

South Yale Sector Development Plan



Adopted February 2009



Mayor Martin J. Chávez

**CITY of ALBUQUERQUE
EIGHTEENTH COUNCIL**

COUNCIL BILL NO. R-08-150

ENACTMENT NO. B. 2009. 014

SPONSORED BY: Isaac Benton

1

RESOLUTION

2

FOR AN AREA OF APPROXIMATELY 519 ACRES AND BORDERED

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GENERALLY BY ST. CYR ON THE NORTH, COLUMBIA AND GIRARD ON THE

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EAST, GIBSON ON THE SOUTH, AND UNIVERSITY ON THE WEST; ADOPTING

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THE 2008 SOUTH YALE SECTOR DEVELOPMENT PLAN (ATTACHMENT A) AS

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A RANK 3 PLAN; CHANGING EXISTING ZONING FROM R-1, R-T, R-G, R-2, R-3,

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C-1, C-2, O-1, P-R, SU-1/TRANSIT FACILITY, SU-1/COMMUNITY CENTER AND

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PARK, SU-1/TENNIS COURT, SU-1/TRAILER COURT, SU-1/HOUSING OFFICE,

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SU-1/PRD, SU-1 PRD AND C-2 PERMISSIVE USES WITH EXCLUSIONS, SU-

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1/PRD & COMMERCIAL (20000 SQ. FT.) & SELF-SERVE STORAGE FACILITY,

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SU-1/PRD 600 DU MAX TO SU-1/CHURCH, YALE CORRIDOR COMMERCIAL

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(YCC), RESIDENTIAL MULTI-FAMILY (RMF 1 and RMF 2), NEIGHBORHOOD

13

AND MIXED USE (NMX), PLANNED NEIGHBORHOOD RESIDENTIAL (PNR).

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WHEREAS, on March 20, 2006, the City Council enacted R-06-53 which

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called for the creation of a Sector Development Plan for the area

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encompassing what is now referred to as the South Yale Sector Development

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Plan ("SYSDP" or the "Plan"). That same resolution imposed a moratorium on

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certain development approvals pending the development of interim design

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regulations. Finally, that resolution funded the development of the Plan and

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the interim design regulations; and

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WHEREAS, the SYSDP area is approximately 519 acres and bordered

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generally by St. Cyr on the north, Columbia and Girard on the east, Gibson on

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the south, and University on the west (as shown in Attachment B); and

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WHEREAS, on June 19, 2006 the City Council enacted R-06-81 that adopted

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interim design regulations pending the completion of the SYSDP and

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prohibited certain development approvals in the area if the interim design

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1 standards were not met and the Council has subsequently extended the
2 effective period for R-06-81 and amended the interim design regulations; and

3 WHEREAS, the City contracted with the professional planning firm Strata
4 Design to produce the SYSDP; and

5 WHEREAS, there were five public meetings for this Plan prior to the
6 Environmental Planning Commission's consideration of the Plan. One of those
7 meetings was an all-day design workshop (July 2007) where the community
8 formulated the desired Goals for the Plan; and

9 WHEREAS, the community-formulated Goals for the Plan area are to:

10 1. Develop South Yale into a retail/ commercial destination with local
11 identity to serve local needs.

12 2. Develop South Yale into an enjoyable entertainment and
13 hospitality destination, which is an inviting, comfortable and easy to use
14 environment for tourists and sports enthusiasts as well as residents.

15 3. Develop South Yale as a healthy neighborhood, which is safe,
16 clean, and walkable with a vibrant mixed-use economic area that promotes
17 community ownership.

