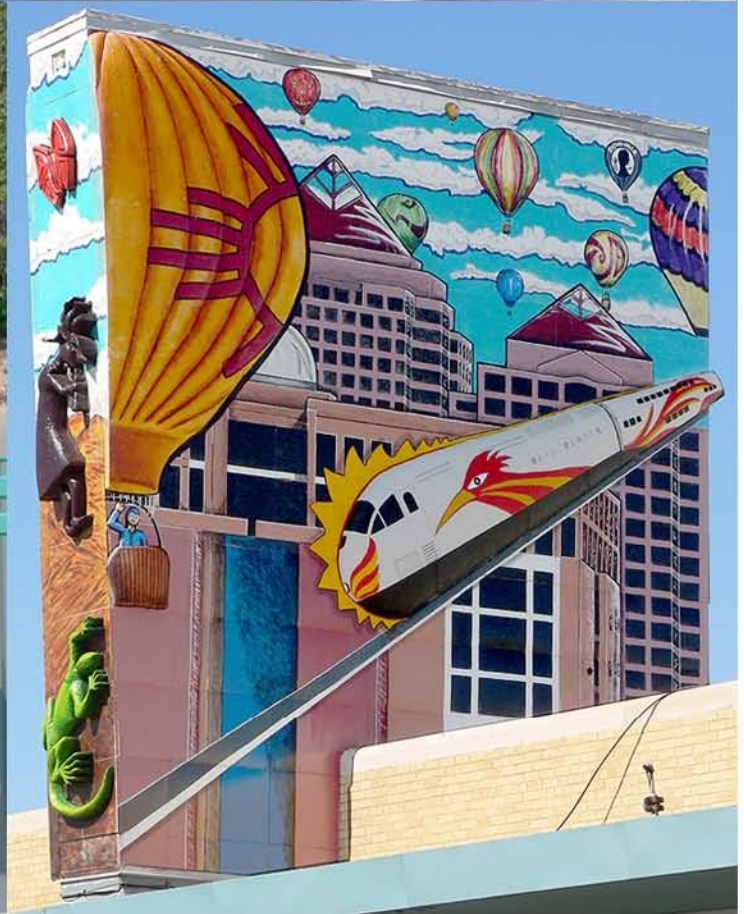


North Fourth Street Rank III Corridor Plan



**Albuquerque Metropolitan Redevelopment Agency -
City of Albuquerque Planning Department**



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City of Albuquerque

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1 EXECUTIVE SUMMARY

1.0 OVERVIEW

In 2005, the City of Albuquerque began work on development of a Rank III Corridor Plan for Fourth Street located between Mountain Road NW and Solar Road NW to provide a planning and regulatory framework for revitalization. This segment of the historic road extends 4 1/3 miles from the north edge of the downtown to Albuquerque's boundary with the Village of Los Ranchos de Albuquerque at Solar Road and affects a wide area, including adjacent neighborhoods and portions of major streets such as Menaul Boulevard, Candelaria Road., Griegos Road., and Montano Road. This wider area is known by the community as the "North Fourth Street Corridor", (see Area Location Map, page 5).

The writers acknowledge that the official name of 4th Street or 4th Street North West is technically correct, however, for purposes of this plan and for descriptive purposes, the portion of Fourth Street that is covered by this plan will be referred to as *North Fourth Street*.

This document is the resulting North Fourth Rank III Corridor Plan (the Plan). It is based on a plan developed over five months of intensive meetings by a negotiating group composed of residents, merchants, and city officials. The Plan establishes principles to guide redevelopment of the area, preserves existing zoning, establishes a zoning overlay, and calls for a study to designate North Fourth Street as a Metropolitan Redevelopment Area (MRA). It also provides a framework to guide decision-making about land use, transportation, development regulations, and public investment.

The North Fourth Street Rank III Corridor Plan introduces three regulatory innovations to guide future redevelopment:

- A. Creating a Form Based Overlay Zone (Overlay Zone) that regulates new development for properties in the plan area and may expand the uses and increase intensities of a property's underlying zoning.
- B. Instituting trigger mechanisms to give property owners options as to whether and (if so) when to adopt the Overlay Zone for their individual properties. Existing zoning will remain in effect until individual property owners initiate the Overlay Zone. The intent of the trigger mechanisms is to respond to market conditions and to allow the plan for the corridor to influence new development at the parcel level.
- C. Providing incentives for property owners to utilize the Overlay Zone including an expedited review process, the ability to mix uses and activities within buildings, and permitting higher intensity land development.

In addition, the Plan presents concepts for the redesign of the North Fourth Street right-of-way and pedestrian realm based on the work of the negotiating group. To explore and refine the redesign concepts, the Plan recommends that the City retain a design team to undertake a 30% engineering design. Finally, the Plan establishes the strategy and phasing for capital improvements along the corridor.

1.1 POLICY AND REGULATORY CONTEXT

North Fourth Street has a long history in which the corridor has made a slow transition over time. This plan provides the guidance for another transition anchored in a form-based approach to encouraging new building typologies and mixing uses in existing and new structures. The policy context for adopting the overlay zone in this plan follows City Council Resolution R-270-1980 by responding to long-term changes in the neighborhood character and community conditions along the corridor.

As experience with the form-based approach grows, it is presumed that this plan will be amended to include additional building forms, context-sensitive building typologies and new building technologies. In response to establishing the recommended Metropolitan Redevelopment Area, it is likely that opportunity sites or redevelopment nodes will be designated within the North Fourth Street Corridor. In these cases, it is likely the Plan will be amended by the adoption of a master plan or specific plan for the redeveloping area.

As noted in Section 3, this plan is in conformance with the Albuquerque/Bernalillo Comprehensive Plan by respecting existing neighborhoods, mitigating the harmful effects of traffic and enhancing quality design. The Plan also reflects intent of the North Valley Area Plan with respect to encouraging redevelopment, enhancing transportation systems, promoting streetscape improvements and innovating in land use controls.

1.2 MAJOR SECTIONS

There are five (5) major sections that make up this plan. Descriptions of each of the Plan's major sections follow.

Section 1, Executive Summary, summarizes the Plan's policy context and identifies key findings and elements of the Plan.

Section 2 Introduction & History, describes the corridor, provides a brief history of North Fourth Street and defines and identifies architectural and historic resources. It also lists strategies for the retention, adaptive re-use, and rehabilitation of historic buildings.

Section 3, Regulatory Plan, establishes The North Fourth Street Form-Based Overlay Zone (Overlay Zone) and corresponding Development Districts to regulate lot layout, building form, frontage and use, building articulation, parking, street designations and standards, block configuration, landscaping, lighting and signage. This comprehensive section identifies the current zoning, presents the form based overlay zone, and provides a guide for using the Plan. Highlighting that the existing zoning is preserved in Plan, the Regulatory Plan identifies conditions under which the Overlay Zone is optional and under which it is required to be used. It describes how increased densities and mixing of uses provide incentives for landowners and property developers to use the Overlay Zone.

Section 4, Transportation & Street Design, contains a vision for redesigning North Fourth Street, identifies existing conditions and issues, and outlines steps to alleviate the conditions. The section identifies key design principles, elaborates several design parameters and identifies design standards for the reconstruction of the street including two representative sketches of varying street sections. The section recommends the implementation of a 30% engineering study to make decisions about the design and configuration of the pedestrian environment and automobile and transit rights-of-way.

Section 5, Redevelopment Conditions & Opportunities, provides an overview of the physical conditions along the corridor and reviews the steps necessary to designate the North Fourth Street Corridor as a Metropolitan Redevelopment Area (MRA).

2 INTRODUCTION & HISTORY

2.0 INTRODUCTION

The City of Albuquerque plans to redevelop North Fourth Street as a cohesive, integrated transit corridor that promotes shopping, housing, employment, and services and recognizes and builds on existing and potential centers of activity. Over the past several decades, businesses along the street have struggled to remain viable, while traffic and inadequate street design have made the corridor an unappealing place for area residents to shop or walk.

The revitalization area concentrates on North Fourth Street between Mountain Road NW and Solar Road NW, the City's boundary with Los Ranchos de Albuquerque, a four-and-one-third-mile stretch. The study identifies strategies to make redevelopment possible through public and private investments and policies, as well as public projects that could reinvigorate North Fourth Street and the surrounding area. (See Section 5, Redevelopment Conditions & Opportunities beginning on page 81).

2.1 HISTORY

North Fourth Street began around the beginning of the 20th century, at the same time that the automobile made individual travel fast and convenient. Albuquerque had been founded in the area now known as Old Town nearly 200 years before, in 1706. This part of the Rio Grande Valley tended to be swampy and flooded frequently, but over time, families built their homes on higher ground throughout the North Valley, creating small farming villages.

Communities were connected by El Camino Real de Tierra Adentro (The Royal Road to/of the Interior Lands), established in 1598 and extending from Ohkay Owingeh (San Juan Pueblo) to Mexico. El Camino Real, also known

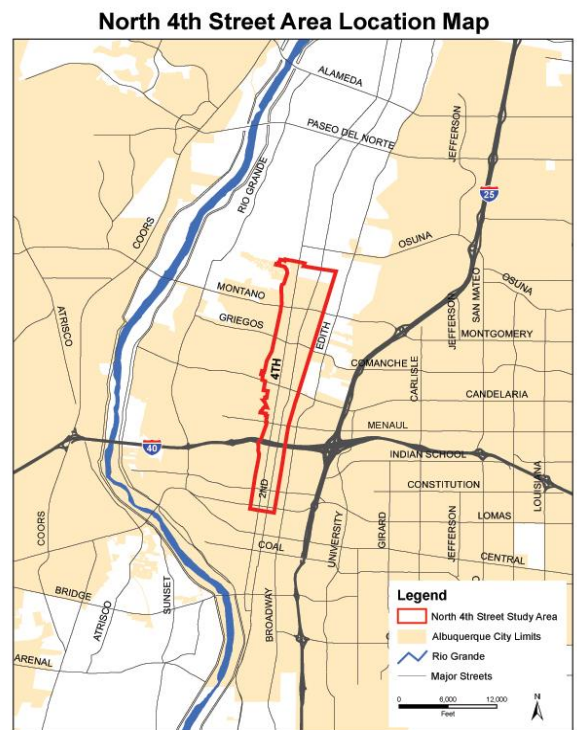


FIGURE 2-1 AREA LOCATION MAP

as the Chihuahua Trail, was the North Valley's first European road. Some historians believe that portions of North Fourth Street were part of the historic Camino Real while others believe the Camino Real had two alternate routes through the North Valley. These were along Edith Boulevard, also known as the Bernalillo Road and through the western portion of the North Valley. Villages including Los Duranes, Los Candelarias and Los Griegos were linked by El Camino Real and residents would have used the road for local travel and regional commerce.

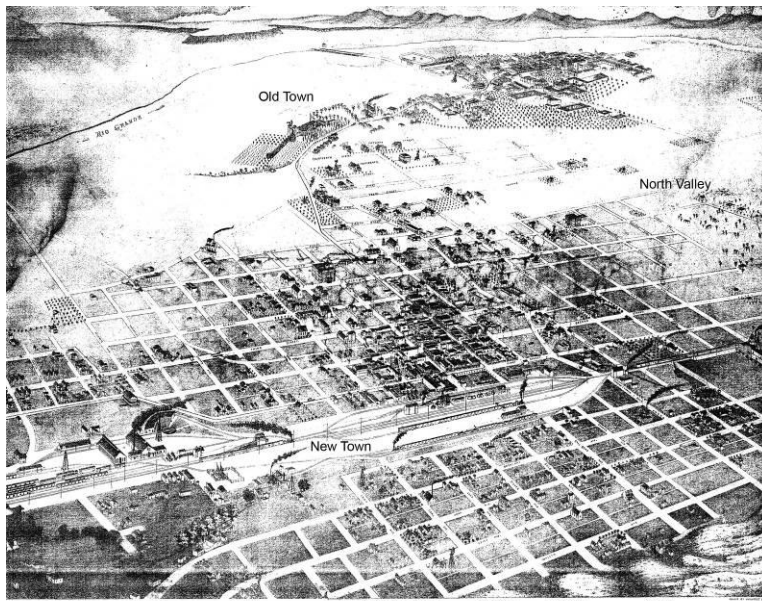


FIGURE 2-2 BIRDS EYE VIEW 1886

North Fourth Street's development over the course of the early and mid-20th Century is a precursor to the suburban, leapfrog development that characterizes Albuquerque's post WWII growth. The street's uneven historic development pattern has created many of our redevelopment challenges today. Understanding the architectural and planning contexts of the street helps to guide recommendations for physical revitalization.

The coming of the railroad in 1880 brought new development to the Albuquerque area. As "New Town," was developed a mile to the east of Old Town, streets and blocks were platted in a grid system. Turn-of-the-century maps show the grid, and also how sparsely developed the town actually was within a few blocks north of Central (Railroad) Avenue. New Town was 3.1 square miles in extent, with Mountain Road as its northern boundary. North Fourth Street began to extend outward from New Town with the advent of the automobile and was Albuquerque's first street truly formed by the auto and the dramatic changes it brought. As the early decades of the twentieth century proceeded, once undevelopable areas became agricultural lands as drainage projects were constructed, linked to the Downtown by Fourth Street.

In 1910, Albuquerque had 32 registered cars, with only 470 statewide. By 1920, there were 17,720 cars registered in New Mexico and nearly 84,000 by 1930.

The explosion of car ownership required well-maintained roads, businesses to sell and repair the vehicles, as well as services for the visitors who had the nearly-overnight freedom to travel throughout the U.S.



FIGURE 2-3 NEW MEXICO ROUTE 1 1904

The 1904 territorial legislature, having some inkling of the potential for auto travel, designated the first highway, New Mexico Route 1. It followed the Santa Fe Trail from Raton to Santa Fe, then ran south along El Camino Real through Bernalillo and Alameda. It created an extension of Fourth Street north of Albuquerque, continued south on Second Street at Central Avenue to Bridge Street, west to the Barelvas Bridge, then south on Isleta Boulevard following El Camino Real toward the south, then following the west bank of the Rio Grande down to El Paso. Recognizing an opportunity to tie this state-long route to the historic heritage of the territory road builders named the new road El Camino Real.

In a short period of time, a journey from Albuquerque to Santa Fe that had once taken three days could be accomplished in less than a day. While Route 1, the new Camino Real, was unpaved for several more decades, its surface was maintained on a regular basis and offered reasonably fast travel. More importantly for Albuquerque, it made possible the extension of urban and suburban development northward from the expanding New Town core.

North Fourth Street had several route numbers and names in the early 20th century, reflecting the developing system of state and national highways, but causing confusion today. Its first official route name was Route 1 and then State Highway 1, named El Camino Real because some parts of the road were on the Camino Real's original alignment. In 1926, North Fourth Street was designated as part of U.S. Highway 85, which extended from El Paso to Santa

Fe. Then from 1926 to 1937, North Fourth Street became part of U.S. Route 66, which originally passed through Santa Rosa to Las Vegas, west to Santa Fe and down to Albuquerque. Routes 85 and 66 were considered part of a U.S. Transcontinental Highway.

Development along North Fourth Street was rarely planned in an orderly, sequential pattern. Some blocks were fully developed, while some had only a few buildings. Some buildings were close to the street, while others were set back. Houses were scattered along the street between commercial structures, including Monkbridge Manor, a grand mansion that stood where the Wells Fargo Bank is located today. Schools, churches, supermarkets, movie theaters, motels, and tourist camps came and went with changes in consumer demand and population increases. Some buildings were demolished, while others remain today, but barely recognizable under decades of remodeling. A single building on North Fourth Street has received State of New Mexico Historic Register status: the Shalit House located at the southwest corner of Douglas MacArthur and North Fourth Street. The house, built in 1940, was converted to Powdrell’s Barbecue in the 1980s. It retains its original character and is surrounded by attractive lawns, but was put on the market in 2005, its future uncertain.

A U.S.G.S. map from 1938 shows the North Valley’s major streets, some of which have since been extended, while others have partially disappeared. The map indicates that there was little connection between the Valley and the largely undeveloped Northeast Heights. The map also shows ditches, drains and laterals. While some remain, others appear to have either disappeared or been rerouted.

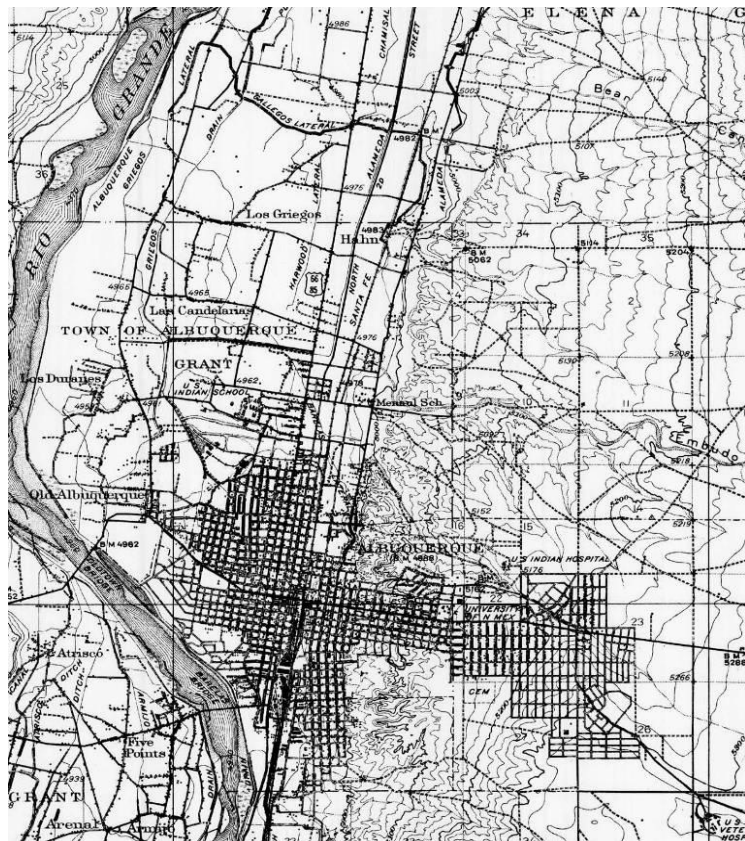


FIGURE 2-4 1938 U.S.G.S. MAP

2.2 HISTORIC & ARCHITECTURAL RESOURCES

The success of an area often hinges on bringing the past into the present to change the future.

