Renovation of Historic Buildings for Appropriate Commercial Use** - Underutilized or vacant buildings with historic character provide potential locations for small businesses. Renovating, maintaining

and leasing existing buildings are the responsibility of the property owner and/or the leasing agent. However, the City and organizations such as the Nob Hill Highland Renaissance Corporation, the Nob Hill Business Association and the Highland Business and Neighborhood Association can support the efforts of property owners. The City's zoning regulations should encourage appropriate renovation and maintenance.

2. **Support the Renovation of Other Commercial Buildings and Redevelopment of Vacant and Underutilized Properties for Business Expansion and New Businesses** - The City zoning should make renovation and appropriate new development an attractive option for property owners and businesses seeking to locate in the Nob Hill and Highland Areas.
3. **Provide for a Mix of Uses Along Commercial Corridors** - A mix of land uses provides for both business activity and residential opportunities. This mix, in combination with the established neighborhoods in and adjacent to the plan area, provides an attractive location for businesses that serve residents. Zoning for the commercial corridors through the plan area should support this mix.
4. **Establish a Business Improvement District** - The Nob Hill and Highland areas have begun work towards a Business Improvement District. Such a district would generate funds for ongoing maintenance, marketing, privately funded security, or similar projects. Private property owners must initiate the formation

of a district, and the City should support the Business Improvement District with technical assistance and Council approval of the district.

5. **Provide Financial Support for Capital Improvements Projects and Public/Private Development through MRA Financing Tools** - East of Carlisle, the area's MRA designation allows the City to support private efforts through streetscape improvements, infrastructure improvements, tax incentives and direct participation in public/private projects.
6. **Provide Information About Small Business Development Resources to Nob Hill and Highland Entrepreneurs** - A variety of resources for existing and new small businesses are available in Albuquerque, ranging from the Federal Small Business Administration to Small Business Development Centers located in the metro area. Resources at the Central New Mexico Community College and the Southeast Team for Entrepreneurial Success (STEPS), which operates exclusively in the Southeast Heights, are convenient to businesses located in the sector plan area. Existing organizations, including the Nob Hill Highland Renaissance Corporation, the Nob Hill Business Association, and the Highland Business and Neighborhood Association could make sure that small businesses that are located in the plan area or interested in locating in the plan area have access to this information.
7. **Use MRA Financial Tools to Support the Development of Catalytic Projects within the MR Area Boundary** - The Central



Highland/Upper Nob Hill Master Plan identified two potential catalytic projects for the Metropolitan Redevelopment Area: Redevelopment of the Hiland Theater Area and redevelopment of the De Anza Motel and surrounding area. The De Anza Motel project has been partially implemented through the acquisition and conveyance of the motel property. The plan also identified general public improvements which are included in the movement systems and infrastructure parts of the Sector Plan.

Catalytic projects identified in the MRA plan include the following components:

- **De Anza Motel Area** - The De Anza project was included in the adopted MR plan and is partially implemented by the acquisition and disposition of the motel property. The catalytic project identifies redevelopment of surrounding properties as additional opportunities. Public improvements identified to support this project include:
 - 1) Adoption of mixed use zoning (to be accomplished through the adoption of the Sector Development Plan). The anticipated mix includes small retail, office, live/work units, and other residential development.
 - 2) Pedestrian improvements
 - 3) Parking improvements, including centralized parking courts/structures and parallel and head-in parking along side streets.

· Hiland Theater Area

- 1) Adoption of mixed use zoning (to be accomplished through the adoption of the Sector Development Plan). The anticipated mix includes retail, live/work units, apartments, lofts and townhouses.
- 2) Improved pedestrian environment, including traffic calming, median improvements, enlarged sidewalks. Streetscape improvements would include proper lighting, landscape and street furniture.
- 3) Parking improvements, including on-street parking along Central and parallel or head-in parking on side streets. Private parking at the rear of properties or in existing parking courts adjacent to Central.

Additional catalytic projects based on work done for the Sector Plan include:

- **Affordable Housing** - Acquire property for the development of mixed-income housing in the MR Area boundary or include affordable housing within the De Anza and Hiland Theater area projects. Mixed income housing could be in residential-only or mixed-use projects that incorporate retail, office, and residential uses. Both homeownership and rentals are appropriate. The goal is to provide diverse housing opportunities with subsidies and tax credits available to assist qualified low- and moderate-income buyers and renters.

- **Public Plaza** - Construct a public plaza in conjunction with metropolitan redevelopment projects. Potential locations on land in public ownership or within a public/private project are shown in Figure 26.

- **Centralized Public Parking** - The type of development envisioned along Central Avenue is difficult to accomplish without centralized parking facilities. Historically, development in Nob Hill has had less parking on site than is required by the City zoning code. Even with reduced parking requirements for commercial and residential development, it can be difficult to meet parking requirements on a single site without creating a suburban environment. Centralized parking through parking courts and parking structures is desirable. As described in the Movement Systems section of the Sector Development Plan, parking would be public and paid for with a combination of public and private funds.

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives, as elaborated in Section 5.A.; or they are established through zoning regulations, as elaborated in Section 5.B.



V. PLAN IMPLEMENTATION

PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Abbreviations and Acronyms used in the following table:

APD = Albuquerque Police Department
 APS = Albuquerque Public Schools
 CIP = Capital Improvements Project
 CNM = Central New Mexico Community College
 COA = City of Albuquerque
 DMD = Department of Municipal Development (COA)
 GABAC = Greater Albuquerque Bicycling Advisory Committee
 GARTC = Greater Albuquerque Recreational Trails Committee
 HBNA = Highland Business and Neighborhood Association
 LRTP = Long-range Transportation Plan
 MRA = Metropolitan Redevelopment Agency (COA)

MRCOG = Mid-Region Council of Governments
 NHHRC = Nob Hill Highland Renaissance Corporation
 NHBA = Nob Hill Business Association
 NHNA = Nob Hill Neighborhood Association
 NTMP = Neighborhood Traffic Management Program (COA)
 RFP = Request for proposals
 SBA = Small Business Administration (federal)
 SHPO = State Historic Preservation Office
 STEPS = Southeast Team for Entrepreneurial Success
 UNM = The University of New Mexico

A. Projects and Programs

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
A. MOVEMENT SYSTEMS							
Pedestrian/ Bicycle/ Vehicle Circulation	A-1	PC1, PC2, PC3, PC5, BC1, VC1, VC2	Capital Improvement Project	Develop a Streetscape Schematic Design Plan for Central Avenue between Girard and San Mateo Boulevards. Address the following elements: <ul style="list-style-type: none"> - Landscape buffering (shade trees, medians, bulb-outs, planting strips) - Pedestrian improvements (signalized crossings and crosswalks, sidewalks, ADA accessibility, signage alerting motorists of pedestrian and cyclist activity, addition of benches and seating along sidewalks, evaluation of unused curb cuts for closure) - Pedestrian-scale lighting - Traffic calming measures - Lane widths - Transit stops with seating and shade (coordinated with Modern Streetcar plan) - Way-finding - On-street parking - Public art - Impact of Central Blvd. lane reductions on Silver and Copper Aves. between Washington St. and San Mateo Blvd. 	Planning Department (COA)	Parks Management (COA); DMD (COA); Traffic Engineering Division (COA)	CIP; Individual projects already funded – see Appendix XX



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Pedestrian Circulation	A-2	PC1	Capital Improvement Project	Develop safe, visible crosswalks at existing traffic signals on Lead and Coal.	DMD (COA); Traffic Engineering Division (COA)	Lead-Coal Study (DMD, COA)	CIP
Pedestrian Circulation	A-3	PC1, PC3	Capital Improvement Project	Modify Coal and Lead to slow traffic and widen sidewalks to maximize unobstructed pedestrian movement, given existing constraints and room needed for bus stops, traffic signage, and landscaping.	Traffic Engineering Division (COA); Planning Department (COA)	Lead-Coal Study (Planning Department, COA)	CIP
Bicycle Circulation	A-4	BC3	Capital Improvement Project	Modify Lead and Coal Avenues to allow for installation of protected commuter bike lanes.	DMD (COA); Traffic Engineering Division		CIP
Pedestrian Circulation	A-5	PC4, PC5	Regulation - See Section 5B	Modify zoning to allow future development to orient toward alleyways.	Planning Department (COA)		N/A
Pedestrian Circulation	A-6	PC4	Program Enhancements	Maintain alleys. Residents should identify problem areas through Streets Hotline complaint system.	DMD (COA)	Solid Waste (COA); Residents	General Fund
Pedestrian Circulation	A-7	PC3, PC4	Community Initiative	Identify alleys suitable for public art or community gardens.	Community Organizations; Alley Gardens project	Property Owners; MRA/Planning (COA)	NA
Pedestrian Circulation	A-8	PC3, PC5	Capital Improvement Project	Establish pedestrian-scale lighting on Central, Lead, Coal, Zuni and Washington.	DMD (COA); MRA/Planning (COA)	PNM, Planning Department (COA)	CIP
Pedestrian Circulation	A-9	PC3	Capital Improvement Project	Identify, repair and widen sidewalks throughout plan area; ensure ADA accessibility. Coordinate with community organizations' volunteer surveys.	DMD (COA)	Planning Department (COA); Walk Albuquerque; Alliance for Active Living; UNM	CIP
Pedestrian Circulation	A-10	PC3, safety	Program Enhancement	Identify pedestrian pathways connecting schools, transit and commercial areas and ensure their safety as walking routes, such as the Highland walkway. Coordinate with community organizations for on-going surveys of sidewalks to ensure walkability.	Planning Department (COA); NHNA; NHHRC; NHBA; HBANA	DMD (COA); Walk Albuquerque; Alliance for Active Living; UNM	Safe Routes to School (federal program administered by NM-DOT)



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Pedestrian Circulation	A-11	PC3, safety	Program Enhancement	Improve code enforcement of private landscaping to ensure unobstructed sidewalk right-of-way for pedestrian use.	Code Enforcement (COA)	Residents; Neighborhood Associations	General Fund
Pedestrian Circulation	A-12	PC3, safety	Community Initiative	Report traffic problems to improve enforcement of traffic law violations (speeding and failure to stop), especially around schools.	Neighborhood and Business Associations	APD; Traffic Analyses (COA)	
Pedestrian Circulation	A-13	PC5	Community Initiative	Encourage outdoor seating and awnings adjacent to area businesses to provide shade and reduce heat build-up.	Property Owners	NHRC; NHBA; HBNA; CCR Zoning	
Pedestrian Circulation	A-14	PC5	Program Enhancement	Establish public art as part of all Capital Improvements in the plan area.	DMD/Public Art (COA)	Property Owners; Community Organizations; MRA/Planning (COA)	Public Art Program (COA)
Bicycle Circulation	A-15	BC2, BC3	Capital Improvement Project	Complete the installation of bike lanes and routes in plan area as designated in the Bikeways Master Plan (routes on Copper Ave. and Valverde Dr.; lanes on Carlisle Blvd., Lead Ave., Coal Ave., and Zuni Rd.).	DMD (COA)	Planning Department (COA); MRCOG; LRTP; GARTC; GABAC	CIP
Bicycle Circulation	A-16	BC2	Program Enhancement	Designate Silver Ave. between Washington St. and San Mateo Blvd. as a bike route; remove Central Ave. from Bikeways Master Plan as bike corridor due to safety concerns.	Parks and Recreation (COA)	MRCOG (LRTP process)	General Fund
Bicycle Circulation	A-17	BC1	Community Initiative	Provide public bicycle racks in existing shopping areas.	Property Owners; NHHRC; NHBA; HBNA; NHNA; Community Organizations	Zoning enforcement	
Bicycle Circulation	A-18	BC1	Community Initiative	Promote bicycle commuting and provide all-day bike storage for area employees.	Community Organizations; NHHRC; NHNA; NHBA; HBNA	Property Owners	
Vehicular Circulation	A-19	VC1, PC2	Program Enhancement	Assess the need for traffic calming measures on residential streets throughout plan area to slow through-traffic (i.e., stop signs, bulb outs, diverters, etc.).	DMD (COA); Traffic Engineering Division (COA)	Neighborhood Associations	CIP, NTMP
Transit	A-20	T1, PC5	Regulation – See Section 5B	Establish area around Hiland Theater as a TOD node with high density commercial and residential uses, consistent with Bernalillo County goal for the property. Work with streetscape planning efforts to coordinate adjacent Rapid Ride stop (and Streetcar stop in future phases).	Bernalillo County; ABQ Ride (COA)	ABQ Ride (COA); Planning Department (COA); Modern Streetcar Project	Modern Streetcar Project



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transit	A-21	T1, PC3, PC5	Capital Improvement Projects	Consolidate transit stops where possible (for Rapid Ride and Streetcar). Improve transit stops with shade, seating, and lighting. Coordinate stops with signalized mid-block crossings.	ABQ Ride (COA)	Modern Streetcar Project; Community Organizations	CIP
Transit	A-22	T1, PC3	Program Enhancement	Monitor and participate in HDR design guidelines for modern streetcar transit stop in the Nob Hill Historic Core. Coordinate with signalized mid-block crossings.	ABQ Ride (COA)	Modern Streetcar Project; Community Organizations	Modern Streetcar Project
Parking	A-23	P1	Capital Improvement Projects	Establish feasibility of north/south "parking streets" (such as Amherst St.) through a survey of existing rights-of-way and access requirements. Survey 100-blocks north and south of Central that appear to have sufficient right-of-way to verify right-of-way.	DMD (COA)	Planning Department (COA); Property Owners	CIP
Parking	A-24	P1, P3, CF-V7	Capital Improvement Project	Acquire land to establish public parking courts/structures to promote "park once" nodes. Wrap structures with retail businesses.	Planning Department (COA)	DMD (COA)	CIP, On-site parking fee for waivers, TIF district
Parking	A-25	P2	Program Enhancement	Promote development to eliminate large, unused parking lots.	Planning Department (COA); MRA/Planning (COA)	Property Owners	General Fund
Parking	A-26	P3	Community Initiative	Consider parking permits in residential areas that restrict parking for residents only between 5 pm and 8 am.	Residents; Community Organizations (to make request)	Parking Division (COA)	General Fund
B. COMMUNITY FORM							
Commercial – District 3	B-1	CF-District 3-1, CF-District 3-2	Program Enhancement	Develop a Corridor Plan for Lomas, including streetscape, land-use, and zoning to accommodate adequate planning for all four corners of the intersection with San Mateo.	Planning Department (COA)		General Fund, CIP
Residential - University Heights & Granada Heights	B-2	CF-University Heights & Grenada Heights-1	Program Enhancement	Survey University Heights and Granada Heights for potential eligibility as historic district and State or National Register nomination of individual properties.	Planning Department (COA)	SHPO	General Fund, SHPO



PLAN IMPLEMENTATION

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Residential	B-3	CF-University Heights & Grenada Heights-1; CF-Monte Vista / College View-1, 2	Program Enhancement	Develop and disseminate handbook on historic character of Central Albuquerque neighborhoods, including guidelines for rehabilitation. In the interim, reprint and disseminate the University Neighborhoods History Handbook to Nob Hill Highland homeowners.	Planning Department (COA)	Neighborhood Associations; Community Organizations	General Fund, SHPO
Public Facilities/Community Services	B-4	PF/CS1	Program Enhancement	Establish a system for periodically meeting with the community and APS to explore ways to share grounds, recreational facilities, and buildings with the broader community.	Planning Department (COA)	APS; Parks & Recreation (COA); Family & Community Services; Community Organizations; Neighborhood Associations	General Fund
Streetscapes and Parks	B-5	S&P-1, S&P-2	Capital Improvement Project	Landscape existing medians throughout the Plan area to prevent run-off, address heat island effect, and assist in safe pedestrian crossing.	DMD (COA)	Parks Management (COA)	CIP
Streetscapes and Parks	B-6	S&P-4	Capital Improvement Project	Establish public plazas (possibly at the De Anza Motor Lodge and/or the Hiland Theater).	Property Owners	MRA/Planning (COA)	CIP
Streetscapes and Parks	B-7	S&P-5	CIP	Improve streetscape of Carlisle Boulevard to soften impact of traffic on adjacent residential properties and improve pedestrian safety and aesthetic environment.	DMD (COA)		CIP

PLAN IMPLEMENTATION

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
C. INFRASTRUCTURE							
Infrastructure	C-1	I1	Capital Improvements Project	Make upgrades to the drainage system in the Campus Wash Drainage Basin, taking into account future road construction in the Plan area and results of the Campus Drainage study, particularly regarding improving the water carrying capacity of Central Avenue with additional inlet infrastructure, as well as changing the flood designation of Central Avenue.	DMD (COA)	Planning Department (COA)	CIP
D. ECONOMIC VITALITY							
Economic Vitality	D-1	EV-2	Program Enhancement/ Community Initiative	Establish TIF District to support the redevelopment of the De Anza Motel and other catalytic projects.	Planning Department (COA)	Private Developers	General Fund
Economic Vitality	D-2	EV-1, EV-2	Community Initiative	Create an incentive plan for commercial property owners with a low occupancy rate to encourage leasing of shops to small and independently-owned businesses.	NHHRC; NHBA	Property Owners	
Economic Vitality	D-3	EV-1, EV-2	Community Initiative	Actively recruit new businesses to the area.	NHHRC; HBNA; NHBA		
Economic Vitality	D-4	EV-1, EV-2	Community Initiative	Create a Business Improvement District (BID) in the area, where property owners and businesses share the costs of implementing specific improvements and programs.	Business and property owners		
Economic Vitality	D-5	EV-1, EV-2, EV-3, EV-4	Program Enhancement	Fund land acquisition and public improvements in support of catalytic projects within the Metropolitan Redevelopment area.	MRA/Planning (COA)	NHHRC; NHBA; HBANA	General Fund; TIF district; Grants; State Legislature Appropriations; City Metropolitan Redevelopment Fund
Economic Vitality	D-6	EV-1	Community Initiative	Gather and disseminate information on small business development resources.	NHHRC; HBANA; NHBA	Department of Economic Development (COA); CNM	Federal SBA; STEPS



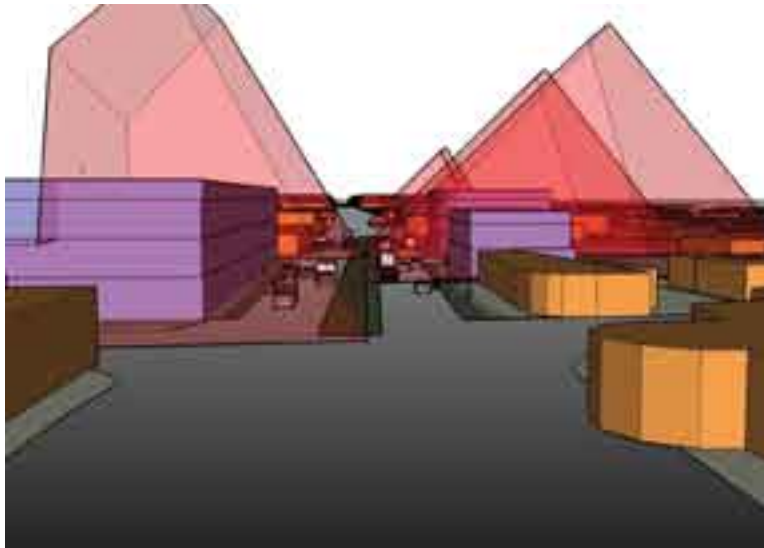
B. Regulations

1. Zoning – Commercial Districts

As a result of the 1987 Nob Hill Sector Plan the primary zoning along Central Avenue in the Historic Core and Emerging Nob Hill districts was changed to CCR (Community Commercial Residential) and OR (Office Residential). The primary purpose of these zone changes was to create the opportunity for mixed residential and commercial use along the corridor and to provide a better transition of uses with surrounding residential areas. Over time the community became interested in modifying the zones to provide more design control and predictability to support their vision for the future of these commercial districts. One of the objectives was to develop better control of building height since the underlying R-2, R-3, C-2 and O-1 zones utilize a 45 degree and 60 degree solar envelope to allow buildings to exceed 26 feet. Analysis of the development potential under

the existing CCR zone, particularly if half or full block developments were to occur, showed the potential for five to seven story building heights in those locations. Another objective was to provide additional design standards to help insure the creation of the future character of the commercial districts as described in the 1987 Nob Hill Sector Plan and the more recent Metropolitan Redevelopment Master Plan for Central – Highland - Upper Nob Hill area. This would include standards governing building height and massing, façade design, building set back and parking area design. The existing commercial zoning in the “Highland” district is primarily C-2 with a small amount of C-1 adjacent to Copper Avenue. This zoning does not allow for the mix of residential and commercial activity that is a major community goal for the Boulevards and Avenues in the Nob Hill Highland Sector Plan Area and that was described in the Metropolitan Redevelopment Master Plan for Central/Highland/Upper Nob Hill area.

The zoning proposed by this Sector Development Plan creates a “form based” version of the CCR zone (CCR-1,CCR-2 and CCR-3) and develops three distinct zoning areas to allow for the variation of requirements for the three commercial districts: Route 66 Historic Core, Emerging Nob Hill and the Highland District. There are two OR zones (OR-1 and OR-2) proposed to allow for the same variation of requirements as you move toward the future metropolitan redevelopment area west of Carlisle. The new zones that are proposed do not change the current permissive uses of the existing zones CCR and OR zones. The proposed CCR-3 does modify the existing C-2 and C-1 zones in that area by the elimination of alcoholic beverage sales for off-premise consumption, drive up windows and outdoor motor vehicle and trailer sales as permissive uses. The new zone does, however, add R-3 permissive uses to the current C-2 and C-1 zoned areas.