2.2.A INTENT

Numerous commercial and institutional buildings define the historic and architectural character of the Fourth Street NW corridor within the Plan area. So does the nearby Los Alamos Addition Historic District, a swath of which is in the Plan area, and which was listed in the State Register in 2006. The Samuel Shalit House (now Mr. Powdrell's Barbecue House) was listed in the National Register in 1984. Several other commercial buildings along the corridor appear to be eligible for listing. Such listing may improve prospects for their rehabilitation by adding tax credit potential to rehabilitation financing. Historic registration of eligible buildings with owner consent is a goal of the Plan.

Retention, adaptive re-use, and rehabilitation of historic buildings are also goals of the Plan. Retention and rehabilitation can occur whether the buildings remain in original use or other legal uses. The character of the corridor may be protected and enhanced through appropriate controls on rehabilitation projects.

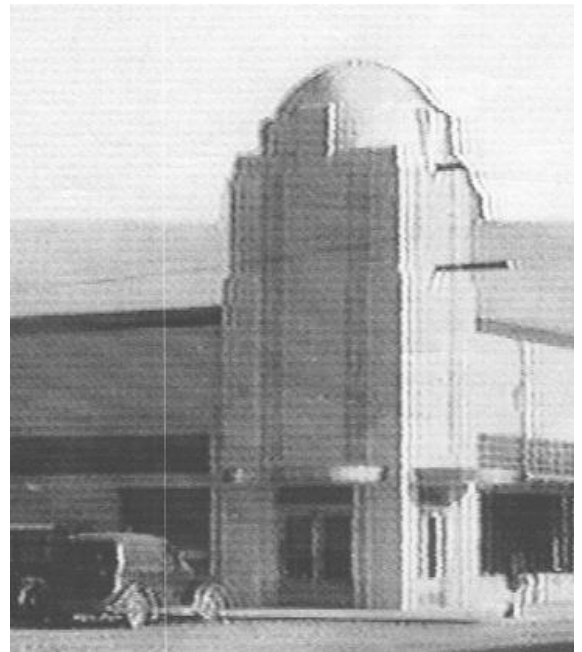


FIGURE 2-5 HISTORIC BUILDING

2.2.B HISTORIC BUILDINGS

For the purposes of this plan, **historic building** is defined as in the International Existing Building Code, 2003 Edition, which has been adopted by the City of Albuquerque:

“Any building or structure that is listed in the State or National Register of Historic Places; designated as a historic property under local or state designation law or survey; or with an opinion or certification that the property is eligible to be listed on the National or State Register of Historic Places by the State Historic Preservation Officer or the Keeper of the National Register of Historic Places.”

Three buildings in the Plan area meet this definition of historic building:

1. Samuel Shalit House (Mr. Powdrell’s Barbecue House)
5209 4th Street NW
Listed, State Register of Cultural Properties (#947)
Listed, National Register of Historic Places
2. House at 321 Sandia Road NW
Designated “contributing” in the Los Alamos Addition Historic District
District listed, State Register of Cultural Properties (#1893)
3. House at 313 Placitas Road NW
Designated “contributing” in Los Alamos Addition Historic District
District listed, State Register of Cultural Properties (#1893)

3 REGULATORY PLAN

Form-based codes (FBCs) regulate development at the scale of an individual building or lot, encouraging independent development by multiple property owners. The built results of FBCs often reflect a diversity of architecture, materials, uses, and ownership that can only come from the actions of many independent players operating within a communally agreed-upon vision and legal framework.

3.0 INTRODUCTION

This Regulatory Plan establishes The North Fourth Street Form-Based Overlay Zone (Overlay Zone) and corresponding Development Districts to regulate lot layout, building form, frontage and use, building articulation, parking, street designations and standards, block configuration, landscaping, lighting and signage. The Overlay Zone provides the regulatory framework necessary for implementing many of the urban design goals for the corridor. The intent is to permit and encourage higher land use intensity with more compact and walkable developments than allowed under current zoning.

3.1 FORM- BASED OVERLAY ZONE AND DEVELOPMENT DISTRICTS

The Overlay Zone regulates new development for properties in the Plan area and may expand the uses and increase intensities of a property's underlying zoning. With few exceptions, permissive uses regulated by the underlying zoning and existing conditional uses are allowed to remain whether or not the Overlay Zone applies. If, however, the Overlay Zone applies, the prohibited uses listed on page 20 are not permitted. Trigger mechanisms listed on page 17 will be used to determine when new development is required to build according to the Overlay Zone standards.

The North Fourth Street Form-Based Overlay Zone contains general provisions for the entire zone as well as establishing three distinct Development Districts with corresponding regulations that respond to desired development in the context of those districts. Each Development District regulates land uses through permitted building forms and establishes standards for setbacks, heights, encroachments, parking, and landscaping. Each district may utilize a number of different building forms. But, because the districts differ from one another, not all building forms are suitable for all zones.

Please refer to North Fourth Street Form-Based Overlay Zone Map, page **Error! Bookmark not defined.**, for the locations and boundaries of the Development Districts. Brief descriptions of the Development Districts are as follows:

3.1.A NORTH FOURTH TRANSIT ORIENTED DEVELOPMENT (NFTOD) DISTRICT

The NFTOD District is designed for the major transit areas of the corridor. The District covers parcels in the southern portion of the corridor from Mountain Road to north of Menaul Boulevard and parcels at the northern portion of the corridor along Montano Road and Fourth Street to the Railroad tracks. The intent of NFTOD District is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing.

3.1.B NORTH FOURTH MIXED USE DEVELOPMENT (NFMXD) DISTRICT

The NFMXD District is designed as a pedestrian scale, principally commercial development area that is integral to a mixed use neighborhood. This district establishes commercial and mixed uses that serve residential neighborhoods, and can be used to redevelop existing shopping areas and centers. The area is generally along Fourth Street from Menaul Boulevard to Solar Road.

3.1.C NORTH FOURTH INFILL DEVELOPMENT (NFID) DISTRICT

The NFID District serves as a buffer and provides a standard to encourage the context-sensitive development of empty lots or the redevelopment of sites in substantially built up areas. It offers relief from rigid zoning, while ensuring that new development respects its surroundings and achieves compact, pedestrian friendly environments. The District is situated in key areas near existing neighborhoods along the northern and middle portion of the corridor.

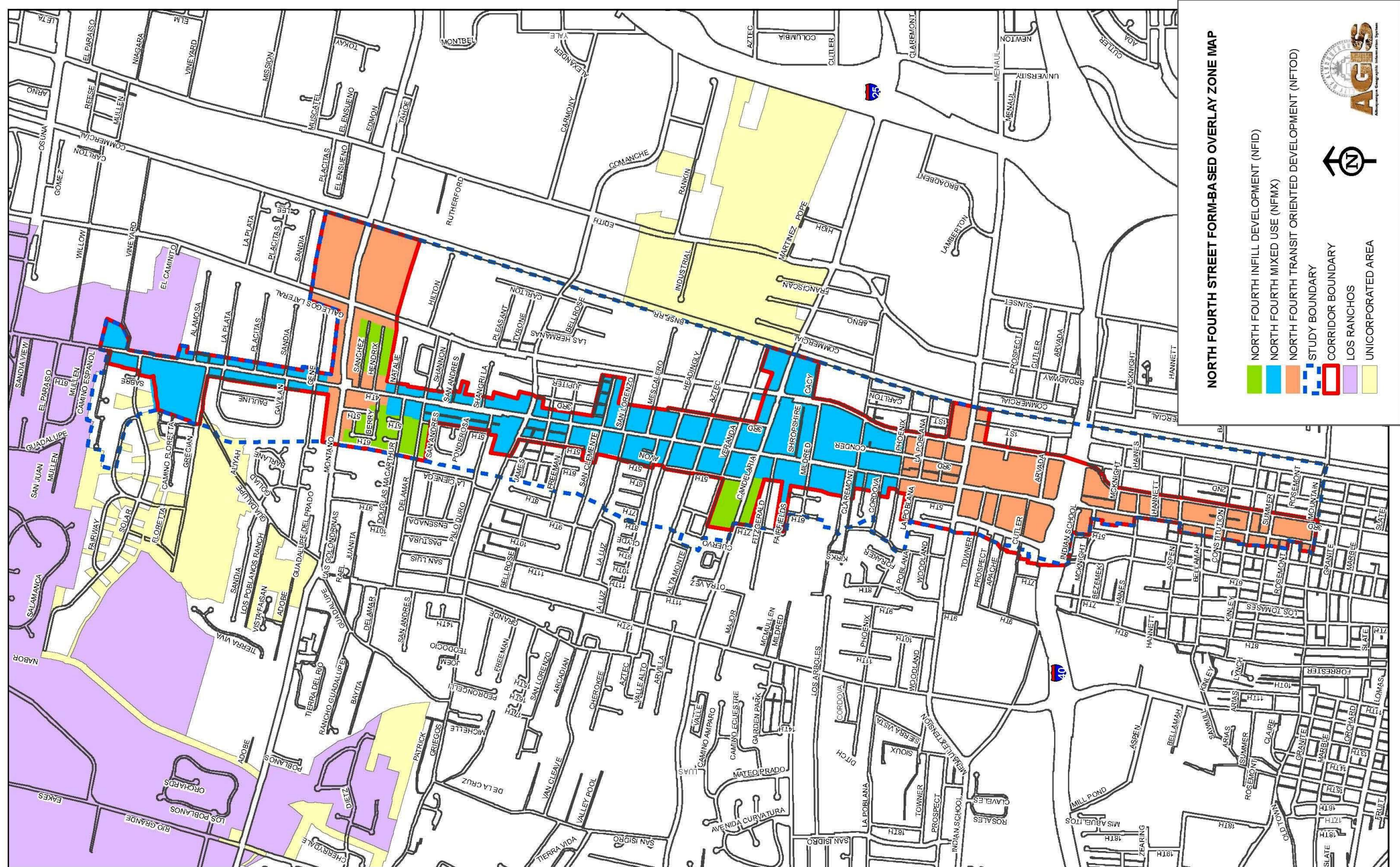
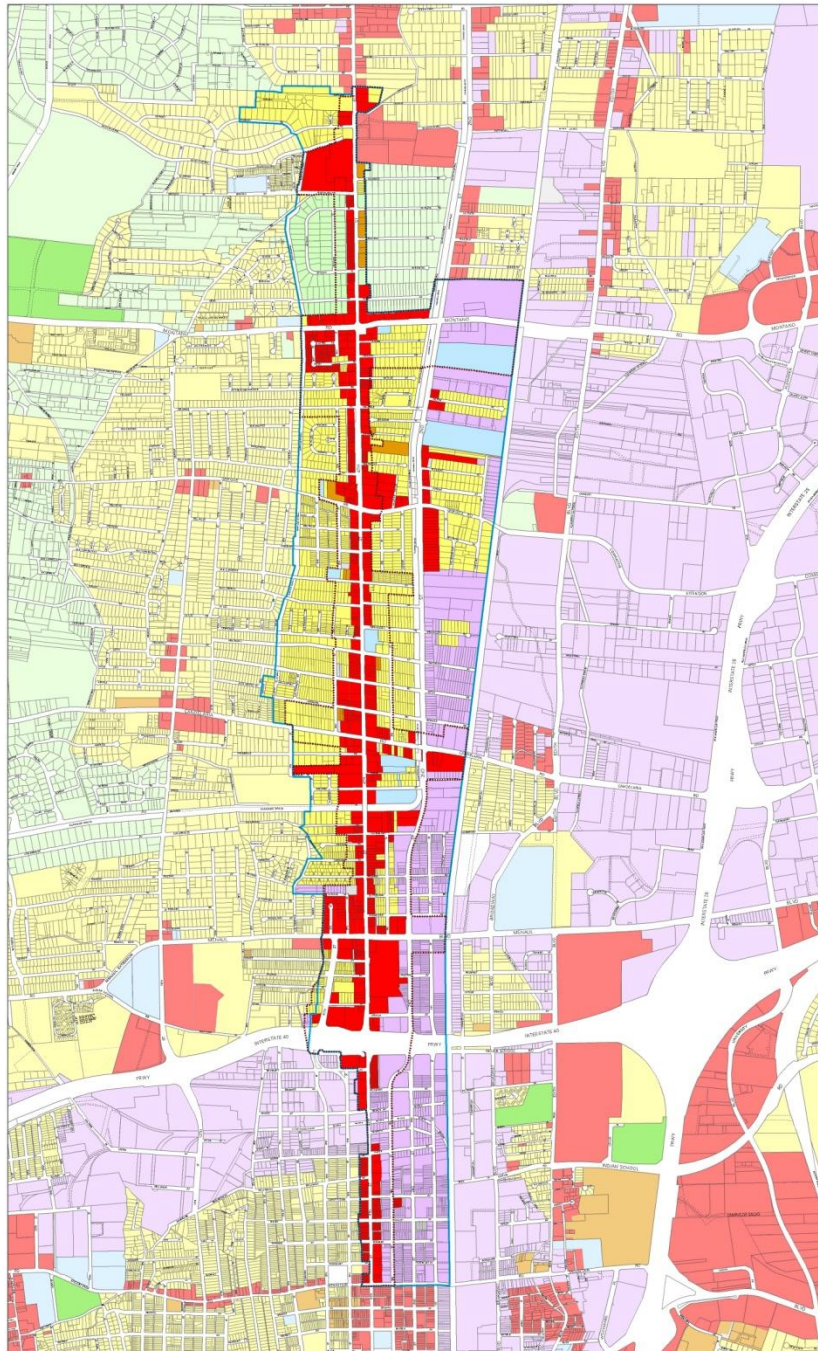


FIGURE 3-1 NORTH FOURTH STREET FORM-BASED OVERLAY ZONE MAP

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FIGURE 3-2 MAP OF EXISTING ZONING CATAGORIES



NORTH FOURTH STREET CORRIDOR & STUDY BOUNDARY WITH EXISTING ZONING CATEGORIES

- | | |
|--|--|
| Corridor Boundary | INSTITUTIONAL / GOVERNMENT |
| Study Boundary | UTILITIES / TRANSPORTATION |
| RESIDENTIAL | OPEN SPACE / RECREATION / AGRICULTURAL |
| COMMERCIAL | RESIDENTIAL / AGRICULTURAL |
| OFFICE | NOT CLASSIFIED |
| INDUSTRIAL / WHOLESALE / MANUFACTURING | |

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3.2 OVERLAY ZONE GENERAL PROVISIONS

The following provisions apply only to areas of the Plan that are within the boundaries of the Overlay Zone. Development not required to comply by the Overlay Zone will be regulated by the underlying existing zoning including the general regulation of the City Comprehensive Zoning Code (Chapter 14, Article 16, Code of Ordinances).

3.2.A USING THIS DOCUMENT

- 1) Locate property on the North Fourth Overlay Zone Map page **Error! Bookmark not defined.** and determine which Development District applies.
- 2) Review application of Overlay Zone and determine if Overlay Zone is required or optional. If required or owner has chosen to apply the Overlay Zone, review corresponding development review process for development on the property. If the Overlay zone is not required or requested by its owner, refer to the City's Comprehensive Zoning Code for existing underlying zoning and omit steps 3 through 7 below.
- 3) Review General Provisions, Land Uses, and Standards beginning on page 16.
- 4) Review building forms permitted by applicable Development District and select appropriate building form.
- 5) Follow general Overlay Zone standards for solar access, frontages, materials, parking and landscape.
- 6) Follow selected Development District standards for Permitted Building Forms:
 - a. Densities, intensities and height
 - b. Building Frontage Types and Articulation
 - c. Building Placement
- 7) Follow selected Building Form and associated Building Frontage standards.

3.2.B APPLICATION OF OVERLAY ZONE

The following trigger mechanisms will be used to determine when new development is required to build according to the Overlay Zone standards. Development not regulated by the Overlay Zone will be regulated by the underlying existing zoning including the general regulations of the City Comprehensive Zoning Code (Chapter 14, Article 16, Code of Ordinances).

3.2.C OVERLAY ZONE STANDARDS ARE REQUIRED AS A RESULT OF:

- 1) Construction of a new building after voluntary demolition of existing building.
- 2) Construction of new building on a vacant parcel.
- 3) Additions of greater than 25% of the gross square footage of existing structure.
- 4) Commencement of a new use that is permissible under the Overlay Zone but is not permissible with the underlying zone.
 - a. To encourage adaptive reuse of existing buildings proposed uses not allowed by the underlying zoning that can be reasonably accommodated by the existing building and site will require review and administrative approval by the Planning Director.
- 5) Change to a new Conditional Use under existing zoning that was not being employed on that parcel before Corridor Plan adoption.

3.2.D OVERLAY ZONE STANDARDS ARE NOT REQUIRED AS A RESULT OF:

- 1) Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage).
- 2) Repair or remodeling of the interior or exterior of the existing building including but not limited to changes to comply with current building codes.
- 3) Additions of equal to or less than 25% of the gross square footage of existing structure.
- 4) Change in use to a permissive use allowed by the underlying zoning unless listed as a “prohibited use” under the Overlay Zone General Land Uses, page 20.
- 5) Continuation or recommencement of a conditional use of a parcel that was approved before Corridor Plan adoption.
- 6) Change in ownership of a parcel.
- 7) Continuation of use on a parcel that was permissive before Corridor Plan adoption.

3.2.E DEVELOPMENT REVIEW PROCESS

The development review process under the Form-Based Overlay Zone provides incentives for its use by simplifying and shortening the review process on projects complying with these regulations; encouraging higher densities and

floor area ratios, promoting mixed uses within a building and providing reductions in parking requirements.