A key component of these proposed zoning requirements in the commercial districts is a map that establishes the Allowable Building Heights in the area. (See Figure 31)

The objective of these commercial zoning proposals is to realize the goals of the Nob Hill/Highland community as described in this Plan while at the same time creating opportunities, not hardships, for existing property owners. As stated many times at community meetings the desire is to stimulate private and public investment in this unique area that will build on the success of the Historic Nob Hill area and help the Emerging Nob Hill and Highland areas transition from a suburban auto oriented environment to a walkable, pedestrian oriented urban setting with mixed residential, commercial and entertainment opportunities.

CCR-1, CCR-2, CCR-3 and OR-1, OR-2

All of the properties within the CCR-1,2&3 and the OR-1&2 will be governed by a maximum height requirement that will replace the existing solar envelope regulation and will create a consistency of "street wall" massing in these areas. These heights will be defined by an Allowable Building Heights map.

Avenues and Boulevards

The properties fronting on the "Avenues" (Central, Copper, Silver, Coal) and "Boulevards" (Girard, Monte Vista, Carlisle, Lomas and San Mateo) that are within the CCR zone area will have a specific set of requirements that will be focused on enhancing their role as an "Urban Street". These requirements will relax or lessen the current regulations for minimum lot size, building setback, building density, parking and usable open space. The CCR-1,2 & 3 zones will regulate the location of buildings and parking relative to the street and internal property lines and will require conformance to specific architectural form and design requirements directed at creating an active and pedestrian oriented urban street.

Streets, Drives and Roads

The properties fronting on the "Streets" (Washington, Adams, Jefferson, Madison, Monroe, Quincy, Jackson, Manzano and Truman), the "Drives" (Dartmouth, Richmond, Bryn Mawr, Wellesley, Tulane, Amherst, Hermosa, Solano Aliso, Morningside, Montclair, Sierra, Graceland and Val Verde) as well a small section of Zuni Road that are within the CCR or OR zone areas will have two options within the zone. These areas are important to the creation of the mixed use urban vision of the Sector Plan but in some cases specific properties present unique development challenges due to

their size, existing buildings, lack of abutting alleys, etc. This is especially true in the Highland area. In response to this the CCR and OR zones offer two alternative development options, "Urban Streets" and "Conventional". If a property owner chooses to redevelop his or her property under the "Urban Street" option then they will take advantage of the benefits of lower parking requirements, relaxed building setback requirements, etc. that are intended to help the property owner "do the right thing" relative to the goals of the community and of this Plan. If, on the other hand, the property owner decides that they don't want to conform to the "Urban Street" requirements they have the option to develop their property under the "Conventional" option. This means that they will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of those requirements governing use and height which has been redefined by the CCR-1,2,3 and OR-1,2 zones.

The following are more detailed descriptions of elements of the proposed Commercial District Zones.

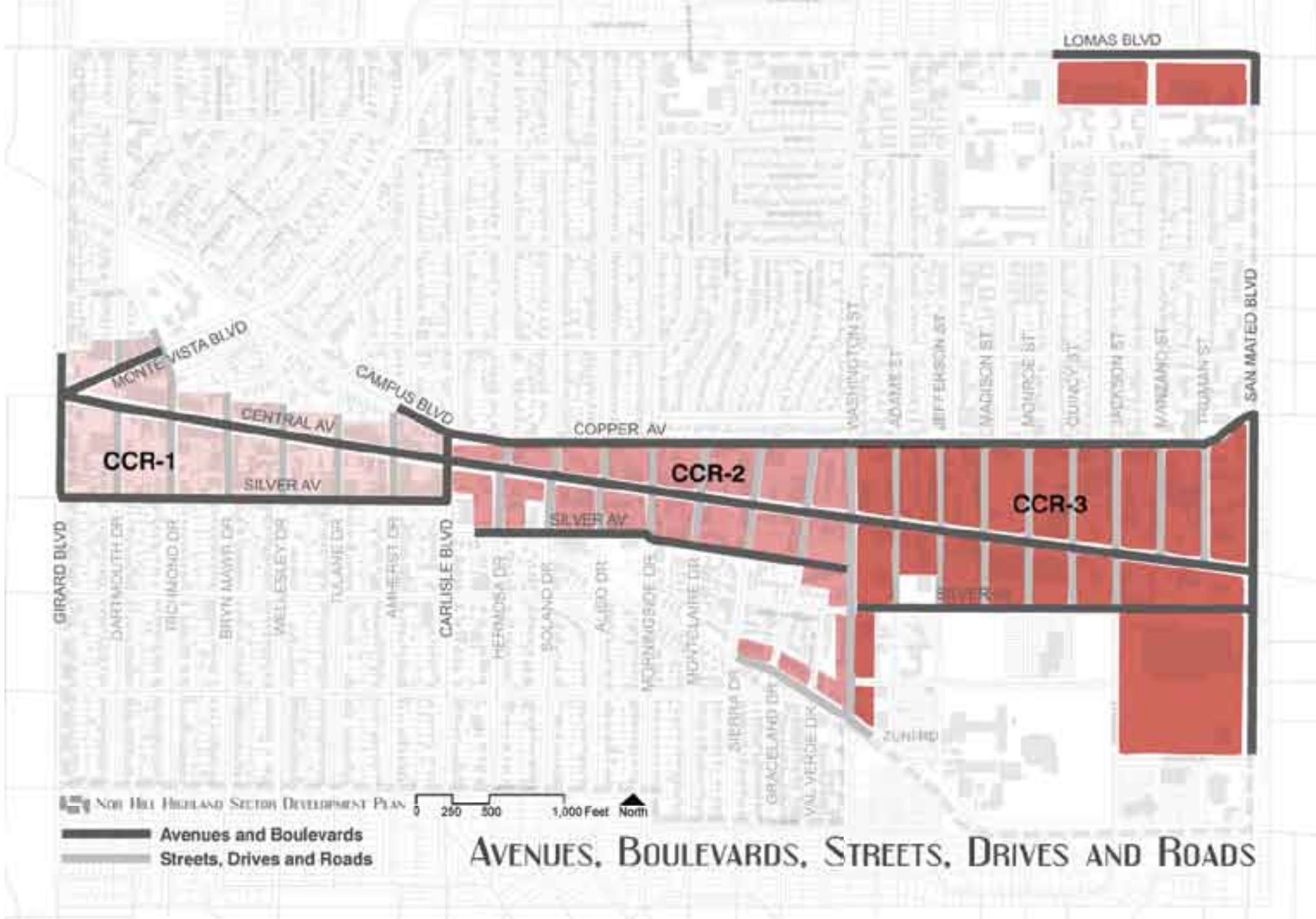


Figure 28: Avenues, Boulevards, Streets, Drives and Roads

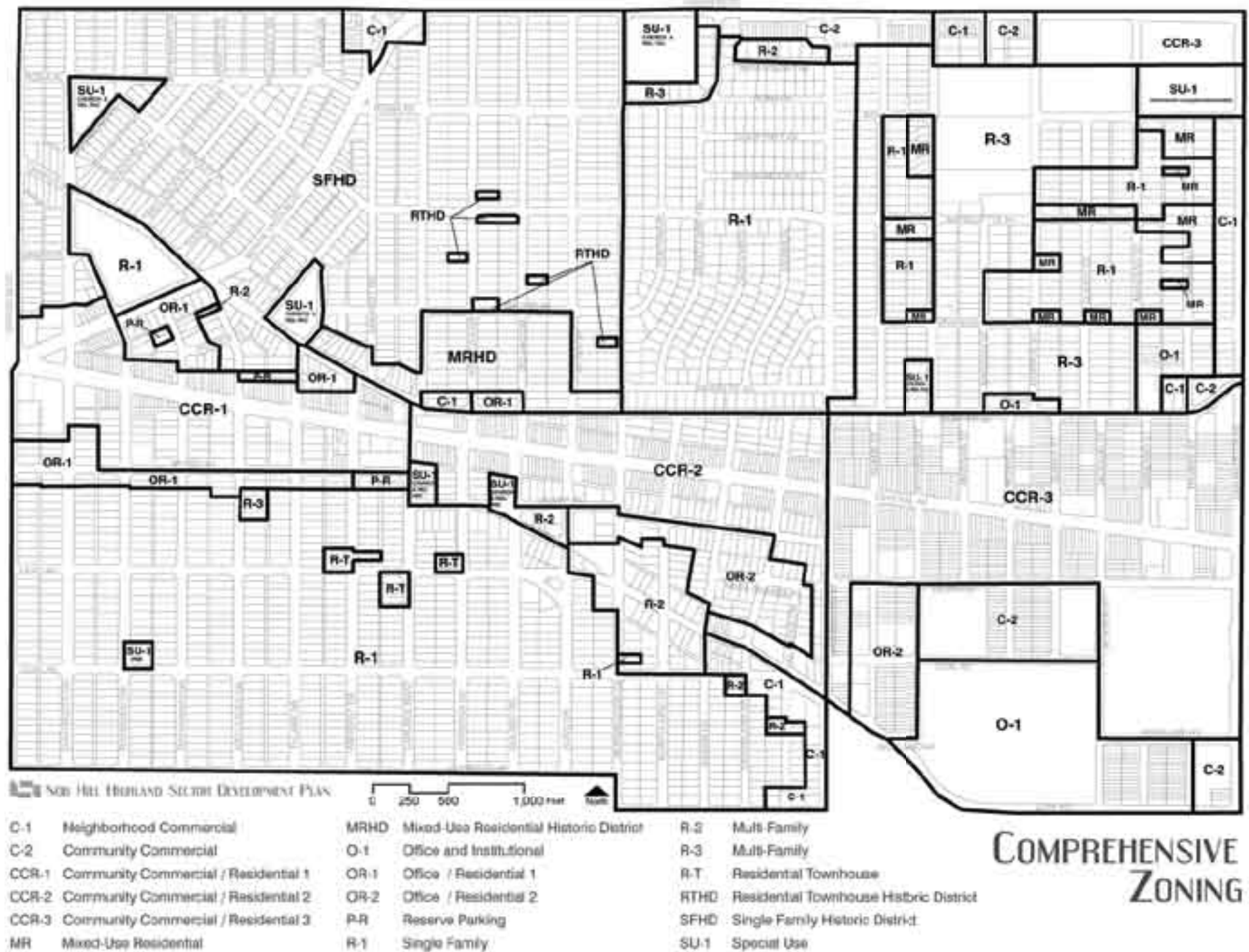


Figure 29: Comprehensive Zoning



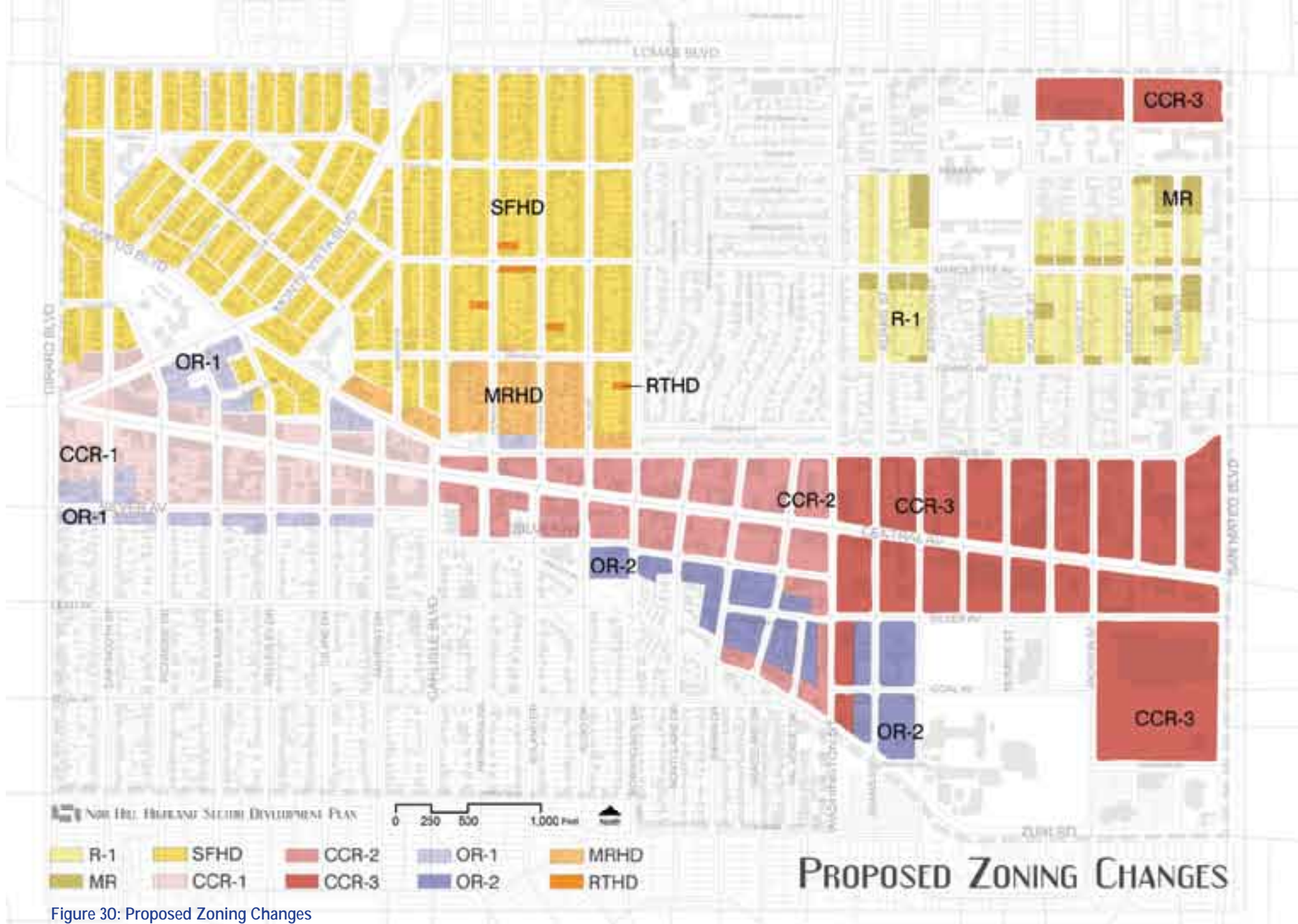


Figure 30: Proposed Zoning Changes

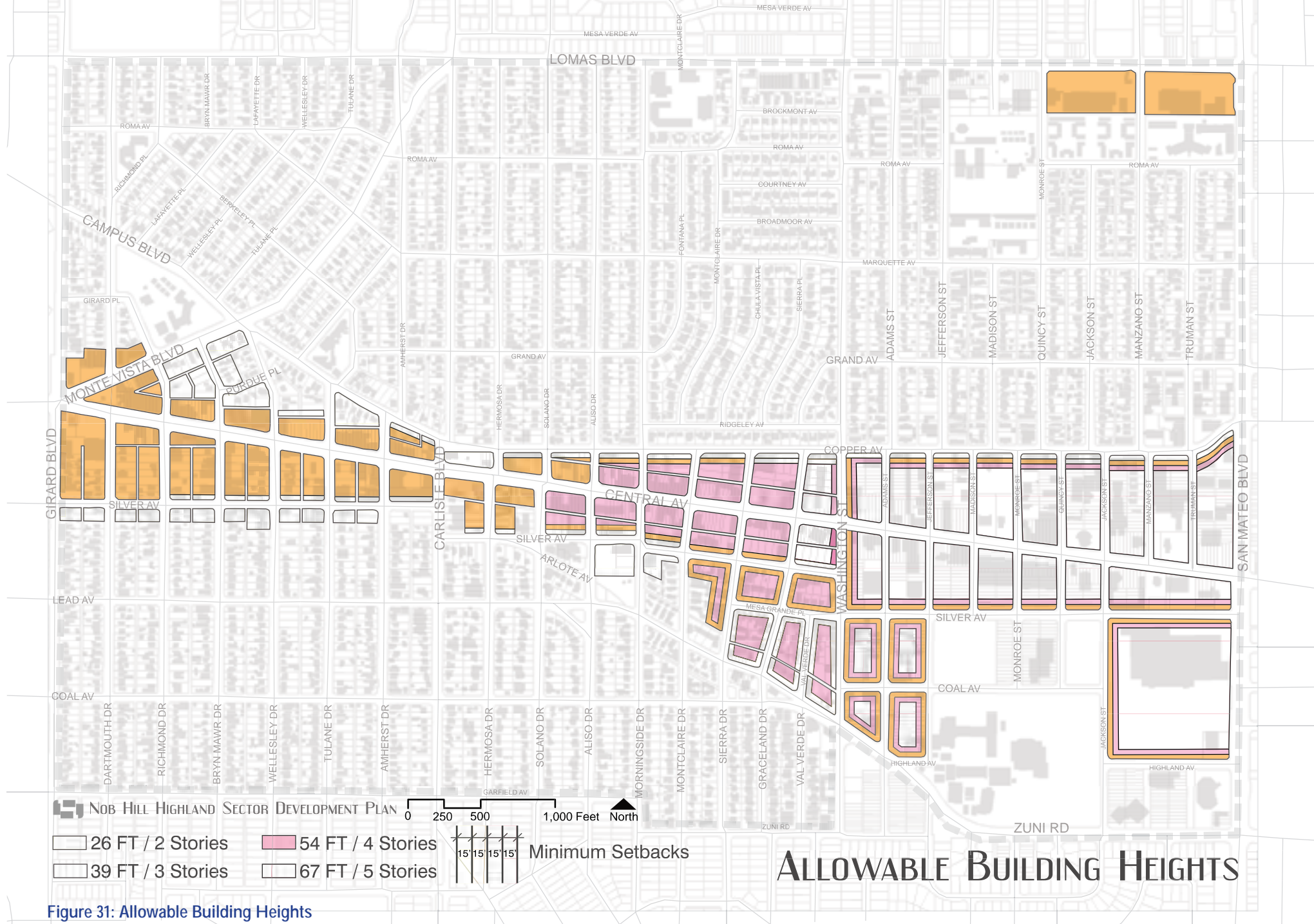


Figure 31: Allowable Building Heights



Community Commercial/Residential One - CCR-1

1. General Rules: Uses

The Community Commercial/Residential One (CCR-1) land use category corresponds to the R-3 Zone for residential uses and the C-2 zone for non-residential uses with the following exceptions:

- Alcoholic beverage sales for off-premise consumption are not allowed.
- Drive-up service windows are not allowed.
- Outdoor motor vehicle or trailer sales, retail, service, repair, and/or storage shall be separated from Central Avenue by a building. For the purpose of the CCR Land Use Category, "building" means a structure enclosed on all side by walls and roofs.
- There is no maximum floor area ratio or density limit for R-3 residential uses.



2. Architecture: Form & Elements

- The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
- All other ground floor and upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.

* Fenestration (Def.) - "The arrangement, proportioning of doors and windows in a building"

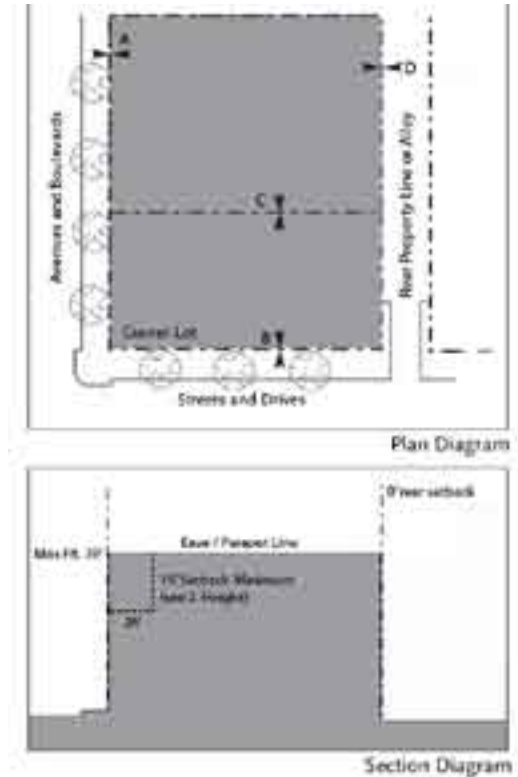
** Facade (Def.) - "The front of a building"

- Building frontages on alleys shall have ground floor windows no higher than 60" finished grade at building and shall be designed with 40%-90% of the building frontage glazed.
- Window glass shall be clear with light transmission between exterior and interior:
 - 90% minimum for the ground story (within nine feet of the sidewalk elevation); and
 - 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
- Façade fenestration design should maintain the established window and door proportions of the block.
- Placement- openings shall occur along street façades at thirty feet (30') on center minimum; openings to be three foot (3') wide minimum.
- Entrance - each ground floor building shall have 1 entrance minimum for each thirty feet (30') or less of building frontage length on street frontage.
- Articulation - building façade at front and side street shall change each twenty five (25') minimum in height, or setback, or material.
- Awnings, arcades and balconies are permitted.
- Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
- Where setback buildings currently exist the streetwall shall be strengthened through use of solid vertical landscaping and low walls.