Building Forms	Approvals	
	Compliant	Major modifications or Non-compliant
Detached single-family dwelling Side-yard Dwelling Townhouse, Rowhouse, Courtyard Townhouse Accessory Unit/Carriage House Duplex, Triplex, Fourplex	<p style="text-align: center;">Building Permit</p> <p style="text-align: center;">Review by Zoning Enforcement Officer</p>	<p style="text-align: center;">Site Development Plan & Building Permit</p> <p style="text-align: center;">Reviewed by DRB or EPC (As determined by Planning Director)</p>
Terrace Apartment Courtyard Apartments Flex Building Live-Work Unit Liner Building Auto Accessed Standalone Commercial Civic or Institutional Building Structured Parking	<p style="text-align: center;">Site Development Plan & Building Permit</p> <p style="text-align: center;">Reviewed By Zoning Enforcement Officer</p>	<p style="text-align: center;">Reviewed by DRB or EPC (As determined by Planning Director)</p>

TABLE 3-1 DEVELOPMENT REVIEW PROCESS

- 1) All development of more than 5 acres that is substantially in compliance with the Overlay Zone will require review and administrative approval by the Planning Director.
- 2) Adaptive reuse of an existing building may require review and administrative approval by the Planning Director.
- 3) Overlay Zone interpretations and determinations of substantial compliance are determined by the Zoning Enforcement Officer (ZEO) as per Development Process Manual: Volume 1- Procedure -Chapter 7 Building Permit Process.
- 4) Major Modification or non-compliance will be referred to the EPC or DRB as determined by the Planning Director
- 5) The provisions of Chapter 14, Article 11: Solar Energy; Permits Code of Ordinances, apply to all zones.
- 6) Where this regulating plan conflicts with the Subdivision Regulations (Revised Code of the City of Albuquerque ("ROA") §14-14-1-1 et seq.) or Development Review Manual, this regulating plan prevails.
- 7) All decisions are appealable as outlined in the Development Review Process Manual: Volume I – Procedure – Chapter 15 Appeal Procedures.

Site Development Plans are intended to encourage innovation in planning and design by providing the flexibility to adjust zoning regulations such as setback requirements and height limitations. Site Development Plans must provide enough detail to satisfy the City that the proposed development is compatible with neighboring zones and/or land uses. All Site Development Plans must be accompanied by a Landscaping Plan. Approaches to conservation through landscaping may be shown on the Landscaping Plan.

Site Development Plan: an accurate plan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies:

- 1) For Subdivision: the site, proposed use, pedestrian and vehicular ingress and egress, any internal circulation requirements and, for each lot, maximum building height minimum building setback, and maximum total dwelling units and for non-residential uses, maximum floor area ratio.
- 2) For Building Permits: in addition to information required for subdivision, exact structure locations, structure (including sign) elevations and dimensions, parking facilities, loading facilities, any energy conservation features of the plan, for example, appropriate landscaping, building heights and siting for solar access, provision for non-auto transportation, or energy conservational building (construction), and proposed schedule for development. Similar, related data may be required when relevant to the City's evaluation. (Section 7-14-5.B. R.O.A. 1994).

Submittal Checklist

In order to clarify and expedite the permitting process, a submittal checklist shall be provided by the Planning Department for all proposed development submitting to the Overlay Zone Standards.

3.3 OVERLAY ZONE GENERAL LAND USES

Uses are primarily determined by building form standards including different uses assigned to each floor of a mixed use development. Suggested uses, stated in general terms (e.g., retail, residential), are identified for each building form beginning on page 43.

It is the intent of the Overlay Zoning that existing buildings be rehabilitated for adaptive reuse whenever possible, rather than demolition, to meet the form-based regulations.

3.3.A PROHIBITED USES

The following uses shall be the only uses specifically prohibited within the Overlay Zone:

- 1) sale of alcoholic liquor for off-premise consumption except at a grocery store (service station convenience store is not considered a grocery store);
- 2) adult amusement establishments, adult bookstores, adult photo studios or adult theaters;
- 3) toxic waste disposal;
- 4) cement plant;
- 5) truck terminal;
- 6) outside storage as a primary use;
- 7) automobile dismantling; and
- 8) rendering plant

3.4 OVERLAY ZONE GENERAL STANDARDS

3.4.A APPLICABILITY

These standards apply to all new development controlled by the Overlay Zone in all three Development Districts of the North Fourth Street Overlay Zone. If development is not required to follow regulations of the Overlay Zone, the existing underlying zoning applies.

Specific Development District Standards regulating Permitted Building Forms, Permitted Frontage Types, Densities, Intensities and Height, Building Frontage and Articulation, and Building Placement, begin on page 33.

3.4.B MODIFICATIONS

The standards of the Overlay Zone are specific and prescriptive. This level of specificity provides certainty for applicants, neighborhoods and zoning staff. However, these standards do not limit design creativity or ignore unique site or neighborhood conditions. The standards are set at a level of detail that allows creativity within the framework of desirable mandated features of the built environment.

The standards may be modified if the proposed modification is:

- 1) Consistent with the Comprehensive Plan and the Planned Growth Strategy;
- 2) A reasonable accommodation of unique site or neighborhood conditions; and

The applicable Development District regulations may permit additional modifications. Standards may also be varied under the variance process for zoning (ROA § 14-16-4-2) or subdivisions (ROA § 14-14-6).

3.4.C TRAFFIC IMPACT

If the proposed development goes through a site planning process and if it will create more than 100 A.M. or P.M. peak hour trips entering or exiting the site, the Environmental Planning Commission or the Development Review Board may require a Traffic Impact Study be submitted.

The following measures must be included as part of the mitigation required as part of the TIS:

- 1) Commercial buildings must provide pedestrian access to adjoining properties, where the adjoining property owner has allowed access to the property.
- 2) A building's onsite circulation system shall connect to existing or proposed streets, access-ways and driveways, or be stubbed out to adjoining property if the adjoining property is undeveloped.

- 3) Buildings must provide direct pedestrian connections between transit stops and building entrances.

3.4.D STREET DESIGNATIONS

Building frontage, access and parking regulation found in the Building Form standards often reference and are determined by the types of streets bordering the site. All streets on or bordering a site, excluding alleys, shall be designated a “Pedestrian/Transit Oriented” Street or a “Side” Street, as follows:

“Pedestrian/Transit Oriented” streets include Fourth Street, Candelaria Road, Menaul Boulevard, Griegos Road and Montano Road. “Side” streets include all streets except those defined as “Pedestrian/Transit Oriented” streets above.

3.4.E BUILDING FORMS

The North Fourth Street Form-based Overlay Zone establishes 18 building forms beginning on page 43, which regulate the following components to ensure compatibility between uses:

- 1) Access and Entry
- 2) Parking
- 3) Frontage
- 4) Building Width
- 5) Massing
- 6) Exposure to Light and Air
- 7) Building Length
- 8) Articulation
- 9) Open Space
- 10) Placement and Massing
- 11) Orientation and Composition

Each Development District permits a distinctive array of building forms. Permitted building forms for each Development District are listed in Table 3-1:

NFFBOZ Building Forms	Development Districts		
	NFTOD	NFMXD	NFID
p= permitted by right			
RESIDENTIAL BUILDING FORMS			
Detached Single-Family Dwelling			p
Side-yard Dwelling			p
Townhouse, Rowhouse, and Courtyard Townhouse	p	p	p
Accessory Unit / Carriage House	p	p	p
Duplex, Triplex and Fourplex	p	p	p
Terrace Apartment	p	p	p
Courtyard Apartments	p	p	
COMMERCIAL OR MIXED USE BUILDING FORMS			
Flex Building	p	p	p
Live-Work Unit	p	p	p
Liner Building	p	p	
UTILITARIAN BUILDING FORMS			
Auto Accessed	p	p	
Standalone Commercial	p	p	
Civic or Institutional Building	p	p	p
Structured Parking	p	p	

TABLE 3-2 PERMITTED BUILDING FORMS

3.4.F FRONTAGE TYPES

All Frontage Types as illustrated and described beginning on page 63 may be used in all three Development Districts as prescribed by the corresponding Building Forms. These Frontage Types include:

- 1) Forecourt
- 2) Front Yard
- 3) Portal (Arcade)
- 4) Porch
- 5) Shop Front
- 6) Stoop

3.4.G BUILDING MATERIALS

Building materials should reflect and complement the traditional materials and techniques of New Mexico. They should express the construction techniques and structural constraints of traditional, long-lasting building materials and the specific climate of Albuquerque. Simple configurations and solid craftsmanship are favored. All building materials to be used shall express their specific properties.

3.4.H STREET WALLS

Permitted street wall materials include native/regional stone and equivalent imitation stone; metal (wrought iron, welded steel and/or aluminum), brick, stucco, and a combination of up to 3 of these materials. Painted concrete block, painted concrete, light gage sheet metal, barbed wire and razor ribbon are prohibited. Configurations and techniques are consistent with those identified above for Building Materials.

3.4.I GLAZING

In structures adjacent to "Pedestrian/Transit Oriented" streets, glass or similar surfaces shall possess a minimum of 75% light transmittance factor on the ground floors fronting "Pedestrian/Transit Oriented" streets and a minimum of 60% light transmittance factor on floors above, as indicated by the manufacturer's specifications.

3.4.J SIGNAGE

Purpose and Intent

The standards in this section apply to all development and parcels controlled by the Overlay Zone standards. The standards are intended to ensure that signs

are clear, informative to the public and weather well. Signage is desirable for advertising shops and offices, and as decoration. Signs should be scaled (reduced in size) to the desired nature of the district. Signage that is glaring or too large creates distraction, intrudes into and lessens the visual experience, and creates clutter. This section generally regulates only the sign structure or copy design, and not the sign's content.

Signs not regulated by this section will be regulated by the General Sign Regulations 14-16-3-5 and shall follow applicable zoning requirements of the City Comprehensive Code. If this section and a portion of the General Sign Regulations conflict, this section applies. This section does not apply to political signs or any other sign displaying a noncommercial message. Any sign authorized in this Article is allowed to contain noncommercial copy in lieu of any other copy.

- 1) Sign Configurations for Flex Buildings, Live-Work, Auto Accessed, Standalone Commercial Buildings, Liner Buildings, Civic or Institutional Buildings, and Structured Parking:
 - a. Wall signs are permitted within the area between the second story floor line and the first floor ceiling, within a horizontal band not to exceed 2 feet in height.
 - b. Signs shall not come closer than 2 feet to an abutting private lot line.
 - c. Logos, names or noncommercial messages may be placed within the horizontal band as defined above, or placed or painted within ground floor or second story windows. Logos that fit within a rectangle no larger than 8 square feet and are located within the span of the top story are permitted.
 - d. A masonry or bronze plaque may be placed in the building's cornice or a parapet wall or under the eaves, and above the upper story windows. The plaque shall be no larger than a rectangle of 18 square feet.
 - e. Street addresses may be placed at between 6 feet and 12 feet above grade using 6 to 10 inch tall, non-cursive type lettering.
 - f. Refurbishment of historic wall signs and neon signs is permitted and encouraged.

- 2) Projecting Signs:
 - a. may be hung below the third story level, perpendicular to the ROW;
 - b. may be supported from an overhang or awning;
 - c. shall not project more than 4 feet, perpendicular to the ROW and beyond the façade;
 - d. may not exceed 8 feet in area; and,
 - e. must be located so as to permit at least 9 feet clear in height above the sidewalk.

3) Prohibited Signs

The following signs are prohibited for development and parcels controlled by the Overlay Zone standards:

- a. Off-premise signs
- b. Pole signs
- c. Portable signs, except for A-frame boards, erected by a nearby business, allowed only during business hours
- d. LEDs are prohibited as wall signs.

4) Special Signage

No flashing, traveling, animated, or intermittent lighting shall be visible on the exterior of any building in the North Fourth Infill Development District.

3.4.K LIGHTING

Purpose and Intent

The standards in this section apply to all development and parcels controlled by the Overlay Zone standards. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution.

Generally, site lighting shall be of a design and height and shall be located so as to illuminate only the lot. Up-lighting is not permitted. An exterior lighting plan must be consistent with these standards.

1) Exterior Building Lights

- a. On the street front elevation, exterior lights shall be mounted between 6 feet and 14 feet above adjacent grade.

2) Alleys

- a. All lots with alleys shall have lighting fixtures between 8 and 12 feet in height that illuminates the alley but are shielded or aimed in such a way that they do not shine into abutting lots.

3) Lighting Elements

- a. Lighting elements shall be compact fluorescent, metal halide or halogen only. No HID or fluorescent tube lights (excepting compact fluorescent bulbs) may be used on the exterior of buildings.

- 4) Floodlights and Directional Lights
 - a. Floodlights or directional lights may be used to illuminate alleys, parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots or the street.

3.4.L MECHANICAL EQUIPMENT

The following shall not be stored or located within any street ROW, and shall be screened from view from the street ROW and adjoining lots: air compressors, mechanical pumps, exterior water heaters, water softeners, , garbage cans, storage tanks, and similar equipment. Roof mounted equipment shall be screened from view from the street ROW contiguous to the lot and all adjoining lots.

- 1) Roof-mounted mechanical equipment shall be screened by parapet walls or structural features. The minimum height of the parapet walls or structural features shall be as follows:
 - a. 42" if the roof top equipment is within 10 feet of the building wall;
 - b. 30" if the roof top equipment is within 20 feet of the building wall;
 - c. 18" if the roof top equipment is beyond 20 feet of the building wall.
- 2) Wall-mounted mechanical and electrical equipment on major facades is discouraged. If used, it shall be screened by dense evergreen foliage or by other acceptable screening devices. Wall-mounted mechanical equipment on non-major facades shall be painted to match the color of the subject building or screened by other acceptable screening devices.
- 3) Ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major facade shall be screened through use of walls, earth berms, dense evergreen foliage or other acceptable screening devices.

3.4.M GENERAL PARKING STANDARDS

The standards in this section apply to all development and parcels controlled by the Overlay Zone. In addition to the parking location standards prescribed for each of the Building Forms, the following general standards apply:

- 1) Off street parking shall be primarily located behind or under the principal structure. A common parking area may be located interior to the block.
- 2) Teaser parking and side parking with visibility and frontage on Fourth St could be utilized with screening by a building or combination of 3' minimum wall and landscaping elements.

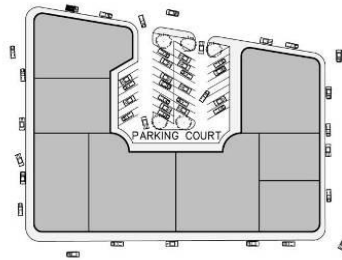


FIGURE 3-3 EXAMPLE OF "TEASER PARKING"

- 3) Teaser Parking is permitted for commercial or mixed use building forms with at least 200 ft frontage. Teaser parking is a small parking court located in front of the building, and enclosed on three sides by the building, to provide visible parking to retail uses without impacting pedestrian comfort. Maximum 30% of total parking requirement can be met in a teaser parking area. Building forms frontage minimums can be reduced by 50% along the public street. Permitted Frontage types include shop fronts, portals and forecourts.
- 4) Existing alleys shall remain and where possible extended to provide access for parking, loading and trash collection.
- 5) New alleys or access easements shall be required where possible and shall follow regulations in Chapter 23 Traffic & Street Standards section 2-1A
- 6) On street parallel parking is permitted and encouraged along all street frontages except at transit stops. Diagonal on-street parking is only permitted on "Side" streets. On-street parking provisions will be defined by the 30% Fourth Street Corridor Design.
- 7) A 5 foot pedestrian access path shall be maintained between building and parking area.

3.4.N PARKING SPACE REQUIREMENTS

Applicability

The minimum vehicle parking space requirements and reduction factors of the § 14-16-3-1(A) (Off-Street Parking Regulations) apply to all development or parcels controlled by the Overlay Zone, except as follows.

1) Projecting Demand

For individual uses, the minimum number of parking spaces required for individual uses is calculated by using the Peak Demand for Individual Uses (below) and by applying reduction factors for mixed-use development and proximity to transit (subsections 2 and 4 below).

Peak Demand for Individual Uses:

Use of Building Form	Peak Demand
Amusement enterprises	1 space per 4 occupants
Banquet halls	1 space per 4 seats
Cultural facilities	1 space per 3 seats
Cinemas, theaters & auditoriums	1 space per 3 seats
Community & Recreation Facilities	1 space per employee plus 1 space per 1000 square feet, plus curbside drop-off
Office	3 spaces per 1,000 square feet (net leasable area)
Retail liner building, less than 30 feet deep and one story in height	Exempt from parking requirements
Liner building, more than 30 feet deep or more than one story	3 spaces per 1,000 square feet (net leasable area)
Personal services	3 spaces per 1,000 square feet (net leasable area)
Professional services	3 spaces per 1,000 square feet (net leasable area)
Residential and Live-Work	1.5 spaces per 1 bedroom & studio 1.5 spaces per 2 bedrooms 1.5 spaces per 3+ bedrooms
Residential Accessory Units	1 space per unit
Restaurant	1 space per 75 square feet
Retail trades	3 spaces per 1,000 square feet (net leasable area)
Warehouse	1 space per 2,000 square feet (net leasable area)

TABLE 3-3 PARKING PROJECTED DEMAND

2) Reduction Factors:

Parking reductions from § 14-16-3(1) (a) apply, along with the following:

- a. Uses within the NFTODD may factor a 10% reduction in parking.
- b. Uses within 650 feet of Bus Rapid Transit Stops, the Rail Runner platform or Streetcar stations may factor a 20% reduction in parking requirements.

Reduction factors may be added together but the total shall not exceed 40% reduction.

3) Calculating Supply

Parking requirements shall be met by considering the sum of all:

- a. on-site parking (at surface and in structures), plus
- b. on-street parking contained within or immediately abutting the project, plus
- c. contributions made by off-site parking facilities available to uses of the building within 660' (including joint use facilities).