3. Signage and Lighting

(See General Regulations page)

A. Building Placement and Height



1. Setbacks

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

- A. Front Build to Line: 0" to twelve inches (12")
- B. Side Street Setback: 0"
- C. Side yard Setback: 0"
- D. Rear Setback: 0"

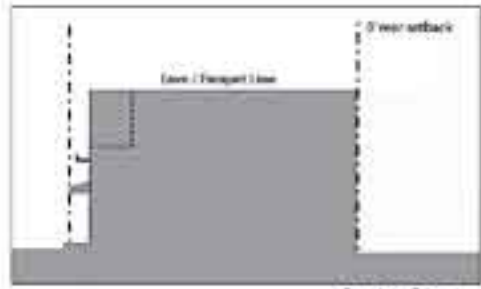
2. Height

Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

- Maximum: 3 stories/39' transition to 26', see Allowable Building Heights Plan.
- Decorative variations in the parapet height are allowed up to an additional 5%; and

B. Building Frontage and Profile

Plan Diagram



Section Diagram

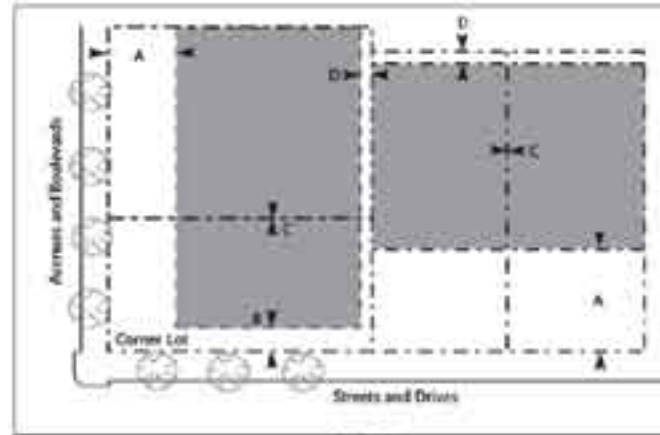
- Architectural features, such as towers, are allowed up an additional 15% height (limited to 5% of building foot print) above the decorative variations in parapet height.

1. Encroachments Allowed

Arcades, balconies and awnings may encroach over the Public Right of Way [ROW] at streets. Encroachments into public ROW shall follow existing COA regulations.

2. Frontage Types Allowed

Arcade, shop front and forecourt (see Frontage Types Page 89).

C. Parking Placement

Plan Diagram

1. Parking Requirements

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

- Front Setback: 30% of lot depth minimum or 50', whichever is less
- Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
- Side Setback: 0" minimum
- Rear Setback: five foot (5') minimum

Parking requirements below are subject to reductions due to credits allowed by the zone code:

- 1 space/bedroom, 2 spaces maximum/DU
- 3 parking spaces: commercial or retail per 1000 s.f.
- 1 parking space: restaurants, per each 4 seats
- 1 parking space: per hotel room

Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or

rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.

Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping.

2. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas.

D. Option: "Urban Street"/Conventional

All properties fronting on an **avenue** or a **boulevard** in this zone will be required to conform to these "urban street" regulations.

Properties fronting on a **drive** or a **street** have the option of developing under these "urban street" regulations or choosing the "conventional" option.

"Conventional" Option

The "conventional" option means that the project will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of use and height which has been redefined by this CCR zone (or OR Zone depending on which zone is applicable).

Community Commercial/Residential Two - CCR-2

1. General Rules: Uses

The Community Commercial/Residential Two (CCR-2) land use category corresponds to the R-3 Zone for residential uses and the C-2 zone for non-residential uses with the following exceptions:

- Alcoholic beverage sales for off-premise consumption are not allowed.
- Outdoor motor vehicle or trailer sales, retail, service, repair, and/or storage shall be separated from Central Avenue by a building. For the purpose of the CCR Land Use Category, "building" means a structure enclosed on all side by walls and roofs.
- There is no minimum floor ratio or density limit for R-3 residential uses.



2. Architecture: Form & Elements

- The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
- All other ground floor and upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.
- Building frontages on alleys shall have ground floor windows no higher than 60" finished grade at building and shall be designed with 40%-90% of the building frontage glazed.

* Fenestration (Def.) - "The arrangement, proportioning of doors and windows in a building"

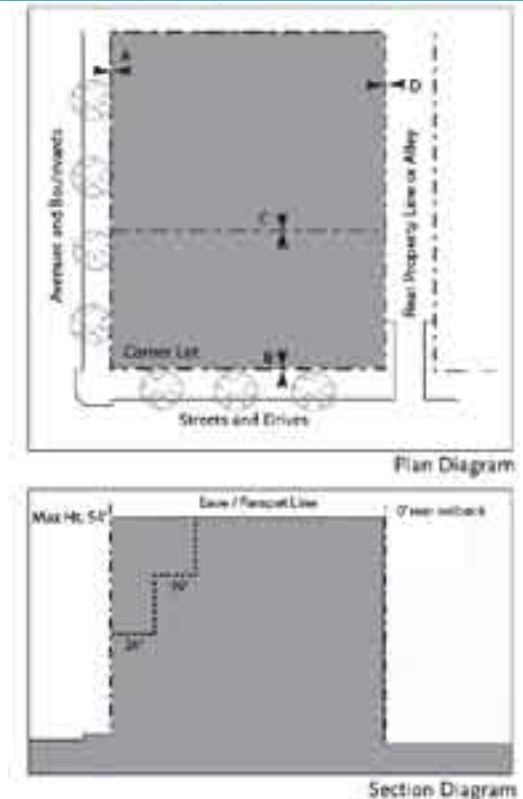
** Facade (Def.) - "The front of a building"

- Window glass shall be clear with light transmission between exterior and interior:
 - 90 % minimum for the ground story (within nine feet of the sidewalk elevation); and
 - 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
- Placement- openings shall occur along street façades at thirty feet (30') on center minimum; openings to be three foot (3') wide minimum.
- Entrance - each ground floor use shall have 1 entrance minimum for each thirty feet (30') or less of building frontage length on street frontage.
- Articulation - building façade at front and side street shall change each twenty five feet (25') minimum in height, or setback, or material.
- Awnings, arcades and balconies are permitted.
- Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
- Drive-thru type buildings allowed only in rears of properties or on sides of properties provided that the service window and any associated order board are located at least fifty feet (50') from any residential zone and screened by a structure or wall at least six feet (6') in height.
- Where setback buildings currently exist the streetwall shall be strengthened through use of solid, vertical landscaping and low walls

3. Signage and Lighting

(See General Regulations page)

A. Building Placement and Height



1. Setbacks

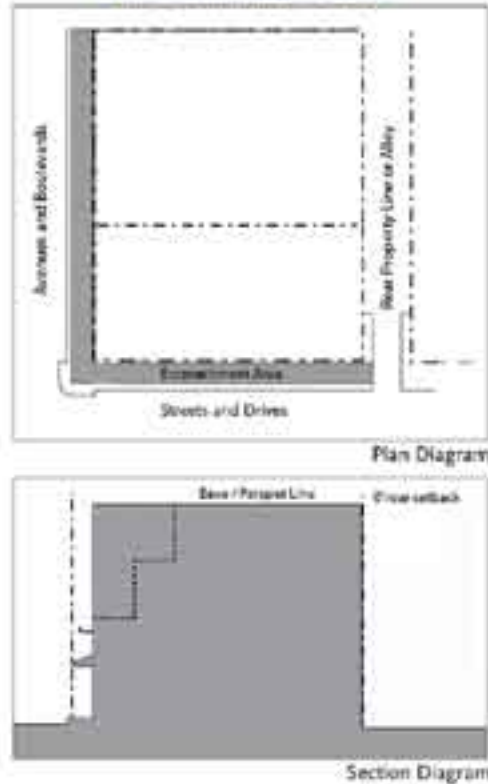
Buildings shall be placed within the shaded area as shown in the above diagram.

- Front build to line: 0" to twelve inches (12")
- Side Street Setback: 0"
- Side yard Setback: 0"
- Rear Setback: 0"

2. Height

Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

- Maximum: 4 stories/54' with lower heights, see Allowable Building Heights Plan.
- Decorative variations in the parapet height are allowed up to an additional 5%; and

B. Building Frontage and Profile

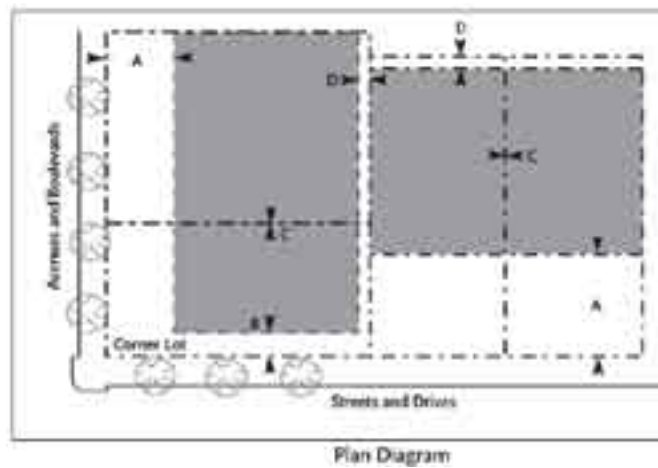
- Architectural features, such as a tower, are allowed up an additional 15% height (limited to 5% of building footprint) above the decorative variations in parapet height.

1. Encroachments Allowed

Arcades, balconies and awnings may encroach over the Public Right of Way [ROW] at side streets. Encroachments into public ROW shall follow existing COA regulations.

2. Frontage Types Allowed

Arcade, shop front and forecourt (see Frontage Types Page 89).

C. Parking Placement**1. Parking Requirements**

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

- Front Setback: 30% of lot depth minimum or 50' whichever is less.
- Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
- Side Setback: 0" minimum
- Rear Setback: five foot (5') minimum

Parking requirements below are subject to reductions due to credits allowed by the zone code:

- 1 space/bedroom, 2 spaces maximum/DU
- 3 parking spaces: commercial or retail per 1000 s.f.
- 1 parking space: restaurants, per each 4 seats
- 1 parking space: per hotel room

Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or

rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.

Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping.

2. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas.

D. Option: "Urban Street"/Conventional

All properties fronting on an **avenue** or a **boulevard** in this zone will be required to conform to these "urban street" regulations.

Properties fronting on a **drive** or a **street** have the option of developing under these "urban street" regulations or choosing the "conventional" option.

"Conventional" Option

The "conventional" option means that the project will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of use and height which has been redefined by this CCR zone (or OR Zone depending on which zone is applicable).

Community Commercial/Residential Three - CCR-3

1. General Rules: Uses

The Community Commercial/Residential Three (CCR-3) land use category corresponds to the R-3 Zone for residential uses and the C-2 zone for non-residential uses with the following exceptions:

- Outdoor motor vehicle or trailer sales, retail, service, repair, and/or storage shall be separated from Central Avenue by a building. For the purpose of the CCR Land Use Category, "building" means a structure enclosed on all side by walls and roofs.
- There is no maximum floor area ratio or density limit for R-3 residential uses.