4) Shared Parking

The required minimum parking requirement may be reduced where parking is shared between uses that have different peak parking periods, as calculated below:

Locate the shared parking reduction ratio for the shared parking use in the table below. Calculate the adjusted minimum parking requirement by dividing the required combined minimum parking for the individual uses for which there is shared parking (from subsections A and B above), by the shared parking reduction ratio in the Table 3-3 below.

Type of Use	Residential	Lodging	Office	Retail
Residential		1.1	1.4	1.2
Lodging	1.1		1.7	1.3
Office	1.4	1.7		1.2
Retail	1.2	1.3	1.2	

TABLE 3-4 SHARED PARKING

3.5 GENERAL LANDSCAPING STANDARDS

The standards in this section apply to all development and parcels controlled by the Overlay Zone. In addition to the landscape location standards prescribed for each of the Building Forms, the following general standards apply:

3.5.A LANDSCAPE

Landscape standards shall be per the City of Albuquerque Zoning Code (§14-16-3-10) with the following exceptions:

- 1) The mature spread of a tree's canopy may count towards the 75% Required Vegetative Ground Cover (§14-16-3-10(G)(3)) for landscape areas up to 100sf.
- 2) The use of tree grates is permitted for all tree wells.
- 3) Building setbacks not used for pedestrian activity shall have a minimum landscape area of 50%.
- 4) Asphalt is not a permitted material within the setback area.
- 5) Landscaping on roof decks may be counted toward the required area landscaping.

3.5.B LANDSCAPE BUFFERS:

- 1) Front Landscape Buffers: Where parking areas front on a public or private street, a minimum four foot deep landscaped area with a four foot high screen wall adjacent to the parking area shall be maintained between the parking area and the street.
- 2) Side/Rear: A minimum landscaped buffer four feet deep with a minimum four foot high screen wall adjacent to the parking area shall be required between parking areas and abutting residential zones. The landscape buffer shall be planted primarily with evergreen trees or tall shrubs capable of screening the parking area from the abutting residential zone.

- 3) Off-street Parking Area Landscaping per Zoning Code §14-16-3-10, with the following exceptions:
 - a. One tree is required for every 8 spaces;
 - b. No parking space may be more than 50 feet from a tree trunk

3.6 NORTH FOURTH TRANSIT ORIENTED DEVELOPMENT (NFTOD) DISTRICT STANDARDS

The NFTOD District covers parcels in the southern portion of the corridor from Mountain Road to north of Menaul Boulevard and parcels at the northern portion of the corridor along Montano Road and Fourth Street to the Railroad tracks. The intent of NFTOD District is to support and take advantage of transit investments by serving relatively large areas, providing community-serving retail and services and high density housing. See Overlay Zone Map page **Error! Bookmark not defined..**

Development not regulated by the Overlay Zone will be regulated by the underlying existing zoning including but not limited to the general regulations of the City Comprehensive Zoning Code (Chapter 14, Article 16 Code of Ordinances).

Within North Fourth TOD District, any new multistory buildings are encouraged to include the following uses along at least 50% of their frontage at the street level:

- 1) Multifamily dwellings or their lobbies
- 2) Hotels and their lobbies
- 3) Retail Establishments
- 4) Food Store, Bakery, Shops, Ice Cream, General Business Services
- 5) Movie Theaters
- 6) Museums, Art Galleries or Libraries
- 7) Offices
- 8) Personal Service Establishments
- 9) Professional Services
- 10) Restaurants and Bars

3.6.A PERMITTED BUILDING FORMS:

The following Building Forms as described beginning on page 43, are allowed in the NFTOD District:

- 1) Residential Building Forms:
 - a. Townhouse, Rowhouse, and Courtyard Townhouse
 - b. Accessory Unit / Carriage House
 - c. Duplex, Triplex & Fourplex
 - d. Terrace Apartment
 - e. Courtyard apartments

2) Commercial or Mixed Use Building Forms:

- a. Flex Building
- b. Live-Work Unit
- c. Liner Building

3) Utilitarian Building Forms:

- a. Auto Accessed
- b. Standalone commercial
- c. Civic or Institutional Building
- d. Structured Parking

3.6.B PERMITTED FRONTAGE TYPES

All six Frontage Types as described on beginning page 63, are permitted as prescribed by the Building Form.

3.6.C DENSITIES, INTENSITIES AND HEIGHT

1) The following minimums are encouraged but not mandatory:

a. Minimum Average Residential Density	General : 20 dwelling units per acre Within ¼ mile radius of transit station area or major bus transfer point: 24 dwelling units per acre Distance is measured from the boundary of the station area or transfer point; should equate to a five minute walk.
b. Minimum FAR	1.0
c. Minimum Height	2 stories or 26 feet on at least 60% of the block face

TABLE 3-5

2) Maximum height in the NFTOD District is limited to the following:

a. Maximum Height	4 stories with a maximum of 52 feet with 3 stories with a maximum of 40 feet on at least 20% of any block face. A 5th story with a maximum of 66 feet is allowed with a 20 ft minimum set back with the following exception: Building area within 75 feet of the property line of a single family residential zoned parcel: 2 stories with a maximum of 26 feet
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TABLE 3-6

3.6.D BUILDING FRONTAGE AND ARTICULATION

1) Glazing of ground floor frontage	75% minimum glazing of ground floor width to a height of at least 8 feet above the floor level.
2) Ground story clear height	A ground floor story shall include a minimum 10 foot clear height.
3) Building entryways on streets	40 feet on center minimum or as provided in the Building Form regulations.
4) Articulation on streets	40 feet on center minimum or as provided in the Building Form regulations.

TABLE 3-7

3.6.E BUILDING PLACEMENT

1) Front setback	Maximum 10 feet Minimum 0 feet
2) Side street setback	Maximum 10 feet Minimum 0 feet
3) Side yard setback	Minimum 0 feet From abutting existing single family development: minimum 5 feet
4) Rear setback (shall include rear alley widths)	Minimum 5 feet From abutting existing single family development : minimum 10 feet

TABLE 3-8

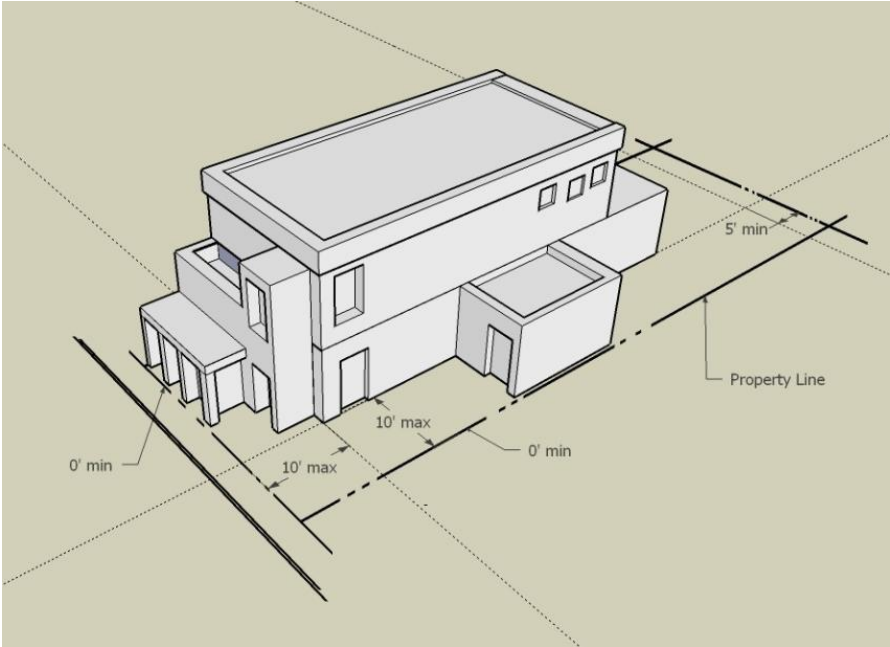


FIGURE 3-4 NFTOD BUILDING PLACEMENT

3.7 NORTH FOURTH MIXED USE DEVELOPMENT (NFMXD) DISTRICT

The NFMXD District is designed for locations within walking or biking distance of residential areas and connected to them by pedestrian and biking paths. This district establishes commercial and mixed uses that serve residential neighborhoods, and can be used to redevelop existing shopping areas and centers. The standards are intended to provide pedestrian scale streetscapes and buildings oriented to the public realm. It generally covers parcels in the corridor located along Fourth Street and fronting major cross streets from the mid-block south of Candelaria Road to Solar Road. For location see Overlay Zone Map page **Error! Bookmark not defined.**.

3.7.A PERMITTED BUILDING FORMS

The following Building Forms as described beginning on page 43, are allowed in the NFMXD District:

- 1) Residential Building Forms
 - a. Townhouse, Rowhouse, and Courtyard Townhouse
 - b. Accessory Unit / Carriage House
 - c. Duplex, Triplex & Fourplex
 - d. Terrace Apartment
 - e. Courtyard apartments

- 2) Commercial or Mixed Use Building Forms
 - a. Flex Building
 - b. Live-Work Unit
 - c. Liner Building

- 3) Utilitarian Building Forms
 - a. Auto Accessed
 - b. Standalone commercial
 - c. Civic or Institutional Building
 - d. Structured Parking

3.7.B PERMITTED FRONTAGE TYPES

All six Frontage Types as described on beginning page 63, are permitted as prescribed by Building Form.

3.7.C DENSITIES, INTENSITIES AND HEIGHT

1) The following minimums are encouraged but not mandatory:

a. Minimum Average Residential Density	General : 12 dwelling units per acre Within 75 feet of the property line of a developed single family residential area: 10 dwelling units per acre
b. Minimum FAR	.5
c. Minimum Height	2 stories or 26 feet on at least 60% of the block face

TABLE 3-9

2) Maximum height in the NFMXDD is limited to the following:

a. Maximum height	4 stories with a maximum of 52 feet with 3 stories with a maximum of 40 feet on at least 20% of any block face. A 5th story with a maximum of 66 feet is allowed with a 20 feet minimum set back with the following exception: Building area within 75 feet of the property line of a single family residential zoned parcel: 2 stories with a maximum of 26 feet
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TABLE 3-10

3.7.D BUILDING FRONTAGE AND ARTICULATION

1) Glazing of ground floor frontage	40%-90%; Retail uses fronting "Pedestrian/ Transit Oriented streets are required to have a 75% minimum glazing of ground floor width to a height of at least 8 feet above the floor level.
2) Ground story clear height	A ground floor story shall include a minimum 10 foot clear height.
3) Building entryways on streets	40 feet on center minimum or as provided in the Building Form regulations.
4) Articulation on streets	40 feet on center minimum or as provided in the Building Form regulations.

TABLE 3-11

3.7.E BUILDING PLACEMENT

1) Front setback	Maximum Minimum	10 feet 0 feet
2) Side street setback	Maximum Minimum	10 feet 0 feet
3) Side yard setback	Minimum	0 feet From abutting existing single family development: minimum 5 feet
4) Rear setback (shall include rear alley widths)	Minimum	5 feet From abutting existing single family development : minimum 10 feet

TABLE 3-12

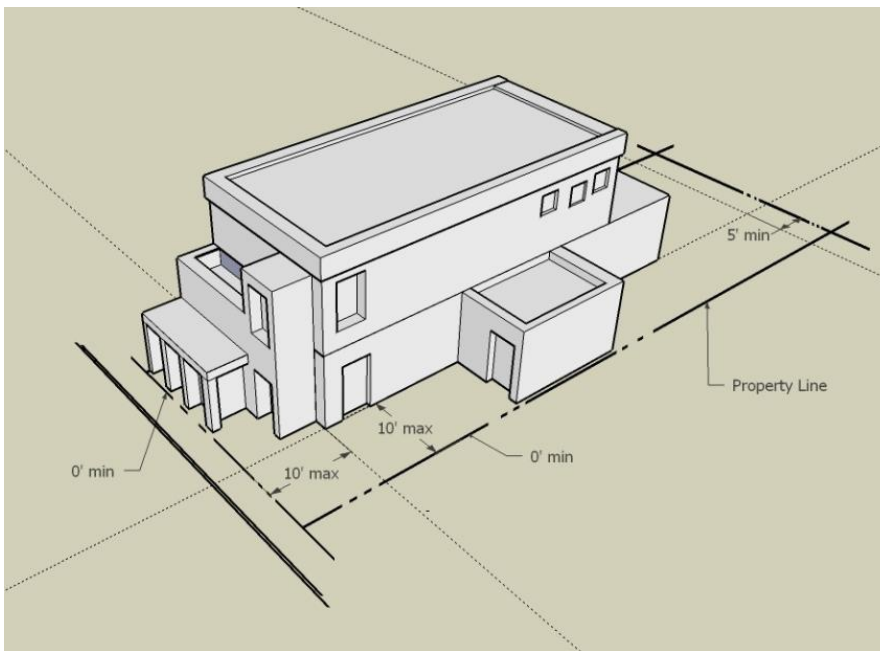


FIGURE 3-5 NFMXDD BUILDING PLACEMENT

3.8 NORTH FOURTH INFILL DEVELOPMENT (NFID) DISTRICT

The NFID District serves as a buffer and provides a standard to encourage the context-sensitive development of empty lots or the redevelopment of sites in substantially built up areas. It offers relief from rigid zoning, while ensuring that new development respects its surroundings and achieves compact, pedestrian friendly environments. The District is situated in key areas near existing neighborhoods along the northern and middle portion of the corridor. For location see Overlay Zone Map page **Error! Bookmark not defined.**

3.8.A BUILDING PLACEMENT, HEIGHT AND FRONTAGE

1) General Standards

In the case of new structures, additions and alterations, the height, and scale of other buildings on the block shall be substantially maintained; “substantially maintained” means that the front façade of new structures does not exceed the average width of principal structures within three hundred (300) feet of the proposed structure by more than twenty percent (20%) and the height does not exceed the average height of principal structures within three hundred (300) feet of the proposed new structure, addition, alteration by more than one (1) story.

The building setbacks shall be substantially maintained to preserve the pattern of building fronts and setbacks from the street. Substantially maintained means that the building setback is within, plus or minus, 5 feet of the average setback of existing buildings on the block.

2) Additions

Additions do not need to follow a particular building form. However additions shall comply with the standards below:

- a. Oriented to the front street ROW or to the alley.
- b. Related to the rest of the building in scale, mass, and shape.
- c. Compatible with the original structure in window design.
- d. Compatible with the original structure in terms of roof slope and shape

3.8.B PERMITTED BUILDING FORMS

The following Building Forms as described beginning on page 43, are allowed in the NFID District:

- 1) Residential Building Forms:
 - a. Detached Single-Family Dwelling
 - b. Townhouse, Rowhouse, and Courtyard Townhouse
 - c. Accessory Unit / Carriage House
 - d. Duplex, Triplex & Fourplex
 - e. Terrace Apartment

- 2) Commercial or Mixed Use Building Forms:
 - a. Flex Building
 - b. Live-Work

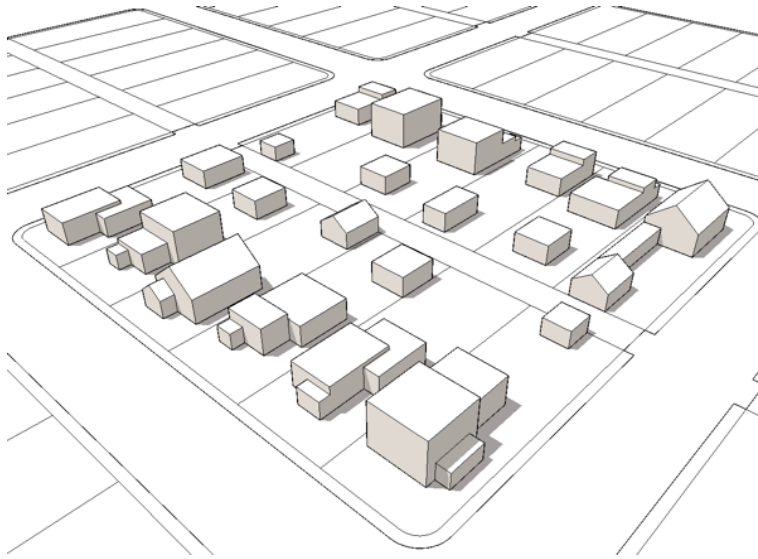
- 3) Utilitarian Building Forms:
 - a. Civic or Institutional Building

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3.9 BUILDING FORMS

Detached Single-Family Dwelling	44
Side-yard Dwelling	45
Townhouse, Rowhouse, and Courtyard Townhouse	46
Accessory Unit / Carriage House	47
Duplex, Triplex and Fourplex	48
Terrace Apartment	49
Courtyard Apartments	50
Flex Building	52
Live-Work Unit	53
Liner Building	54
Auto Accessed	56
Standalone Commercial	57
Civic or Institutional Building	59
Structured Parking	61

3.9.A DETACHED SINGLE-FAMILY DWELLING



Description:

Single family detached dwelling units with useable front and rear yards and oriented to the street.

1) Access and Entry

The Principal Entry to each dwelling shall have direct access from a porch, stoop or private patio to the street. Parking, loading and trash disposal must be accessed from an alley, narrow driveway, ribbon driveway, or a circular driveway with a porte cochere.

2) Parking

Parking shall be located in the side or rear yard. Garages may be attached, detached, or connected by a breezeway. Attached garages shall be set back from street-facing façades by a minimum of 10'. Detached and breezeway garages must be located in the side or rear yard.

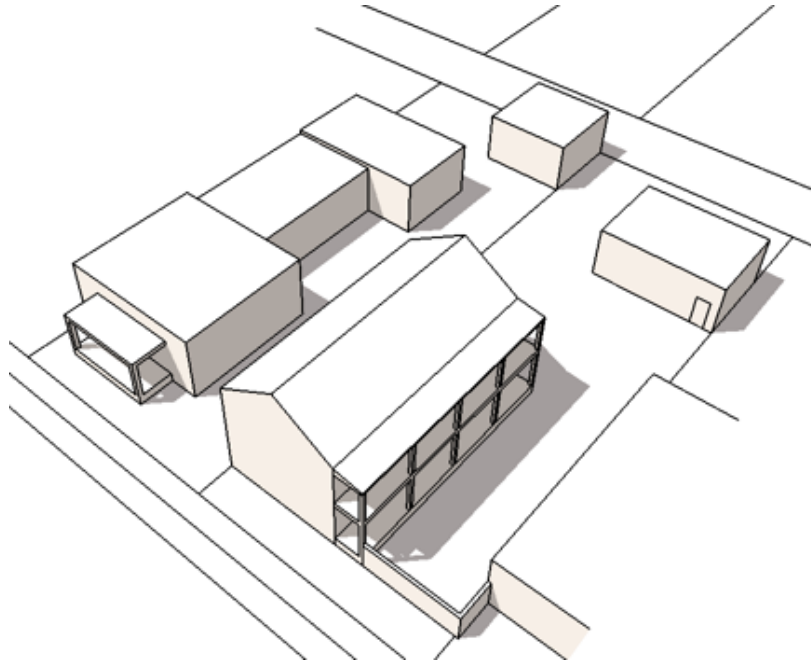
3) Frontage

Each dwelling must include a stoop, porch, or private patio.

4) Exposure to Light and Air

Each dwelling shall have all sides exposed to the outdoors.

3.9.B SIDE-YARD DWELLING



Description:

Single family detached dwelling units that are aligned with one building wall on a side lot line and a setback or side yard easement along the other side lot line.

1) Access and Entry

The Principal entrance to each dwelling shall have direct access from an individual stoop, porch or private patio that shall front the street and may also front the side-yard. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

2) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface, or garage and may be accessed from an alley, narrow driveway, or ribbon driveway. A common parking court may be provided interior to the block.

3) Frontage

Each dwelling must include a stoop, porch or private patio.

4) Building Width

Buildings facing a public street may not be wider than forty feet (40') along the street frontage.

5) Massing

Habitable attics are permitted.

6) Exposure to Light and Air

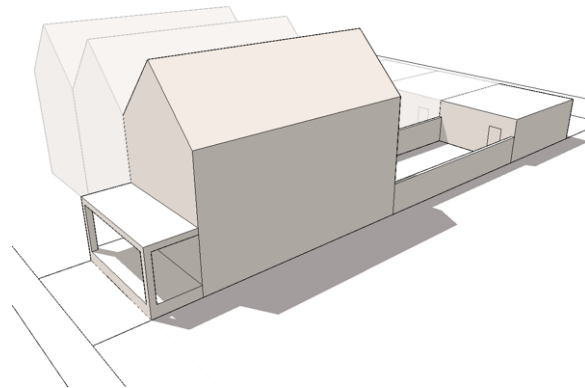
Each unit shall have at least three sides exposed to the outdoors.

3.9.C TOWNHOUSE, ROWHOUSE, AND COURTYARD TOWNHOUSE



Description:

One of a group of attached dwellings divided from each other by common walls. Each must have a separate entrance leading directly to the outdoors at ground level. A townhouse building may be one type of an apartment. This form can be done as a zero lot line dwelling and may be constructed as "half" a Courtyard Townhouse development.



1) Access and Entry

The Principal Entry to each dwelling shall have direct access to the street or to a Courtyard if it is a Courtyard Townhouse building form. For lots that back to functioning alleys; parking, loading and trash disposal must be accessed from an alley.

2) Parking

Parking shall be located behind each building. Parking may be half-level underground, surface, or garage. A common parking court may be provided interior to the block.

3) Frontage

Each dwelling must include a stoop or porch fronting the street and a public sidewalk or a common green or fronting a Courtyard if a Courtyard Townhouse building form is used.

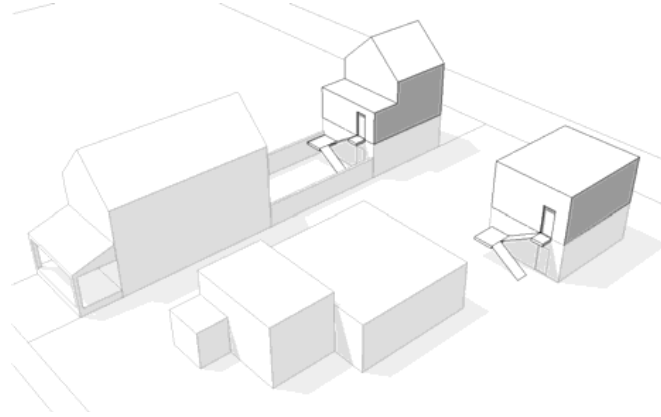
4) Building Width

Buildings facing a public street may not be wider than forty feet (40') along the street frontage

5) Exposure to Light and Air

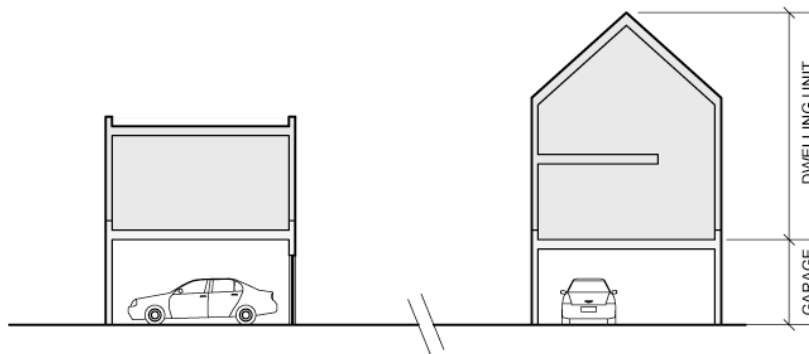
Each unit shall have at least 2 sides exposed to the outdoors.

3.9.D ACCESSORY UNIT / CARRIAGE HOUSE



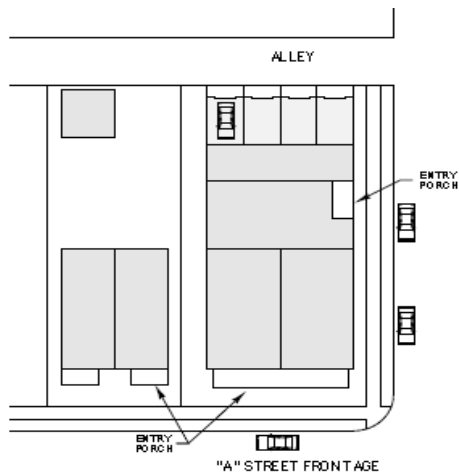
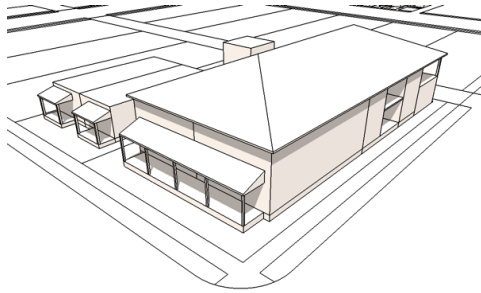
Description:

An accessory unit is a building type typically consisting of a stacked dwelling unit or work space of 600 square feet or less over a garage. It is located on an alley or at the back 1/3 of a lot that includes a Principal building.



- 1) Access and Entry
The Principal Entry to the unit shall be accessed from the side or rear yard or alley.
For lots that back to functioning alleys; parking, loading and trash disposal must be accessed from an alley.
- 2) Parking
Parking shall be located below or beside the unit and accessed from an alley or side driveway.
- 3) Building Width
A 5' minimum passageway to the alley shall be maintained along one side.
- 4) Massing
Accessory units may be located above garages.
- 5) Exposure to Light and Air
Each unit shall have a minimum of three sides exposed to the outdoors

3.9.E DUPLEX, TRIPLEX & FOURPLEX



Description:

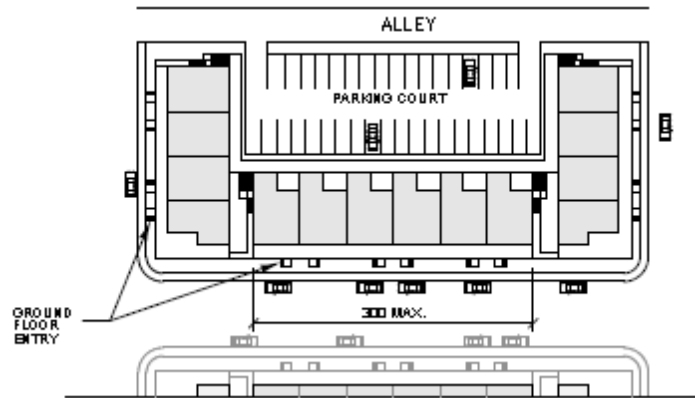
Duplexes, triplexes, and fourplexes are multiple dwelling forms that are either architecturally presented as large single-family houses in their typical neighborhood setting or as duplex/triplex/fourplex vernacular forms compatible with the surrounding neighborhood. These building forms are permitted for residential uses, offices, or studios that are accessory to residential uses.

- 1) Access and Entry
The Principal Entry to each dwelling or each common entrance, if designed as stacked flats shall have direct access from a porch, a common porch, or stoop facing the street. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.
- 2) Parking
Parking - Parking shall be located in the rear portion of the lot. Parking shall be accessed from an alley or a narrow driveway. A common parking court may be provided interior to the block.
- 3) Frontage
Each dwelling must include a stoop or porch, either individually or in common with an adjoining dwelling.
- 4) Building Width
Buildings facing a public street may not be wider than fifty feet (50') along the street frontage
- 5) Massing
Duplexes, triplexes, and fourplexes may be articulated as large single family houses consistent with the vernacular building form in the surrounding neighborhood.
Duplexes, triplexes, and fourplexes may also be designed as stacked flats, abutting townhouses, courtyards, side-yard/courtyard townhouses or other vernacular forms compatible with the surrounding neighborhood. Attic spaces may be used as habitable space.
- 6) Exposure to Light and Air
Each unit shall have a minimum of two sides exposed to the outdoors

3.9.F TERRACE APARTMENT

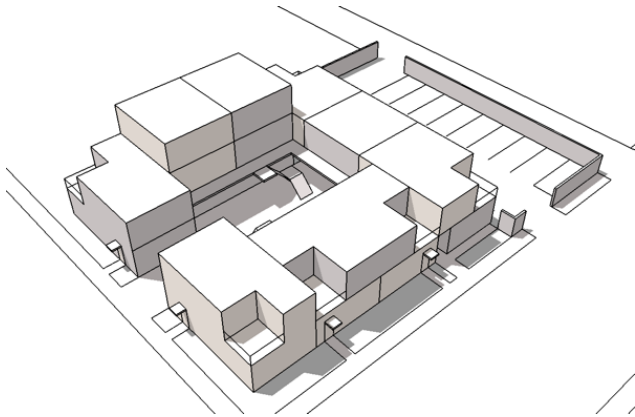
Description:

Terrace Apartments can take a number of forms, including stacked flats, townhouses, or flats over townhouses.



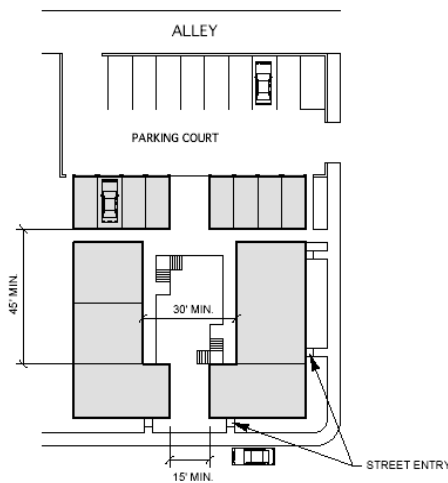
- 1) Access and Entry
The Principal Entry to each individual dwelling on the ground floor must have direct access from a permitted frontage type and abut the street.
- 2) Parking
Parking shall be located behind or under the principal building. A common parking area may be located interior to the block.
- 3) Frontage
Frontage types along the street must include stoops, porches, or forecourts.
- 4) Building Length
Buildings facing a public street may not be longer than 300 feet along the street frontage.
- 5) Articulation
The façades of buildings facing a public street that are longer than sixty feet (60') must be articulated a maximum of every forty feet (40') along the street frontage.

3.9.G COURTYARD APARTMENTS



Description:

Courtyard apartments are building form consisting of dwelling units that can be arranged as townhouses, flats over townhouses, or flats. These are arrayed to form a shared courtyard that is partly or wholly open to the street.



1) Access and Entry

Each individual ground floor unit must have direct access from a porch, common porch or stoop facing the courtyard or facing the street. No more than 4 dwellings shall be accessed per stair.

The courtyard shall have a common street entrance at least 15' wide. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

2) Parking

Parking shall be located in rear portion of lot or under the building(s) or in a common parking court interior to the block. Parking lots shall be screened by a minimum 5 foot wide landscape buffer and 4 foot high wall from the court. Pedestrians shall have access to parking through the courtyard.

3) Open Space

Courtyards shall be a minimum of 35 feet wide and a minimum of 45 feet long. Porches may protrude into the courtyard space. Courtyards shall be Full Courtyards or Partial Courtyards.

(COURTYARD APARTMENTS continued)

Partial courtyards abutting to parking lots shall be screened by a minimum 5 foot wide landscape buffer consistent with § 14-16-3-10(E)(3). Courtyards shall be visible from the street. An opening may include a pattern that is constructed into the façade or created using see-through tubular steel, wrought iron bars, or other grillwork. Fences and gates separating the courtyard from the street and/or parking courts must comply with the design standards of § 14-16-3-19.

Courtyards shall be landscaped with at least one tree (minimum 1 1/2 inch caliper) for every 1000 square feet of courtyard area.

4) Frontage

Frontage types along the street shall be porches or common porches and front yards. Frontage types along the courtyard shall be porches, a common porch or stoops. Private patios may be located in the courtyard if the courtyard is at least 60 feet in width. A patio wall shall not exceed 36" in height.

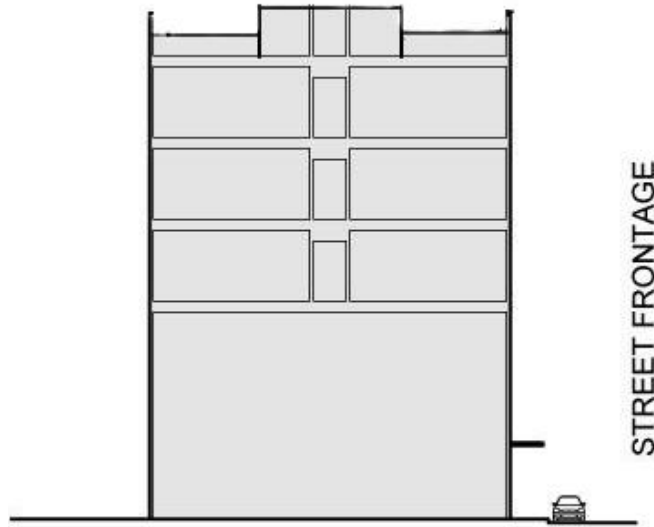
5) Massing

All dwellings may be incorporated into one house form or be articulated into vertical modules. Attics may be used as habitable space. Buildings shall be located as to provide for the reach of sunlight into courtyards between 11am and 1pm in the winter solstice.

6) Exposure to Light and Air

Each unit must have two sides exposed to the outdoors.

3.9.H FLEX BUILDING



Description:

A flex building contains at least one (1) distinct story above the ground floor, with Shop Fronts on the ground floor. The building may contain any combination of residential, hotel, office and commercial uses. Retail should occur on the ground floor, but is not mandatory. The building may evolve over time through many combinations of these uses.

1) Access and Entry

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted frontage type facing and abutting the street. For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

2) Parking

Off-street parking shall be located behind or under the principal building. A common parking area may be located interior to the block. On-street parking is encouraged along all street frontages except at transit stops.

3) Frontage

Frontage types along the street shall include Shop Fronts. Portals and Forecourts may be added. Forecourts shall not exceed 20% of the block space.

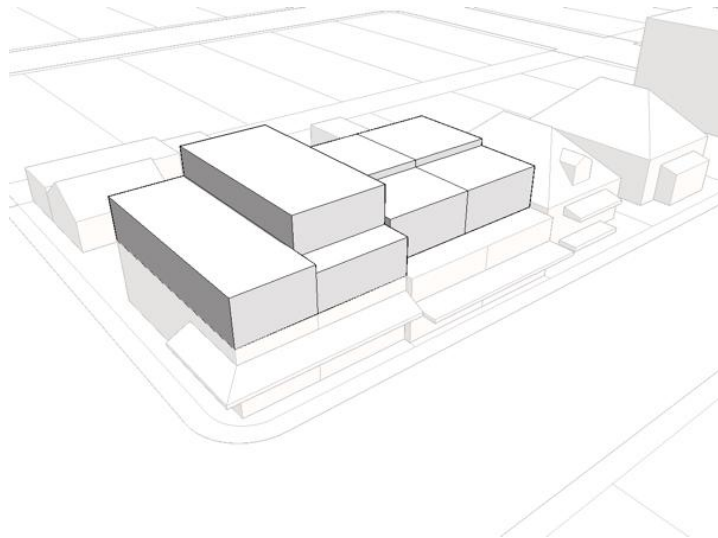
4) Placement and Massing

Buildings facing a public street may not be longer than 300 feet along the street frontage. The required ground floor clear height is a minimum of 10'.

5) Articulation

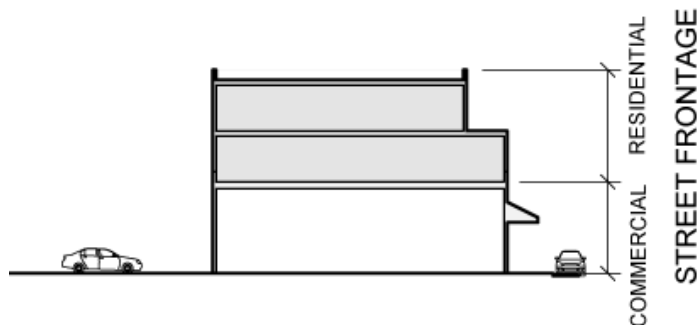
The façades of buildings facing a public street which are longer than fifty feet (50') must be articulated at a maximum of every forty feet (40') along the street frontage. Entryways are required at least every 40 feet.