2. Architecture: Form & Elements

- The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of not less than 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
- All other ground floor upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.
- Window glass shall be clear with light transmission between exterior and interior:
 - 90% minimum for the ground story (within nine feet of the sidewalk elevation); and
 - 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).

* Fenestration (Def.) - "The arrangement, proportioning of doors and windows in a building"

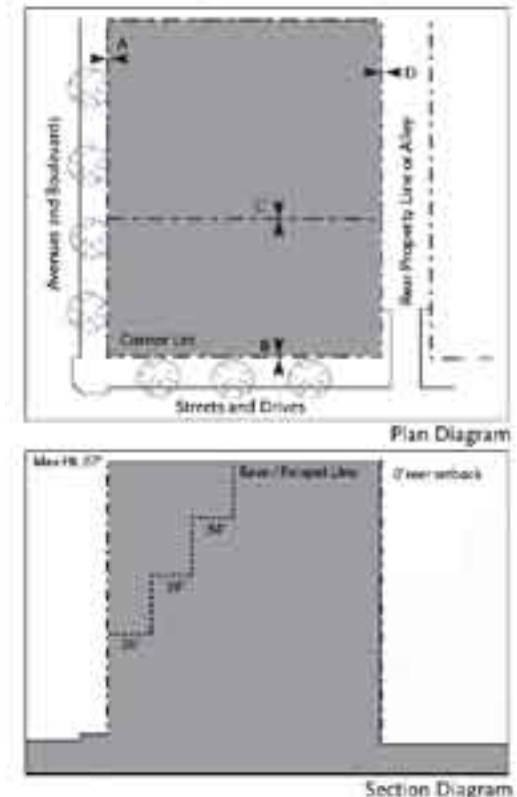
** Facade (Def.) - "The front of a building"

- Placement- openings shall occur along street façades at thirty feet (30') on center minimum; openings to be three foot (3') wide minimum.
- Entrance - each ground floor use shall have 1 entrance minimum for each thirty feet (30') or less of building frontage length on street frontage.
- Articulation - building façade at front and side street shall change each twenty five feet (25') minimum in height, or setback, or material.
- Awnings, arcades and balconies are permitted.
- Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
- Drive-thru type buildings allowed only in rears of properties or on sides of properties provided that the service window and any associated order board are located at least fifty feet (50') from any residential zone and screened by a structure or wall at least six feet (6') in height.
- Where setback buildings currently exist the streetwall shall be strengthened through use of solid, vertical landscaping and low walls

3. Signage and Lighting

(See General Regulations page)

A. Building Placement and Height



1. Setbacks

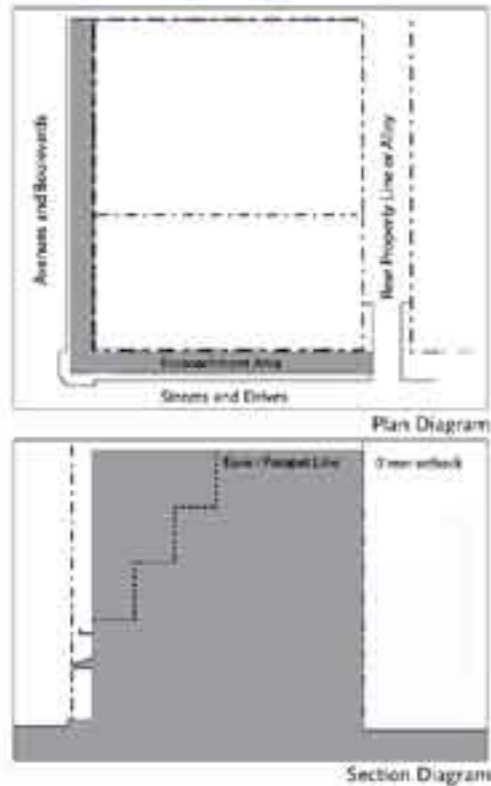
Buildings shall be placed within the shaded area as shown in the above diagram.

- A. Front build to line: 0" to twelve inches (12")
- B. Side Street Setback: 0"
- C. Side yard Setback: 0"
- D. Rear Setback: 0"

2. Height

Building height shall be measured in feet from grade as defined in the zoning code [on site] to top of parapet or midpoint of pitch.

- Maximum: 5 stories/67' and transitions to lower heights, see Allowable Building Heights Plan.
- Decorative variations in the parapet height are allowed up to an additional 5%; and

B. Building Frontage and Profile

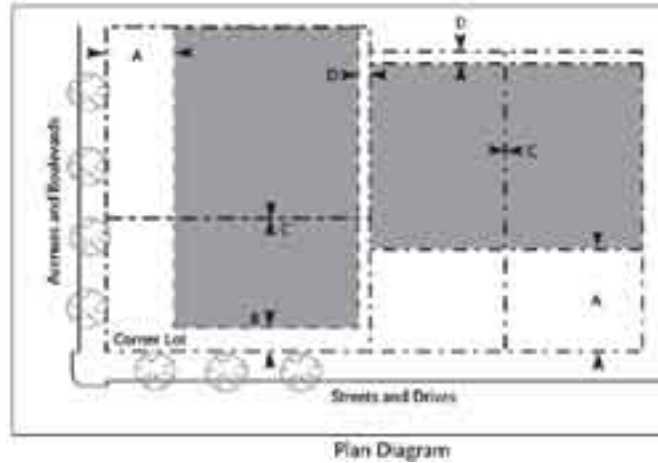
- Architectural features, such as a tower, are allowed up an additional 15% height (limited to 5% of building footprint) above the decorative variations in parapet height and are limited to 5% of floor area.

1. Encroachments Allowed

Arcades, awnings and balconies may encroach over the Public Right of Way [ROW] at side streets. Encroachments into public ROW shall follow existing COA regulations.

2. Frontage Types Allowed

Arcade, shop front and forecourt (see Frontage Types Page 89).

C. Parking Placement**1. Parking Requirements**

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

- Front Setback: 30% of lot depth minimum or 50', whichever is less.
- Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
- Side Setback: 0" minimum
- Rear Setback: five foot (5') minimum

Parking requirements below are subject to reductions due to credits allowed by the zone code:

- 1 space/bedroom, 2 spaces maximum/DU
- 3 parking spaces: commercial or retail per 1000 s.f.
- 1 parking space: restaurants, per each 4 seats
- 1 parking space: per hotel room

Vehicular access is permitted only from side street or alley on block frontages of 300 feet or less. Blocks longer than 300 feet may have one access point from fronting street. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.

Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping.

2. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas.

D. Option: "Urban Street"/Conventional

All properties fronting on an **avenue** or a **boulevard** in this zone will be required to conform to these "urban street" regulations.

Properties fronting on a **drive** or a **street** have the option of developing under these "urban street" regulations or choosing the conventional option.

"Conventional" Option

The "conventional" option means that they will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of use and height which has been redefined by this CCR zone (or OR Zone depending on which zone it is in).

Office/Residential One - OR-1



1. General Rules: Uses

The OR Office/Residential One (OR-1) land use category corresponds to the R-2 Zone for residential uses and the O-1 Zone for non-residential uses:

- Conditional Uses
 - Uses listed as permissive in the R-C Zone; floor area requirements do not apply.
 - Existing non-conforming uses are to be treated as approved conditional uses.
- Drive-thru building type not allowed in this category.
- There is no maximum floor area ratio or density limit for R-2 residential uses.

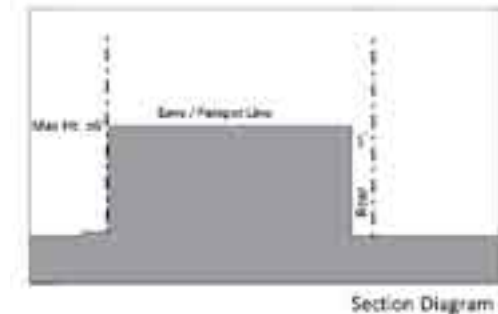
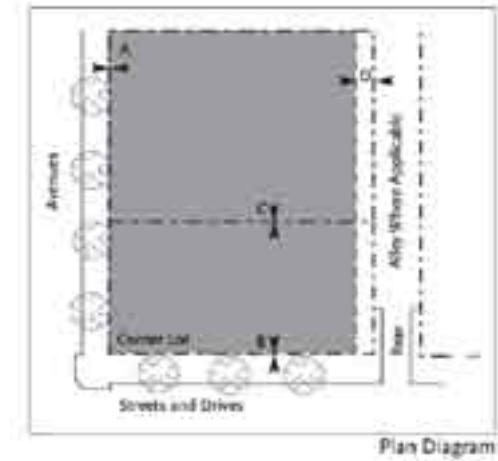
2. Architecture: Form & Elements

- Placement- openings shall occur along street façades at thirty feet (30') on center minimum; openings to be three feet (3') wide minimum.
- Ground floor building frontage shall be designed with 30-70% of the building frontage length glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- Entrance - There shall be at least 1 functioning entry door for every thirty feet (30') of building frontage length on street frontages.
- Articulation - building façade at front and side street shall change each twenty five feet (25') minimum in height, or setback, or material.
- Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.

3. Signs

According to general sign regulations in the COA Zoning Code.

A. Building Placement and Height



1. Setbacks

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

- A. Front Build to Line: 0' - 8' per lot
- B. Side Street Setback: five feet (5')
- C. Side yard Setback: 0'
- D. Rear Setback: five feet (5')

2. Height

Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

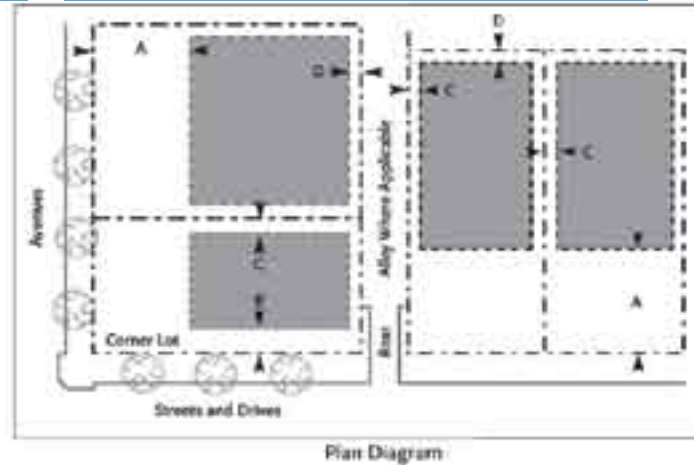
- Maximum: 2 stories/twenty six feet (26') high maximum, see Allowable Building Heights Plan.

B. Building Frontage and Profile**1. Encroachments Allowed**

No encroachments allowed.

2. Frontage Types Allowed

Arcade, shop front and forecourt (see Frontage Types Page 89).

C. Parking Placement**1. Parking Requirements**

On-site parking is allowed only in the shaded areas as shown above and defined in the text below.