3.9.1 LIVE-WORK UNIT



Description:

Live-Work units are low rise multistory buildings that can that can be used flexibly for work/live, work/work, and live/live purposes. A variety of uses in the buildings is encouraged. Dwelling units can be located above the ground floor, attached to the rear of a Shop Front, or detached and located in the rear or side yard. The first floor is a Shop Front frontage type.



1) Access and Entry

Direct access must be provided from the street to the Principal Entry of each Shop Front and common entry to upper level units.

For lots that back to functioning alleys, parking, loading and trash disposal must be accessed from an alley.

2) Parking

Parking areas shall be located in rear portion of lot or a common parking area located interior to the block and shall not abut the street frontage.

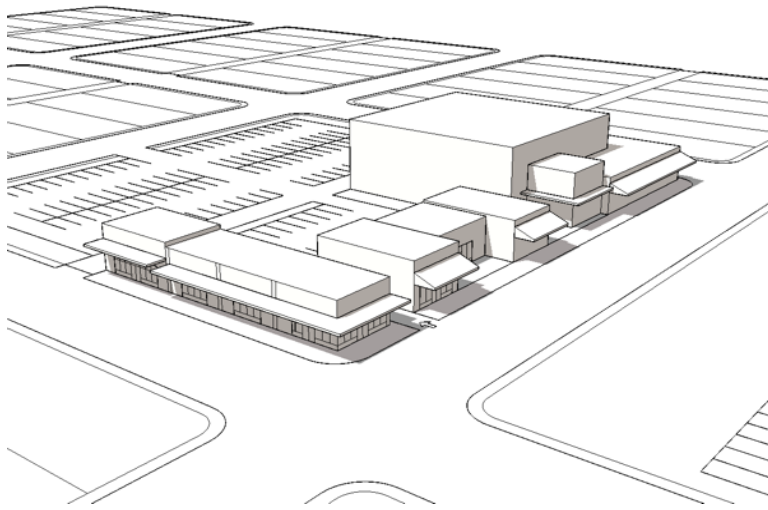
3) Frontage

Each ground floor use shall have an entrance for each 40' of building frontage at a minimum. Permitted frontage types are Shop Fronts, Forecourts or Portals.

4) Building Width

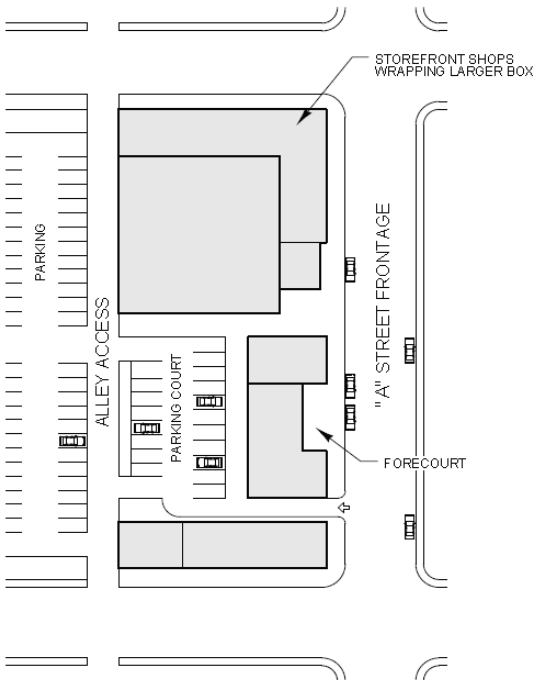
Buildings facing a public street may not be wider than forty feet (40') along the frontage line unless designed to appear as separate Shop Fronts no wider than 40'.

3.9.J LINER BUILDING



Description:

A building specifically designed to mask and enliven the edge of a parking lot, parking garage, public assembly or large retail facility (big box) along a public frontage.



1) Access and Entry

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted frontage type facing and abutting the street.

(LINER BUILDING continued)

2) Parking

Parking shall be located behind or under the principal building, or in one or more common or public parking areas located interior to or within 660 feet of the block. On-street parking is encouraged along all street frontages.

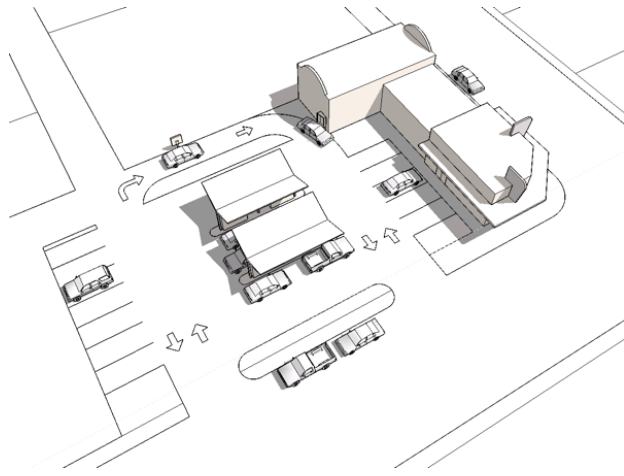
3) Frontage

Frontage types along the street must include Portals, Forecourts or Shop Fronts.

4) Placement and Massing

Minimum frontage build-out is 60%. Minimum liner building depth is 16 feet. The façade along the ground floor on a Public Frontage must change visibly at an average of at least forty feet (40') in height, setback, materials, or colors along the street frontage and with no module exceeding 75 feet in length. An entryway must be provided on the ground floor every 40 feet at a minimum. Courtyards or forecourts shall not exceed 10% of the street frontage.

3.9.K AUTO-ACCESSED

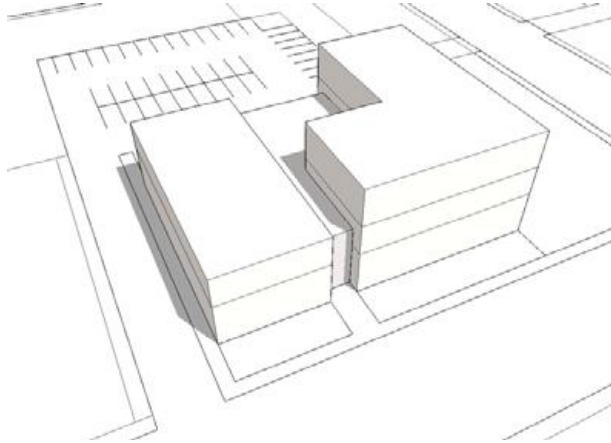


Description:

Auto-Accessed building forms include office building with drive-through facilities, shop or store building with drive-through facilities, and restaurant buildings. Utilitarian building forms can accommodate, for example, the following building types: gasoline station, automobile repair and service structure, and car care centers (includes car wash). These building types provide needed neighborhood services, but can disrupt pedestrian flows and impair the aesthetics of the commercial and residential streetscapes, corridors and districts.

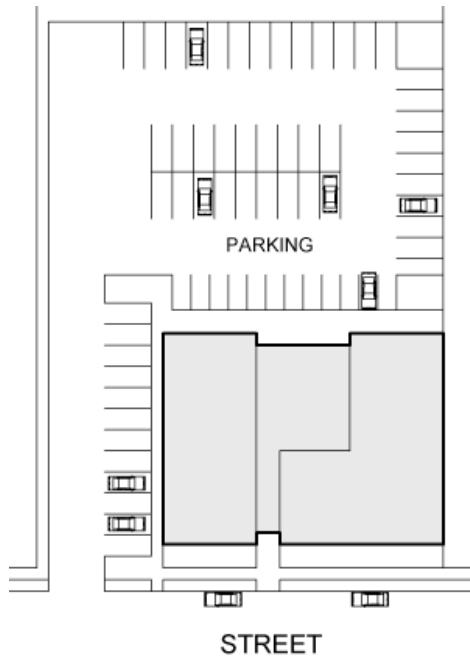
- 1) Access and Entry
The Principal Entry to the building must have direct access from a permitted frontage type facing and abutting the street.
- 2) Parking and Service Drives
Parking shall be located behind or under the principal building, or in one or more common or public parking areas located interior to or within 660 feet of the block. Drive-through lanes must include access to a "Side" street, an alley, or shared parking area to the rear of the principal building. Supplemental ingress from an "Pedestrian/Transit Oriented" street is allowed. On-street parking is encouraged along all public frontages.
- 3) Frontage and Placement
The façade of buildings on a Public Frontage shall change visibly at a maximum of every sixty feet (60') in height, setback, materials, or color along the street frontage. A 4' foot high street wall shall screen service area at lot perimeter with openings for vehicular access. Development fronting an "Pedestrian/Transit Oriented" Street shall be built out a minimum of 60%.

3.9.L STAND ALONE COMMERCIAL/OFFICE BUILDING



Description;

This building form accommodates larger building floor plates that may require large surface parking areas. These regulations accommodate a limited number of building forms, in order, to provide anchor tenants and neighborhood services; but restricts them in order to maintain the integrity of the plan's design principles.



1) Access and Entry

The Principal Entry to each individual unit on the ground floor must have direct access from a permitted frontage type facing the street.

2) Parking

Parking shall be located behind, under, or to the side of the principal building, or in one or more common or public parking areas located interior to or within 660 feet of the block. Parking areas to the side of the principal building: (1) are limited to 100 feet in depth, (2) have a total width no more than 32 feet, and (3) must have a landscaped buffer facing the street with a minimum depth of 10 feet, or a street-wall with a landscaped buffer that has a minimum depth of 5 feet.

(STAND ALONE COMMERCIAL/OFFICE BUILDING continued)

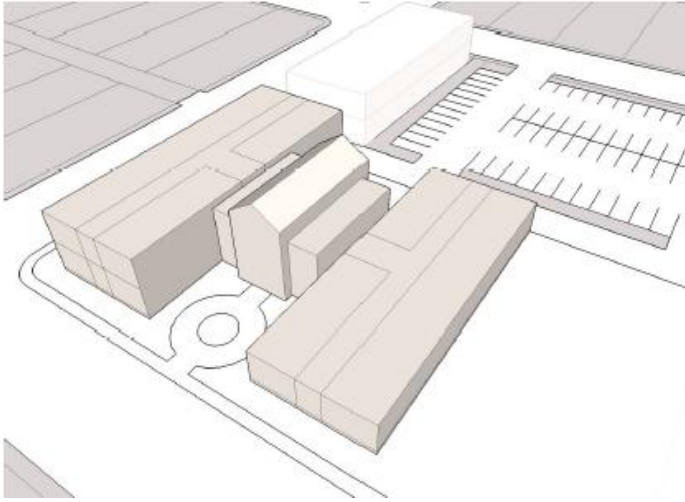
3) Frontage

Frontage types along the street must include Portals, Forecourts or Shop Fronts.

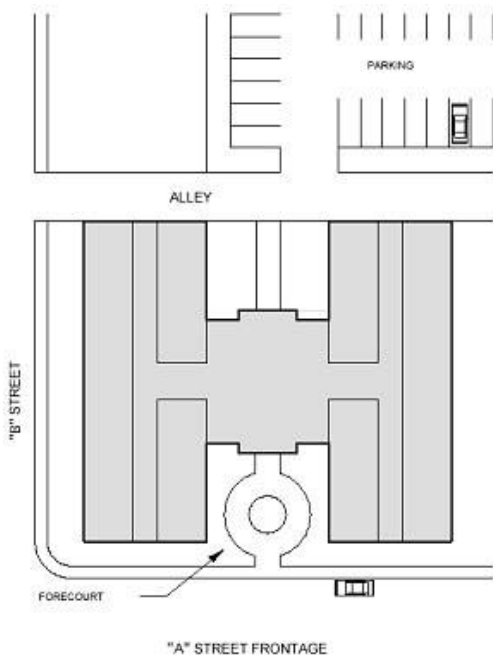
4) Articulation

The façade of buildings on a Public Frontage must change visibly at a maximum of every forty feet (40') in height, setback, materials, or color along the street frontage. An entryway must be provided to the ground floor every forty feet (40') at a minimum. Buildings either shall be double-fronted or the back walls shall be 30% glazed.

3.9.M CIVIC OR INSTITUTIONAL BUILDING

*Description:*

Institutional buildings can accommodate offices, classrooms, or civic uses. These buildings range from large floor-plates and multiple levels to smaller, more intimately scaled structures. A variety of architectural styles is acceptable. Civic buildings can accommodate a variety of arts, culture, education, recreation, government and public assembly uses.



1) Access and Entry

Pedestrian entry is through a common lobby or multiple entrances. The building has at least one entrance to a public street, courtyard, forecourt, or a common lawn.

Street-facing entrance(s) shall be built to within 30 feet of a street right-of-way.

2) Parking

Parking shall be located in common surface parking areas behind the building, garages underneath buildings, and/or in parking garages. On-street diagonal parking may be located on a "Side" street.

(CIVIC AND INSTITUTIONAL continued)

3) Frontage

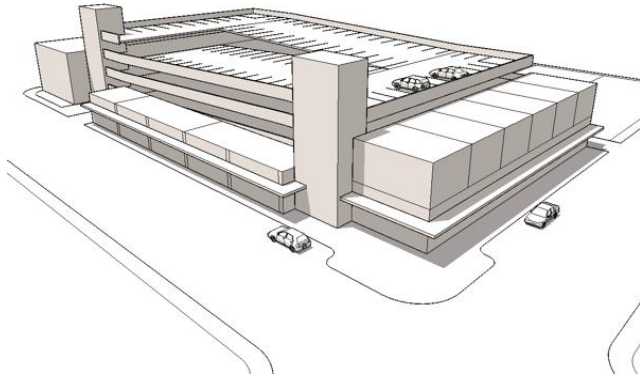
Permitted frontage types include forecourts, courtyards, yards, stoops, or portals.

4) Massing

These types can be designed as a single compositional unit or with distinct horizontal modulation of a base, middle and cap where the ground floor is visually distinct from the upper floors.

Street-facing entrances shall be accompanied by additional building height for visual emphasis. Street-facing entrances shall be positioned to accentuate vistas (or directed views) such as at the end of streets or where streets turn.

3.9.N STRUCTURED PARKING



Description:

Structured parking is encouraged because it consumes less land area and the structure is wrapped by residential or commercial uses. This section encourages several different types of structured parking forms.

1) Orientation and Composition

In order to orient parking structures to the interior of the block rather than the street, parking garages shall:

- a. Include residential dwelling units or Liner Buildings, which conform to the design regulations in the Overlay Zone, along at least the first floor; or
- b. Be located behind buildings with the principal uses described above so that the ground level parking is not visible from the street, except for the entryway. The garage entryway must not exceed 30 feet in width along the building façade; and
- c. Shall be screened with ornamental grillwork, artwork, or similar architectural features above the street-facing residential or commercial wrapper buildings.

2) Massing

Parking structures should consider surrounding context in terms of scale, height and design. Parking structures are considered compatible in scale if the height does not exceed the average height of principal structures within three hundred (300) feet of the proposed structure by more than one (1) story. If the Liner Buildings do not exceed such average heights, the garage itself may exceed the Liner Building height by two stories.

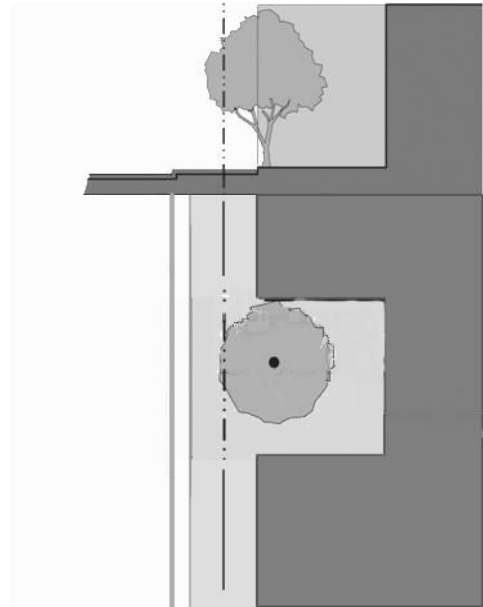
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3.10 FRONTAGE TYPES

Various frontage types are established in order to implement the North Fourth Street Overlay Zone and Districts. The building form regulations describe the situations where each frontage type is required. The frontage types are:

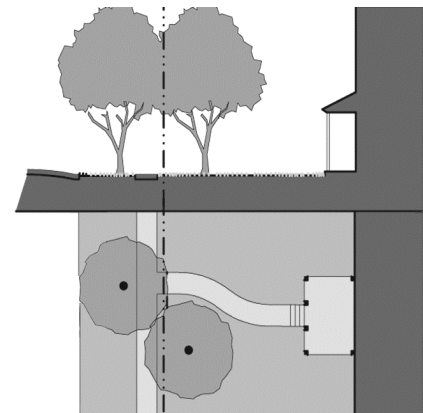
3.10.A FORECOURT

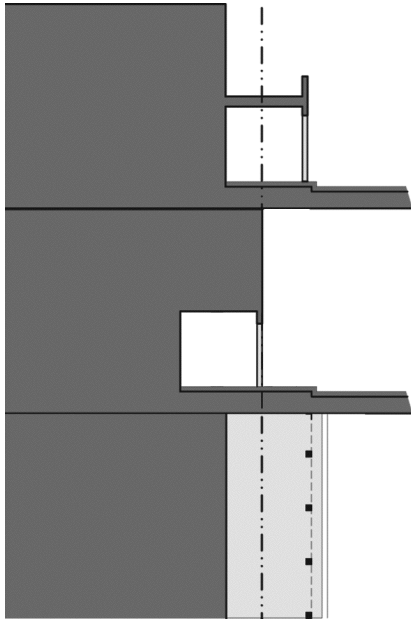
A portion of the facade is close to the frontage line and the central portion is set back. The forecourt created may be used for vehicular drop-offs. Large trees within the forecourts may overhang the sidewalks. Forecourts must be used in conjunction with stoops, shop fronts, or portals.