- A. Front Setback: 30% of lot depth minimum, unless below grade
- B. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
- C. Side yard Setback: five feet (5') minimum
- D. Rear Setback: five feet (5') minimum

Parking requirements below are subject to reductions due to credits allowed by the zone code:

- Office: 3 per 1,000 square feet
- Residential: 1 space/bedroom, 2 spaces maximum.

Vehicular access is permitted only from the side streets and from an alley.

Existing garages at rears of properties of existing access drives from streets are permitted.

Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping.

2. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas.

D. Option: "Urban Street"/Conventional

All properties fronting on an **avenue** or a **boulevard** in this zone will be required to conform to these "urban street" regulations.

Properties fronting on a **drive** or a **street** have the option of developing under these "urban street" regulations or choosing the "conventional" option.

"Conventional" Option

The "conventional" option means that the project will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of use and height which has been redefined by this OR zone (or CCR Zone depending on which zone is applicable).

Office/Residential Two - OR-2



1. General Rules: Uses

The OR Office/Residential land use category corresponds to the R-2 Zone for residential uses and the O-1 Zone for non-residential uses:

- Conditional Uses
 - Uses listed as permissive in the R-C Zone; floor area requirements do not apply.
 - Existing non-conforming uses are to be treated as approved conditional uses.
- Drive-thru type building type not allowed in this category.
- There is no maximum floor area ratio or density limit for R-2 residential uses.

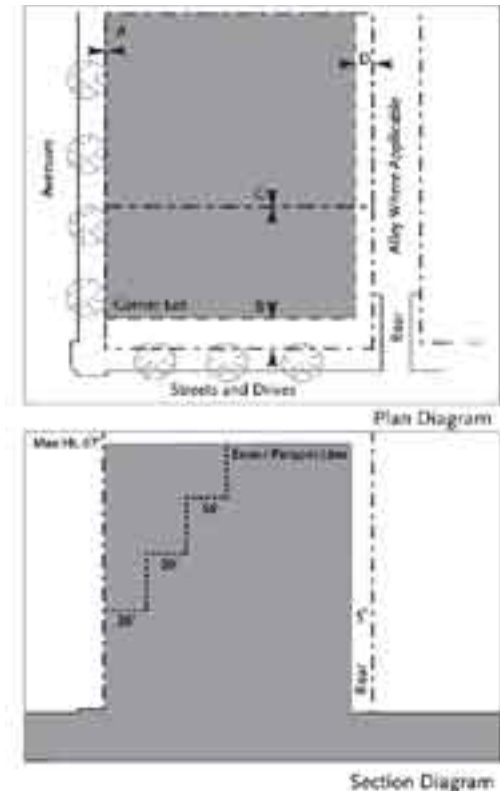
2. Architecture: Form & Elements

- Placement- openings shall occur along street façades at thirty feet (30') on center minimum; openings to be three feet (3') wide minimum.
- Ground floor building frontage shall be designed with 30-70% of the building frontage length glazed, with the window sill no higher than thirty inches (30") above the finished floor.
- Entrance - There shall be at least 1 functioning entry door for every thirty feet (30') of building frontage length on street frontages.
- Articulation - building façade at front and side street shall change each fifty feet (50') minimum in height, or setback, or material.
- Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.

3. Signs

According to general sign regulations in the zoning code.

A. Building Placement and Height



1. Setbacks

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

- A. Front Build to Line: 0' - 8' per lot
- B. Side yard Setback: 0'
- C. Rear Setback: five feet (5')

2. Height

Building height shall be measured in feet from grade as defined in the zoning code [on site] to top of parapet or midpoint of pitch.

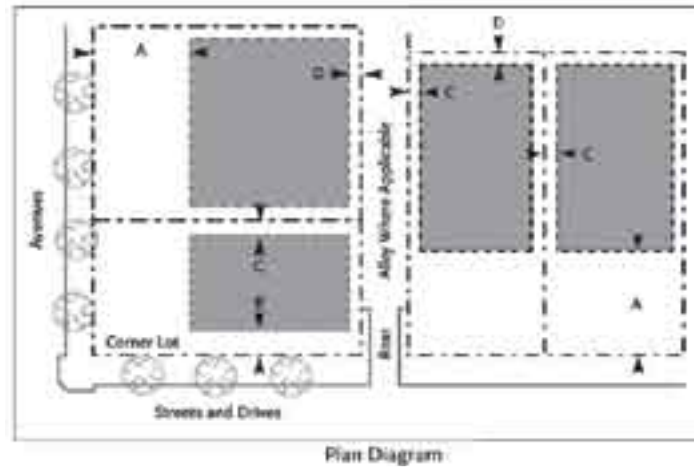
- Maximum: 3 stories/thirty-nine feet (39') high to 5 stories/sixty-seven (67') high, see Allowable Building Heights plan.

B. Building Frontage and Profile**1. Encroachments Allowed**

No encroachments allowed.

2. Frontage Types Allowed

Arcade, shop front and forecourt (see Frontage Types Page 89).

C. Parking Placement**1. Parking Requirements**

On-site parking is allowed only in the shaded areas as shown above and defined in the text below.

- A. Front Setback: 30% of lot depth minimum, unless below grade
- B. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
- C. Side yard Setback: five feet (5') minimum
- D. Rear Setback: five feet (5') minimum

Parking requirements below are subject to reductions due to credits allowed by the zone code:

- Office: 3 per 1,000 square feet
- Residential: 1 space/bedroom, 2 spaces maximum/DU

Vehicular access is permitted only from sides streets and the alley. Parking garages shall have liner buildings at all street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; provided, however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.

Existing garages at rears of properties of existing access drives from streets are permitted.

Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping.

2. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas.

D. Option: "Urban Street"/Conventional

All properties fronting on an **avenue** or a **boulevard** in this zone will be required to conform to these "urban street" regulations.

Properties fronting on a **drive** or a **street** have the option of developing under these "urban street" regulations or choosing the "conventional" option.

"Conventional" Option

The "conventional" option means that the project will be required to meet the requirements of the traditional C-2, R-2, R-3 and O-1 zones, as defined in the City of Albuquerque Zoning Code, with the exception of use and height which has been redefined by this OR zone (or CCR Zone depending on which zone is applicable).

General Regulations

1. Signage

- One projecting sign, not to project more than 30" may be allowed for each business provided:
 - sign is separated by at least 25' from any other projecting sign, and
 - there is not another sign for the same business on the premises.
 - sign heights shall not exceed 5' above the height of a building [parapet or midpoint of pitched roof].
- Wall signs shall not exceed 20% of a building front's façade area.
- Illumination, motion: in addition all regulations in the City's sign code [section 40E of Zoning], change of illumination may produce apparent motion of the visual image on signs.
- Allowable types of signage: 3-dimensional, blade, or projecting signs, wall-mounted signs w/ recessed or raised letters; letters [individual] of metal or light box construction; masonry or metal plaques; street address numbers; awning signage - cloth, metal, or glass, shall be open at sides & bottom [no boxed or 1/4 round shapes]; neon; window paint - names or logos may be painted on the street level windows; Sandwich board/sidewalk signs by special permit. Signage details:
 - Individual letters shall not exceed 18 inches in height or width and 3 inches in relief.
 - Painted window signs shall fit in 8 sq. ft. area or less.
 - Masonry or bronze plaques shall fit in an 18 sq. ft. area or less.

2. Lighting

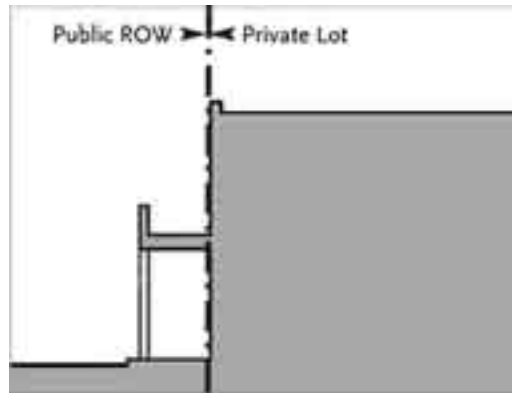
- Storefronts - street level storefronts shall be lit @ the exterior w/ building-mounted fixtures [in compliance with City Dark Sky standards] during dark hours of the day.
- Building sides & rears - if lit, may use floods or directional lights and must be shielded or aimed to prevent view of lamp filament/source from areas off of the property.
- Lighting Lamp elements: shall be incandescent, metal halide, or halogen only. HID or fluorescent not allowed [except compact fluorescents which screw directly into standard sockets].
- Public Streets - in addition to City standard lighting for traffic, sidewalk areas lighting shall be pedestrian-scaled lamp on shaft/base, w/ head @ 12' to 15' high, funded as Public infrastructure.

Frontage Types

Frontage Types are applied to each zone. These represent a range of additions to the basic facade of the building, in the following illustrations, "ROW" means the public street right-of-way.

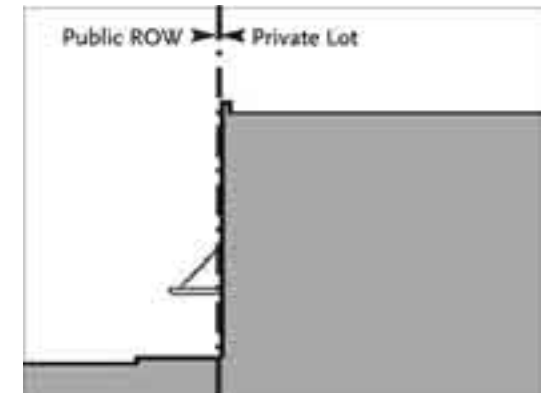
Allowed Frontage Types

Type	CCR-1	CCR-2	CCR-3	OR-1	OR-2
Arcade	★	★	★		
Shop Front	★	★	★	★	★
Stoop				★	★
Forecourt	★	★	★		



Arcade

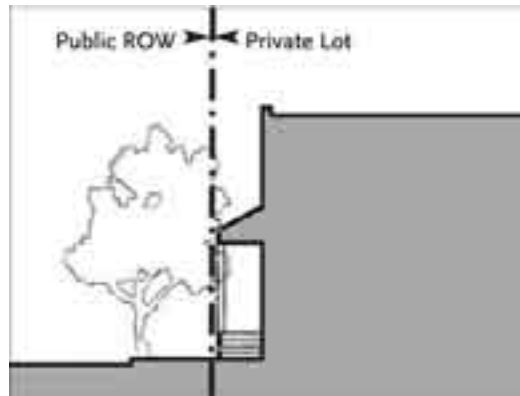
The facade of a building with an attached colonnade. Balconies may overlap the sidewalk while the ground floor remains set at the lot line. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for private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



Shop front

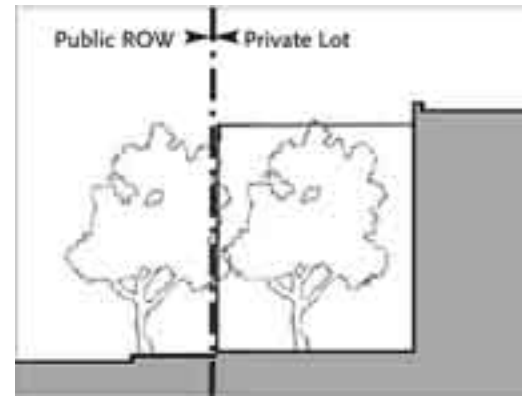
The facade is placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with cantilevered shed roof or awning. The absence of a raised ground floor story precludes residential use on the ground floor facing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





Stoop

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



Forecourt

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



2. Zoning – Residential Districts

Monte Vista/College View Historic District

Issues and Analysis

The Monte Vista and College View Historic District has distinctive characteristics in architectural styles, subdivision pattern and streetscape. Preservation of the district's historic character is a primary goal of this plan. Of particular interest to the residents of the neighborhood are scale and massing of buildings, which have historically been one-story with uniform front yard setbacks, varying by block from 20 feet up to 40 feet.