3.10.B FRONT YARD

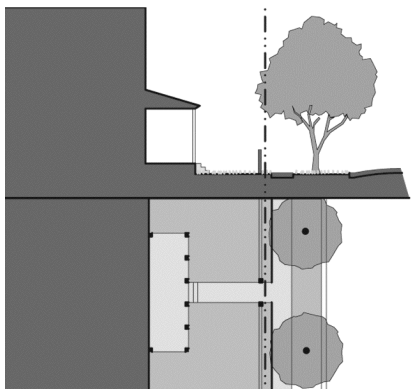
A planted frontage wherein the façade is setback from the frontage line. An encroaching porch may also be attached to the façade. A fence or wall at the property line may be used to define the private space of the yard. The wall may be no higher than 36" unless the residence fronts a street with ADT greater than 3,000, in which case the wall may be no higher than five feet. Individual parcel walls may not be constructed so that when taken together they create a walled development.





3.10.C PORTAL (ARCADE)

A portal is a covered porch supported by evenly spaced columns and is attached to the front building façade. It may overlap the sidewalk to within 2 feet of the curb. Portals may include a balcony for the floor above. If the portal includes conditioned space on the floor above, it may not encroach beyond the property line. Commercial portals must have eight feet clear width. This type is conventional for retail use. A portal is an important element of New Mexican vernacular architecture.

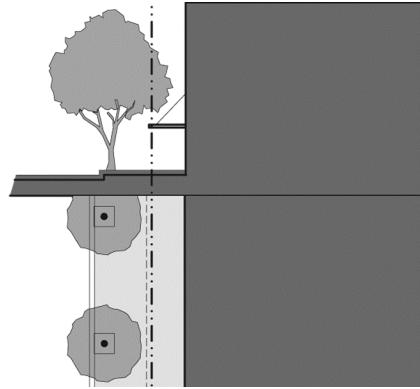


3.10.D PORCH

A planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. Porches shall be no less than 5 feet deep. A porch may be screened but not glazed. A fence at the frontage line is required.

3.10.E SHOP FRONT

A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk. Syn: Retail frontage.



3.10.F STOOP

A Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is an exterior stair and landing. The stair may be a perpendicular or parallel to the sidewalk. This type is recommended for ground-floor Residential use in an urban environment.



3.11 GLOSSARY OF TERMS

Additions: Any structure attached or detached from the main building on the same lot.

Adaptive Reuse: Using an existing building for a new use.

Major bus transfer point: A bus stop where at least two bus routes intersect allowing passengers to transfer from one bus to another.

Major modification: Applicant has selected a permitted building form but due to site limits must modify structure or site plan to the point that it is no longer substantially compliant with general standards.

Non-compliant: Applicant has selected a building form, parking, setbacks, height, and density not listed as permitted in the development district or overlay zone.

Compliant: The selected building form, corresponding frontage type and, if required, site development plan are in compliance with the building forms and general standards of the Overlay Zone and corresponding Development District.

Personal and professional service: For the purposes of determining parking requirements; personal and professional services include but are not limited to the following:

- Accountants
- Actuaries
- Appraisers
- Archaeologists
- Architects
- Attorneys
- Brokerage firms
- Business consultants
- Business development managers
- Copywriters, engineers
- Law firms, physicians
- Performing artists
- Public relations professionals
- Recruiters
- Researchers
- Real estate brokers
- Translators and web designers
- Automobile, bicycle and motorized bicycle (moped) repairing
- Banking, lending money including pawn
- Barber, beauty salons
- Day care center
- Dry cleaning, laundry, clothes pressing, provided only nonflammable or noncombustible materials are used in the cleaning process, and/or the number of persons employed in the establishment is limited to three, excluding pressers, office, clerical or delivery personnel
- Health gymnasiums
- Instruction in music, dance, fine arts, crafts, modeling, training of dogs that are not boarded on the premises
- Interior decorating
- Medical or dental laboratory
- Pet grooming
- Photography, photocopy except adult photo studio
- Repair of shoes, household equipment
- Small animal clinic
- Tailoring, dressmaking
- Taxidermy

Remodeling: To update, replace or alter elements of a building.

Repair: To restore or replace elements of a structure that are broken.

Teaser parking: A small parking court located in front of the building, and enclosed on three sides by the building, to provide visible parking to retail uses without impacting pedestrian comfort.

Transit station: A location that has been set up for buses and/or trains to facilitate transfers for the passengers.

Transit stop: A location that has been set up for buses or trains to pick up or drop off passengers.

4 TRANSPORTATION & STREET DESIGN

4.0 INTRODUCTION

North Fourth Street is a major arterial serving the North Valley. It extends north from downtown, through the portion of the Valley within the City of Albuquerque, continuing through the Village of Los Ranchos de Albuquerque to Alameda Boulevard and unincorporated portions of Bernalillo County. Over time, North Fourth Street has functioned as both a local street connecting a grid of arterial and collector cross streets as well as a major transportation route in and out of Albuquerque. This plan addresses North Fourth Street from Mountain Road NW to Solar road NW.

Today the street serves as major route for commuters, local residents and business interests. It is a major carry of traffic both east and west and north and south. It is in need of repair, reinvestment and redesign to initiate its long-term transition into a corridor that serves auto and transit-accessible commercial needs as well as providing a pleasant and safe environment for local residents and pedestrians. This section of the Plan describes how the street improvements should be guided.

4.1 VISION FOR REDESIGNING NORTH FOURTH STREET

Redesign and reconstruct North Fourth Street to improve safety, aesthetics, and functionality for both pedestrians and motorists along its entire length; and optimize public transportation service; and maintain four lanes of vehicular traffic from I-40 to Solar Road.

4.2 EXISTING CONDITIONS AND ISSUES

The actual design and construction of improvements to North Fourth Street are integral to development of the entire area. However, the programming of improvements should be based upon a full understanding of the barriers to the corridor's redevelopment. The June 2006 Draft North Fourth Street Rank III Corridor Plan identified major issues that remain problematic, some of which are described below. However, additional input from area leaders identified a framework to implement reconstruction of the street, tied to private redevelopment together with public investment and on-going public involvement.

4.2.A FINDINGS OF THE 2006 STUDY

The findings of the North Fourth Street Redevelopment Study include the following:

Traffic volume varies along the approximately four-mile stretch of North Fourth Street considered by this plan. According to 2005 figures from the Mid Region Council of Governments (MRCOG), traffic flow varies from 9,000 vehicle trips per day to 28,000 trips per day depending on what portion of the street the counts were taken. They were lowest on the southern end and highest at Griegos Road. However, a recent traffic study showed that traffic had not increased substantially on North Fourth Street from 1994 to 2004.

West Side traffic contributes approximately 50% of the vehicles on North Fourth Street according to MRCOG. The agency's modeling analysis that was generated at a network level estimates that West Side traffic is southbound in morning peak traffic hours and northbound in the afternoon peak hours. Crossings occur equally between the Montano Road and Alameda Boulevard bridges.

North Fourth Street and North Second Street are "paired streets" that are relatively close to each other. Their connectivity allows drivers to choose one or the other to reach the same destination. The paired streets carry roughly the same volume of traffic north of I-40 even though the capacity of North Second Street is greater.

Turn lanes and on-street parking vary along the corridor. Four moving lanes are available north of I-40 and two lanes exist south of I-40.

4.2.B KEY CONDITIONS

Other conditions found on North Fourth Street are:

- 1) Sidewalks are crumbling or not even paved in specific locations
- 2) Sidewalk links are missing along the corridor and on a number of side streets in adjoining neighborhoods
- 3) Obstructions in sidewalks include power poles and other utility installations
- 4) ADA compliance issues exist due to obstructions in sidewalks and crosswalks

FIGURE 4-1 SIDEWALK CONDITIONS 1



Curbs are broken and crumbling in many places along the street

The sidewalk is not ADA compliant and the foundation is crumbling



FIGURE 4-2 SIDEWALK CONDITION 2

The location of the utility poles makes pedestrian access virtually impossible.



FIGURE 4-3 PEDESTRAIN ACCESS

In some instances, the varying widths of the street itself are a problem. The rights-of-way widths are as little as 55 feet in some areas and as wide as 200 feet in others. As a result, some sidewalks are only a few feet wide and/or obstructed in many blocks. In other areas, the street may provide greater capacity than necessitated for vehicular traffic creating the possibility of increased speeding violations and traffic accidents.

Additionally, both sides of the street have several driveway pads, which can make it hazardous for cars to enter and exit the street. Also, the driveway pads slope at varying slopes and are of differing widths causing pedestrians to walk on uneven surfaces for some distance. At best, the surface of the street and sidewalk is inconsistent adding to a sense of unpredictability for pedestrians.

Public feedback about the conditions outlined above resulted in a process to correct the problems. Paramount was the decision that a set of value statements should be adopted to guide the street's design and construction. Secondly, additional data and information was needed, such as an Engineering Study, before additional programming of the street's reconstruction could occur.

4.3 STEPS TO ALLEVIATE CONDITIONS

To guide the street's reconstruction the following value statements should be adopted:

4.3.A DESIGN PRINCIPLES

The redesign of North Fourth Street shall:

- 1) Emphasize and ensure the safety of all street users, including pedestrians, motorists, transit riders and trucks
- 2) Create a highly walkable, livable and distinctive place within Albuquerque
- 3) Create a roadway friendly to various forms of transportation and commerce
- 4) Provide a supportive environment for urban revitalization and private investment conducive to high-quality, convenient access for vehicular traffic and parking
- 5) Enable high-quality, time-competitive, reliable and safe public transportation service
- 6) Enable high-quality, convenient access for vehicular traffic and parking
- 7) Ensure that local businesses can continue to ship and receive deliveries by truck
- 8) Maximize opportunities for landscaping throughout the corridor

4.3.B DESIGN PARAMETERS

The North Fourth Street Corridor Plan recognizes the differing conditions along the corridor. Opportunities to enhance the street for pedestrians should be programmed using the following design parameters in the public right-of-way from I-40 to Solar Road as guidance:

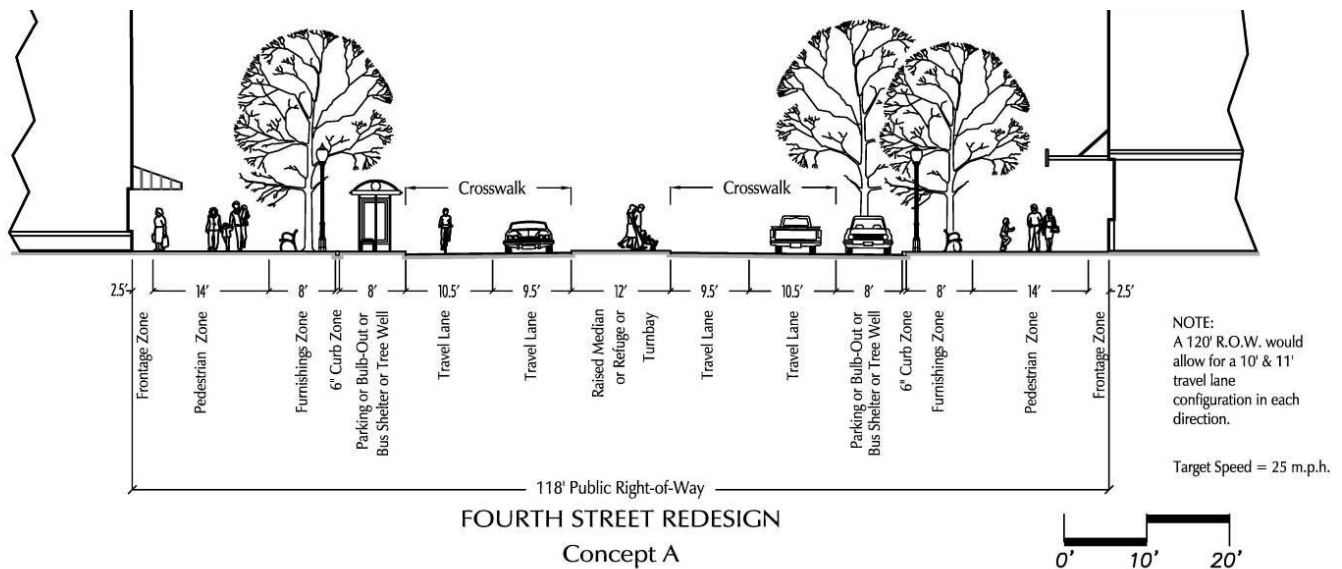
- 1) Maintain four lanes of traffic and sidewalks on both sides meeting ADA requirements. Within the areas of limited ROW, inside traffic lanes may be narrowed to allow for safety and pedestrian enhancements
- 2) Create the very best pedestrian environment and automobile/transit access with four lanes of traffic north of I-40 and two lanes of traffic south of I-40
- 3) Increase the Right-of-Way (ROW) to add sidewalks wider than ADA requirements including buffers
- 4) Widen the Right-of-Way (ROW) where necessary by acquiring property and/or negotiating easements
- 5) Increase the ROW to add landscaped medians, on-street parking, pedestrian crossing refuges, other pedestrian enhancements, and turn bays

4.3.C CONCEPTUAL STREET CROSS-SECTIONS

- 1) Reconstruct both sides of the street to create a streetscape consistent with the minimum design elements shown in Redesign Concepts.
- 2) Construct safe and highly visible pedestrian crossings, approximately every 1/8-mile.
- 3) Install pairs of local bus stops approximately every 1/8 mile.
- 4) Install Rapid Ride stops at major transfer points and development nodes.
- 5) Bury power lines on both sides of the street or route to new utility ROW.
- 6) Provide pedestrian-scaled street lighting along the entire length of North Fourth Street.
 - a. Pedestrian street lights shall be located between thirteen (13) feet and sixteen (16) feet above grade with a maximum average spacing (per block face) of 60 feet on center on "Pedestrian/Transit Oriented" streets and 75 feet on center on "Side" streets. Pedestrian street lights must be placed two (2) feet from the back of curb on each side of the street and travel lanes, unless otherwise indicated. Street lighting and street trees should not conflict.

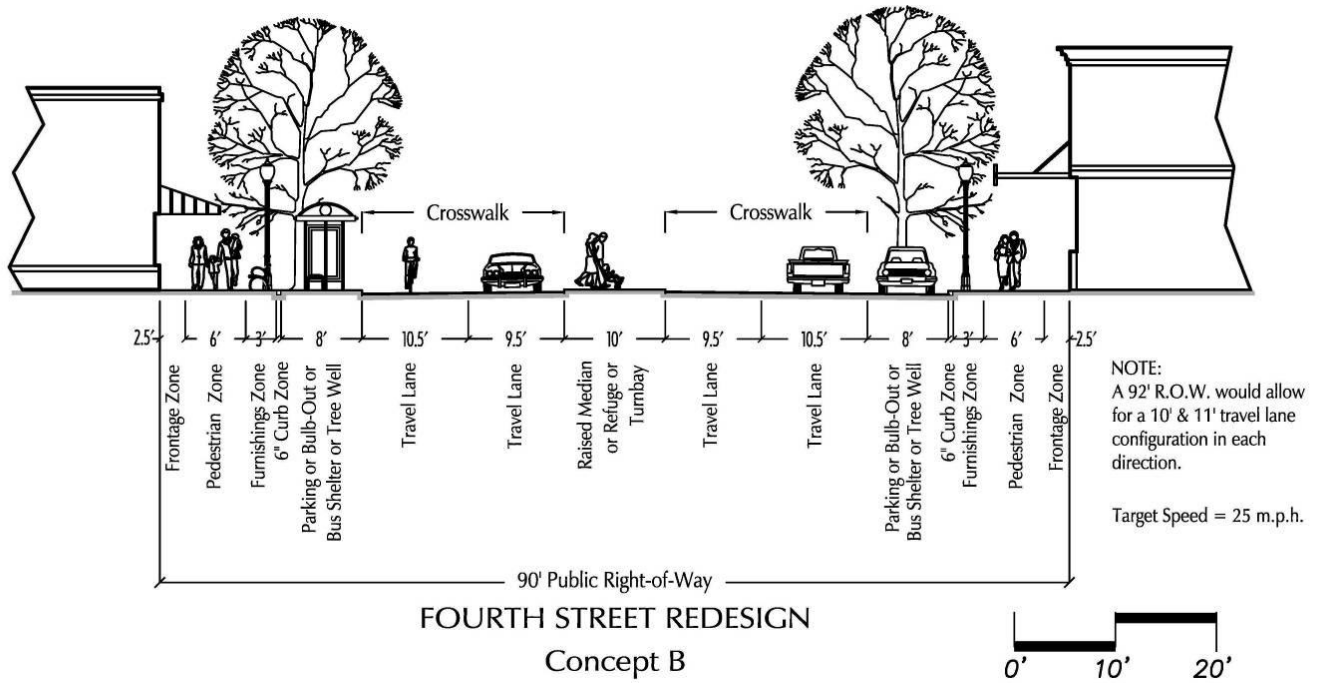
- 7) Create greater connectivity to adjacent side streets including providing circle-back routes in the first block off of North Fourth Street.
- 8) Allow on-street parking to substitute for allowable off-street parking; allow and encourage shared parking and minimize curb cuts.
- 9) Provide left-turn breaks and left-turn lanes in medians. Consult fully with adjacent owners about median and median break placement.
- 10) Provide significant landscaping in medians with pedestrian refuges.
- 11) Install pedestrian shade structures and low water use trees at frequent intervals without interfering with signage.
- 12) Ensure that landscaping is high-quality, meets “green” standards and is sustainable.
- 13) Recognize that Fourth Street south of I-40 holds distinctly different development opportunities than the area north of I-40.

FIGURE 4-4 REDESIGN CONCEPT A



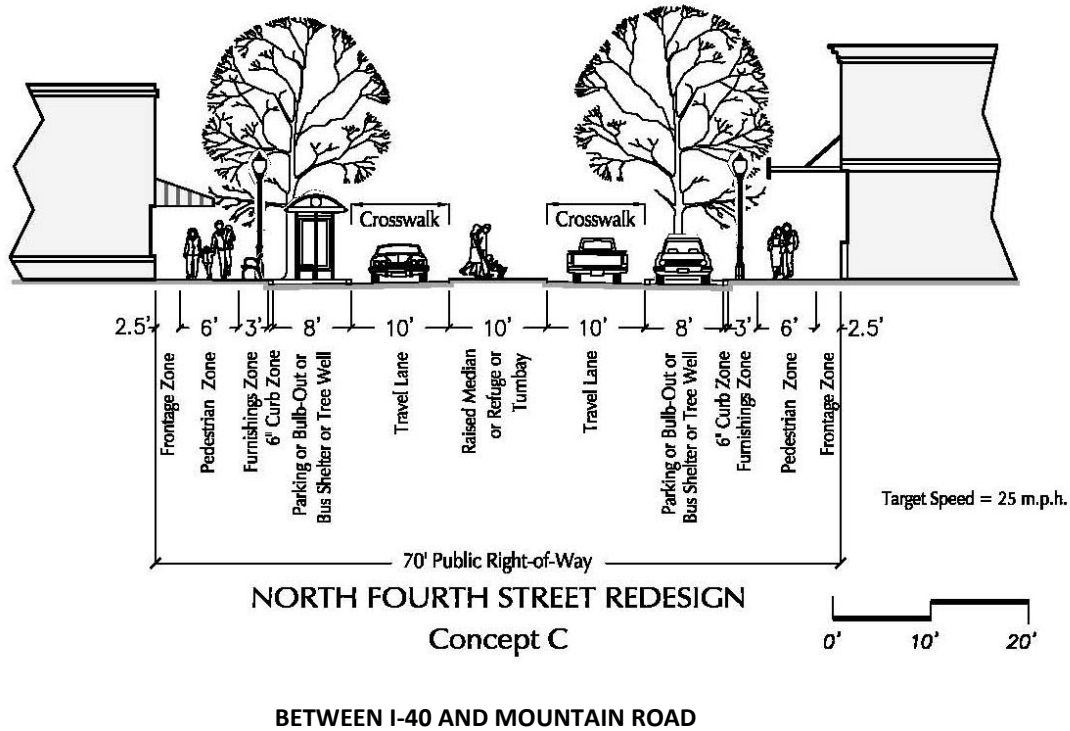
- 1) Concept A, 118 feet minimum R.O.W. required
 - a. Frontage zone (2.5 feet)
 - b. Pedestrian zone (14 feet)
 - c. Furnishing zone (8 feet)
 - d. Curb zone (.5 feet)
 - e. Parking or Bus Shelter or Bulb-out zone (8 feet) Including tree wells where possible
 - f. Travel Lanes (10.5 feet outside and 9.5 feet inside each)
 - g. Raised Median/Turn-Lane/Refuge (12 feet)

FIGURE 4-5 REDESIGN CONCEPT B



- 2) Concept B, 90 feet minimum R.O.W. required
 - a. Pedestrian zone (6 feet)
 - b. Furnishing zone (3 feet)
 - c. Raised Median/Turn-Lane/Refuge (10 feet)

FIGURE 4-6 REDESIGN CONCEPT C BETWEEN I-40 AND MOUNTAIN ROAD



- 3) Concept C Between I-40 and Mountain Road, 70 feet minimum R.O.W. required
 - a. Pedestrian zone (6 feet)
 - b. Furnishing zone (3 feet)
 - c. Raised Median/Turn-Lane/Refuge (10 feet)

4.4 RECOMMENDATIONS

An important element of the street's reconstruction is the requirement that an engineering study of the entire corridor be conducted. An initial engineering study should encompass at least 30% of the requirements for complete construction documents and adopt the Design Principles, Parameters and Standards outlined in this chapter. The study will aid in the further design and reconstruction of the street, as implementation phases are planned.

4.4.A ENGINEERING STUDY

The engineering study shall:

- 1) Evaluate any conflicting parameters and design standards and suggest alternatives.
- 2) Explore options to modify the roadway to avoid condemnation costs.
- 3) Consider, in areas of limited ROW; that inside traffic lanes may be narrowed to allow for adequate pedestrian amenities.
- 4) Review roadway alignment and recommend where appropriate obtaining additional ROW necessary to construct improvements; also evaluate the modification of the roadway alignment to improve traffic safety.
- 5) Institute fast track permitting and inspections processes for projects that conform to the design overlay.
- 6) Prioritize and implement "catalyst development" projects in several locations.
- 7) Provide incentives for and explore creative ROW acquisition strategies.

4.4.B TRANSIT STUDY

In conjunction with the Engineering Study a transit study should be conducted to assess existing and future transit options and provide recommendations to increase ridership and improve access.

4.4.C PLANNING AND CONSTRUCTION

The engineering design and construction of the street should include significant public input and involvement. A steering committee should be formed to guide the study and the selection of a contractor that would include abutting property owners and representatives of the neighborhoods as well as involving the broader public through design workshops or charrettes.

The City should work in tandem with existing and proposed private development on the parcels fronting Fourth Street as opportunities for demonstration projects emerge.

- 1) An Access Plan should be created during construction to minimize business disruption. This phase should incorporate timelines with incentives and penalties in the construction contracts for Fourth Street's reconstruction.
- 2) The City should prioritize a capital plan with a budget and timeline to implement the redevelopment of the corridor.
- 3) The planning and construction phase should involve exploring opportunities for the City and State to pay for public ROW improvements, as well as cost sharing between the City and property owners for improvements located outside the ROW.

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5 REDEVELOPMENT CONDITIONS & OPPORTUNITIES

5.0 INTRODUCTION

This plan proposes that steps be taken to designate portions of the North Fourth Street corridor as a Metropolitan Redevelopment Area (MRA). The proposed MRA boundaries would be all the real property fronting North Fourth Street NW from Lomas Boulevard to Gene Street , NW just north of Montaña Road. An MRA designation report will be presented to the City Council for approval of the MR boundary.

Physical improvements alone cannot resolve all of North Fourth Street's problems. Transformation of the area can be enhanced if the design and renovation improvements are supported by redevelopment tools that cover initial and on-going funding, combined with a coordinated, consistent management approach.

5.1 METROPOLITAN REDEVELOPMENT ACT

A significant redevelopment tool that should be used to begin transforming North Fourth Street is establishing a Metropolitan Redevelopment Area (MRA) as authorized under the State's Metropolitan Redevelopment Code.

The Metropolitan Redevelopment Code (3-60A-1 to 3-60A-48 NMSA 1978) provides municipalities in New Mexico with powers to correct conditions within their jurisdictions that “substantially impairs or arrests the sound growth and economic well being of a municipality or an area which retards the provisions of housing accommodations or constitutes an economic or social burden...”

To be eligible for designation, an “Existing Conditions Assessment” study must be completed to show evidence of blight, including poorly constructed buildings, faulty planning, lack of open space, deteriorated properties, and improper uses of land. In an MRA, public investment is used to stimulate private investment. In Albuquerque, 13 MRAs are currently designated including the Downtown 2010 Core, Old Albuquerque High area, Sawmill/Wells Park, and Los Candelarias Village Center.

To designate an MRA, the City Council acts on recommendations of the Albuquerque Development Commission and the Planning Department. The Commission and Planning Department, guided by a community-based committee, define the geographic area and identify desired improvements and catalytic projects. The MRA plan, as adopted by City Council, is implemented by the Planning Department using a variety of funding sources. The community-based committee guides the planning and implementation of key investments and redevelopment projects.

5.1.A DESIGNATION

The designation of the North Fourth Street MRA would be based upon existing conditions predominate in the area. According to state and local law, the criteria for a finding of “blight”, is a necessary precondition to any redevelopment efforts using the Metropolitan Redevelopment Code’s powers. A “blighted area” (as defined by 3-60A-4 of the Code), for example, means an area that meets one or more of the following:

- 1) The presence of a substantial number of deteriorated or deteriorating structures,
- 2) Predominance of defective or inadequate street layout,
- 3) Faulty lot layout in relation to size, adequacy, accessibility or usefulness,
- 4) Deterioration of site or other improvements,

- 5) Lack of adequate housing facilities in the area or an area that retards the provisions of housing accommodations,
- 6) Obsolete or impractical planning and platting,
- 7) Presence of a significant number of commercial or mercantile businesses that have closed or significantly reduced their operations due to the economic losses or loss of profit due to operating in the area,
- 8) Low levels of commercial or industrial activity or redevelopment, or

The code also states that any combination of factors as that above or others that substantially impair or arrest the sound growth and economic health and well being of municipality or locale within a municipality may also constitute blight.

5.2 JUNE 2006 EXISTING CONDITIONS

As described in the *“June 2006, North Fourth Street Redevelopment Study: Rank III Corridor Plan – Review Draft,”* North Fourth Street was in poor condition. While some new development and redevelopment had occurred, including the new courthouses near downtown, and businesses like the El Mesquite Market and Menaul Marketplace, much of North Fourth Street had stretches of empty lots and buildings, and many properties were not at their highest and best use.

Some businesses were only open on a limited basis. A market analysis of the trade area, a quarter mile either side of Fourth Street, found that a majority of expenditures from local residents were spent outside of the area, real estate prices were 30% lower than the rest of the City, especially North of I-40 and rental rates were substantially lower than other retail corridors.

Other limitations of the area include the street itself. Physically, the street varies in width due to improper lot lines, with some portions of the corridor that do not have paved sidewalks. Other areas have sidewalks, but they are not wide enough to permit more than one person to safely walk because they too narrow. Utility poles and other obstructions are in the way. These conditions present a danger to pedestrians, including school age children, who in some cases, are forced to walk on the street to get to their destinations.

5.2.A PHOTO DOCUMENTATION OF BLIGHTED CONDITIONS ON NORTH FOURTH STREET

This section contains a number of photos illustrating typical conditions that were found along North Fourth Street in 2006. As shown, only a very few blocks of the street were without evidence of blight.

This photo illustrates an underutilized lot, with an abandoned car, trash, a deteriorating fence, and weeds.



FIGURE 5-1 VACANT LAND

An unsightly and forbidding fence guards this weedy and underutilized property.



FIGURE 5-2 UNSIGHTLY FENCE



This car lot shares similarities with others along North Fourth Street: clutter, unsightly appearance.

FIGURE 5-3 UNSIGHTLY APPEARANCE



This block sits abandoned, the building boarded up, the site deteriorated.

FIGURE 5-4 ABANDONED BUILDING

This mobile home park is nearly empty after being temporarily shut down by the City in 2005. Remaining units are in poor condition.



FIGURE 5-5 MOBILE HOMES IN POOR CONDITION

5.3 REDEVELOPMENT TOOLS

In addition to the designation of an MRA, many tools for redevelopment, already in use in other parts of Albuquerque, may be appropriate in the revitalization of North Fourth Street. Examples include:

- A. Tax Increment Financing (TIF)
- B. Tax Increment Development District (TIDD)
- C. A Community Development Corporation (CDC)
- D. A Voluntary Business Improvement District (BID)
- E. Façade Improvement Programs
- F. The State MainStreet Program
- G. Capital Improvement Program and G.O. Bond funds
- H. State Legislative funding
- I. Federal funding

5.3.A TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is implemented by state enabling legislation to help local governments to improve economically sluggish areas. The focus of a TIF is to create new development/business and also to retain and improve existing businesses, with resulting additional private investment. An attractive feature of a TIF is that

local governments can make improvements and provide incentives without tapping into general funds or raising taxes.

A tax increment is the difference between the value of property before district designation and after designation. If improvements are made to the MRA, the new increment of value is put into an MRA Fund for specific use for the area. The increment can also be based on simple inflation.

When a TIF project is set up, a base year is specified and locked in. Money from the increment increases as district conditions improve. The Albuquerque Development Commission and City Council make decisions for projects based on community input.

The TIF stream of income can continue for up to 20 years. The City can bond against it as amounts increase.

5.3.B TAX INCREMENT DEVELOPMENT DISTRICT

Like TIF financing, a TIDD is a district formed for the purpose of carrying out tax increment development projects to pay for development costs such as land acquisition and site improvements. The state Tax Increment Development Act allows cities and counties to create TIDDs that can leverage the future gross receipts tax and property tax revenues within a defined area to finance the sale of public bonds. Bond dollars are then allocated to the project developer to pay the infrastructure costs of the new development.

5.3.C BUSINESS IMPROVEMENT DISTRICT

A Business Improvement District (BID) is a special district that assesses additional property or gross receipts taxes on an area to finance services and improvements. Authorized under State law, only those properties that directly benefit are taxed. The assessment is on commercial properties only, not residential or non-profit.

BID funds augment services that a City normally provides, e.g., clean-up, special events, security patrols. To establish a North Fourth Street BID, the City and businesses must realistically plan the types of services that will best improve the area and community perceptions about it. To establish a BID would require a community board and staffing.

5.3.D COMMUNITY DEVELOPMENT CORPORATION

A Community Development Corporation (CDC) is a non-profit organization focused on a project or area for redevelopment. An effective CDC has a strong community board, a focused mission statement and dedicated paid staff. Typically CDC's generate strong community support for and involvement in the redevelopment and development projects they undertake. CDCs typically receive funding from HUD, federal sources, and limited funding through the City.

5.3.E THE STATE MAINSTREET PROGRAM

MainStreet areas are designated and provided with technical expertise and funding from the State of New Mexico. Albuquerque's Nob Hill is New Mexico's original MainStreet program and was initially funded by a federal program of the mid-1980s.

MainStreet communities receive state funding, seek grants and capital funding for infrastructure improvements, as well as for cooperative promotion of businesses, e.g., signage, banners, advertising, special events. They must hire a program coordinator at least halftime. Requirements for becoming a certified MainStreet community include signing a memorandum of understanding to comply with the National Trust's MainStreet four point approach that includes design, organization, promotion and economic positioning as well as participation in statewide meetings and training workshops, meeting program requirements, submitting reports, and stimulating community volunteer efforts.

5.3.F CITY OF ALBUQUERQUE CAPITAL IMPLEMENTATION PROGRAM AND GENERAL OBLIGATION BONDS

The City's CIP provides capital funding through a multi-year schedule of public physical improvements. The CIP administers funds for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment. For Albuquerque's redeveloped areas, the most visible changes may be seen in streetscape projects, but improvements also may include expansion of public safety facilities, libraries, parks and trails, senior and community centers. The main source of CIP funding is through passing General Obligation Bond Funds. City residents go to the polls every two years to vote on a new package of projects, most of which are approved. By ordinance, 1% of G.O. Bond funds are earmarked for public art projects.

Other major funding sources for capital improvements are: Enterprise Funds, primarily for the Aviation Department and for

Water/Wastewater. Additional sources of funding include: Metropolitan Redevelopment Funds, Urban Enhancement Trust Funds for citizen-initiated cultural and capital projects.

5.3.G STATE LEGISLATIVE FUNDING

State legislators from the North Valley have been extremely effective in securing capital projects for North Fourth Street. They respond to citizens' requests for capital projects and planning, which are funded by the State Capital Outlay Program. City staff also meets with legislators to develop project lists that result in a package of capital projects. The MRA can form the basis for requests to legislators in order to ensure ongoing, consistent project implementation.

5.3.H FEDERAL FUNDING

Community Development Block Grant (CDBG) funds remain a major source of funding for projects and programs. The City of Albuquerque receives several million dollars per year from Housing and Urban Development (HUD) to pay for housing, commercial development, homeless programs, and some Capital Improvement Programs. The Albuquerque Citizens Team (ACT), an appointed citizen advisory group, allocates the federal funds using five-year plans that are updated each year through a community hearing process.

In 2006 a grant application for a senior housing project at the old Larry's Drive-in site, now owned by the City, was underway. If successful, the project would provide 60 apartments for low-income seniors, using funds from HUD's Section 202 Supportive Housing for the Elderly program.

Other federal funds come from Economic Development Administration (EDA) grants from the Commerce Department. The community identifies specific public projects, and then goes through an application process that requires planning and preliminary design processes.

5.3.I FAÇADE IMPROVEMENT PROGRAMS

In 2006, the United South Broadway Corporation had a contract to work with businesses along North Fourth Street up to Griegos Road. Funds came from two programs: UDAG money was used for the area up to San Lorenzo, NW and CDBG money was used for the area from San Lorenzo, NW to Griegos Road, NW.

Both programs provided small grants to business for improvements to facades - \$2,000 to \$3,000. They both also provide matching fund loans for \$10,000 to \$20,000, an amount that may be forgiven if the business operates at that location for five years.

Extending façade improvement programs along additional areas of North Fourth Street would benefit the overall appearance of the corridor and help businesses. In addition, the façade projects would work with implementing pedestrian and transportation improvements and design of the corridor.

5.4 NEXT STEPS

The programs and funding sources under consideration for North Fourth Street revitalization will require different levels of hands-on community support and on-going commitment.

5.4.A INITIAL ACTIONS

- 1) Complete an existing conditions assessment;
- 2) Confirm boundaries for the redevelopment area;
- 3) Seek designation of the corridor as a Metropolitan Redevelopment Area;
- 4) Use City-funded G.O. Bonds for specific projects such as streetscape and property acquisition;
- 5) Continue to use State capital funds for specific projects; and
- 6) Continue with existing façade improvement programs and access other funding for façade improvements.

5.4.B FOLLOW-UP ACTIONS

As the redevelopment process gets under way, merchants, property owners and residents should continue to organize to redevelop the area. Follow-up actions to support the redevelopment process may include:

- 1) Establishing a TIF or TIDD district
- 2) Instituting a voluntary BID
- 3) Participating in the State MainStreet program
- 4) Expanding the facade programs

Should local commitment to North Fourth Street redevelopment remain strong, a Community Development Corporation could be considered, possibly covering an area beyond North Fourth Street.