The historic architectural styles in the district, with distinctive details and materials, height and massing, and the historic streetscape are important features to preserve. Individual freedom to renovate and upgrade the homes over time is also important to the community, as long as the overall character of the neighborhood is maintained. Height, massing and streetscape are regulated through zoning. The approach to architectural styles, materials and other details is education and voluntary guidelines.

Solar access is a primary concern. Special neighborhood zoning incorporates the City's existing Building Height Limitations to Preserve Solar Access for all lots regardless of the age of the subdivision.

The properties that are proposed for rezoning are shown on the enlarged segment of the Zoning Map.

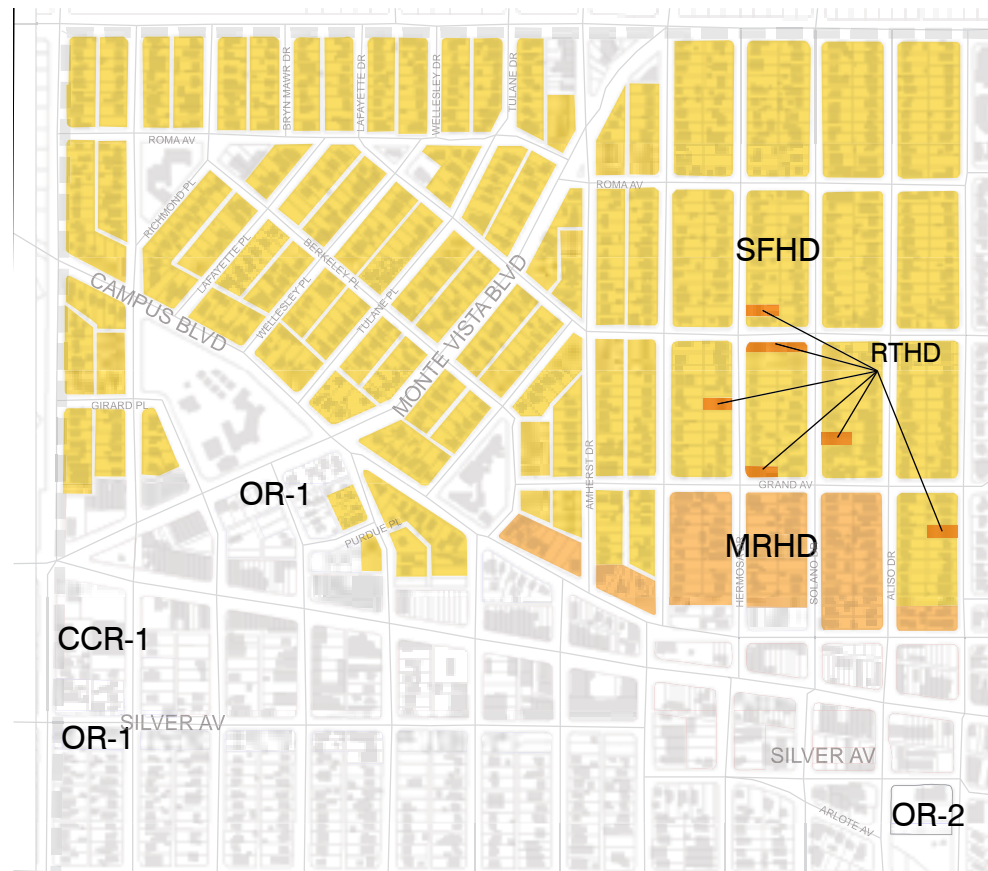
Zoning Proposals

The plan designates the residential portion of the historic district as part of the SU-2 Special Neighborhood Zone for the plan area. This zone is based upon the existing residential zones with minor modifications. The new zone will

- Preserve the historic streetscape;
- Preserve the scale of buildings from the street; and
- Preserve solar access to properties, while allowing homeowners the flexibility to renovate and expand their homes.

Zoning Districts

New SU-2 zoning districts are added to the Sector Development Plan zone map for properties within the Monte Vista and College Heights Historic District and zoned R-1, R-T or MR prior to the adoption of this plan.



SU-2/SFHD

The SU-2/SFHD Single Family Historic District zone corresponds to the R-1 Zone in the Zoning Code with the following exceptions:

A. Conditional Uses

1. A carport within the front yard setback is not allowed.
2. Walls, fences and retaining walls greater than three feet in height are not allowed in the front yard setback.
3. Existing nonconforming uses are to be treated as approved conditional uses.

B. Height

1. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-6-3-3 (A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the lot, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.
2. Building height above 15 feet and second story additions to existing buildings must be set back a minimum of five feet from the front façade to preserve the scale of the original building.

SU-2/RTHD

The SU-2/RTHD Townhouse Residential Historic District zone corresponds to the RT Zone in the Zoning Code with the following exceptions:

A. Conditional Uses

1. A carport within the front yard setback is not allowed.
4. Walls, fences and retaining walls greater than three feet in height are not allowed in the front yard setback.

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

B. Height

1. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-6-3-3 (A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the lot, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.
2. Building height above 15 feet and second story additions to existing buildings must be set back a minimum of five feet from the front façade to preserve the scale of the original building.

SU-2/MRHD

The SU-2/MRHD Mixed Residential Historic District zone corresponds to the RT Zone in the Zoning Code with the following exceptions:

A. Conditional Uses

1. Uses listed as permissive in the R-2 Zone are conditional uses in this zone.
2. A carport within the front yard setback is not allowed.
3. Walls, fences and retaining walls greater than three feet in height are not allowed in the front yard setback.
4. Existing non-conforming uses are to be treated as approved conditional uses.

B. Height

1. Building height shall not exceed 26 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-6-3-3 (A) (7) of the Zoning Code. The additional height limitations of

this section shall apply to any lot regardless of the age of the lot, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.

2. Building height above 15 feet and second story additions to existing buildings must be set back a minimum of five feet from the front façade to preserve the scale of the original building.



C. Parking

No more than two parking spaces shall be allowed in the 15 foot front yard setback of any premises, in addition to a driveway. The remaining front yard setback shall be landscaped.

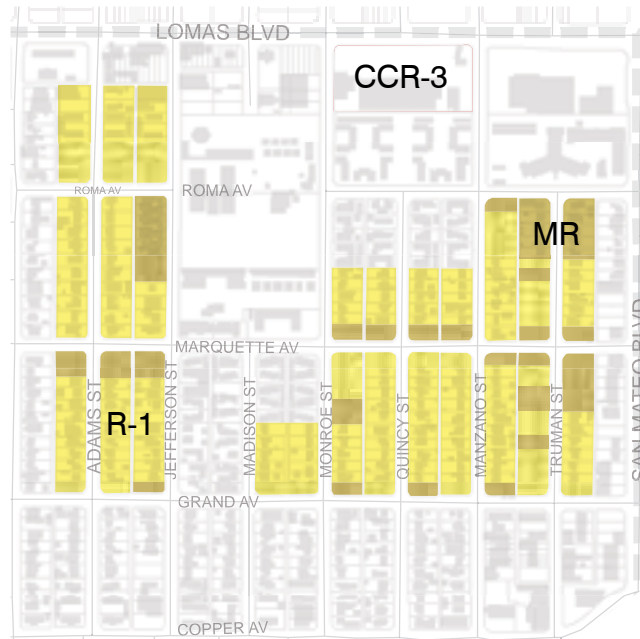
Highland Neighborhood

Issues and Analysis

In the late 1950's and through the 1960's the concept of "urban centers" along major arterial corridors was very prevalent in the southwest. Phoenix, in particular, developed a plan to establish a number of these centers along their Central Avenue west of downtown. Albuquerque in an apparent attempt to model this concept established the area around Central and San Mateo Avenues as this community's first urban center. This idea coincided with the establishment of zoning in Albuquerque in 1959 and lead to the establishment of high intensity yet segregated land use zoning in the Central and San Mateo area. In the Highland Neighborhood this took the form of R-3 zoning for the interior of the neighborhood to provide the opportunity for high density housing to support this coming center of activity. Apparently this R-3 zoning was put into place even though there were many single family housing units already built in the area. Today the majority of non-commercial areas in the neighborhood have been built as single family dwelling and the existence of the R-3 zoning is an ever present destabilizing influence in the neighborhood.

In an attempt to stabilize the zoning and future land use of the Highland Neighborhood this Sector Plan proposes to accomplish changes to protect single family blocks. The R-3 properties that are currently developed as single family to R-1 are rezoned from R-3 to R-1. Existing duplexes, townhouses, or homes with second units within these blocks are rezoned from R-3 to MR. Parcels and blocks developed with apartment buildings or predominantly higher density multi-family, remain R-3.

The properties that are proposed for rezoning are shown on the enlarged segment of the Zoning Map.



Zoning Proposals

In the Highland area between Copper and Lomas from Washington to San Mateo, the plan designates single family homes as R-1. Properties that have existing apartments, duplexes, and accessory dwelling units are rezoned as SU-2/MR, a zoning category existing in the 1987 Nob Hill Sector Development Plan. The intent of these changes is to support the overall health of the area, and ensure stable land use for homeowners. The zoning maintains the mixed densities in the neighborhood, but discourages the deterioration of existing single family homes.

Zone Change

Areas rezoned from R-3 to R-1 and MR are shown in the zoning map.

The R-1 Single Family residential zone is the same as the R-1 zone in the Zoning Code.

The MR Mixed Residential zone corresponds to the RT Zone in the Zoning Code with the following exceptions:

- A. Conditional Uses:
 1. Uses listed as permissive in the R-2 Zone.
 2. Existing non-conforming uses are to be treated as approved conditional uses.
- B. No more than two parking spaces shall be allowed in the 15-foot front yard setback of any premises, in addition to a driveway. The remaining front yard setback shall be landscaped.