18 4. Develop South Yale with a public setting that reflects New Mexico,
19 is family friendly, and an easy and attractive place to conduct business for all
20 populations; and

21 WHEREAS, an economic study was performed by Bob Gibbs and
22 Associates which gave insight to the economic picture for the area and guided
23 the development of the SYSDP; and

24 WHEREAS, the SYSDP uses a form-based approach and creates five new
25 zones. These zones regulate land uses, building form and articulation, lot
26 layout, parking, and landscaping. The new zones are applied so as to achieve
27 the community's goals; and

28 WHEREAS, there are a few large parcels within the Plan area that are not
29 within the City's zoning jurisdiction. These parcels are owned by the
30 institutions of the University of New Mexico (UNM), Central New Mexico
31 Community College (CNM) and Albuquerque Public Schools (APS). Since
32 these lands surround Yale Boulevard, they are still considered part of the Plan
33 area. While there are no formal agreements with any of these entities,

1 representatives from each institution have supported the Plan's development;
2 and

3 WHEREAS, the SYSDP's five new zones are the following:

4 1. Yale Corridor Commercial (YCC), consisting of the existing C-2
5 zoned properties located along Yale Boulevard from St. Cyr to Ross Avenue.
6 This zone encourages a mixture of uses that include retail, offices, commercial
7 services, residential and civic uses that are intended to create economic and
8 social vitality.

9 2. Residential Multi-Family (RMF 1), consisting of the existing multi-
10 family residential parcels that are scattered throughout the Clayton Heights
11 residential area. When these properties are redeveloped, form-based code
12 standards will apply to ensure that multi-family redevelopment is sensitive to
13 existing single-family homes.

14 3. Residential Multi-Family (RMF 2), consisting of the existing multi-
15 family residential parcels that are located on Sunshine Terrace SE and Vail SE.
16 When these properties are redeveloped, form-based code standards will apply
17 to ensure that multi-family redevelopment is sensitive to existing single-family
18 homes.

19 4. Neighborhood Mixed Use (NMU), consisting of a mix of R-2 and C-2
20 zoned properties at the southern end of Yale Boulevard and Gibson Avenue
21 extending to the west. The intent of this zone is to encourage integration of
22 residential and commercial uses and increase opportunities for high-quality,
23 mixed-use development.

24 5. Planned Neighborhood Residential (PNR), consisting of the existing
25 SU-1/PRD parcels that are located within the Plan area. This is a primarily
26 residential zone that allows a mix of uses to support the residential uses and
27 the creation of complete developments.

28 WHEREAS, the City's Environmental Planning Commission has held two
29 public hearings with respect to the adoption of the SYSDP. The Planning
30 Commission voted 4-4 to recommend approval of the SYSDP to the City
31 Council and, thus, sent the SYSDP to the City Council without
32 recommendations, findings, or conditions.

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

3 SECTION 1. The City Council makes the following findings:

4 1. The SYSDP is within the area designated Established Urban by the
5 Comprehensive Plan. The sector plan is in compliance with the applicable
6 land use goal and policies for Established Urban Areas as follows:

7 A. The SYSDP area contains a variety of zones that allow for both
8 residential and commercial uses. These zone categories support overall
9 gross densities of up to 5 du/acre (policy a).

10 B. The new zones of the SYSDP are tailored to promote economic
11 vitality and stable land uses while respecting the existing neighborhood
12 values, natural environmental conditions and carrying capacities, scenic
13 resources, and resources of other social, cultural, recreational concern (policy
14 d).

15 C. The SYSDP area accommodates new growth through
16 development in areas where vacant land is contiguous to existing or
17 programmed urban facilities and services and where the integrity of existing
18 neighborhoods can be ensured (policy e).

19 D. The YCC and NMX zones, which allow for employment and
20 service uses, are located to complement residential areas and sited to
21 minimize adverse effects of noise, lighting, pollution, and traffic on existing
22 residential environment (policy i).

23 E. The YCC and NMX zones, which encourage commercial
24 development, are located along the Yale corridor, which provides pedestrian
25 and bicycle access and is within reasonable distance of residential areas for
26 walking or bicycling (policy j).

27 F. The proposed design standards for the five new zones
28 encourage quality and innovation in design that is appropriate to the Plan area
29 (policy l).

30 2. The SYSDP is in compliance with the goal and policies of the Activity
31 Centers section of the Land Use component of the Comprehensive Plan.
32 These are met as follows:

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1 A. There are three designated Activity Centers in and adjacent to
2 the SYSDP area – the Albuquerque International Sunport (Major), the CNM
3 (Major), and the UNM South Sports Complex (Community). These Activity
4 Centers are intended to help shape the built environment in a sustainable
5 development pattern, create mixed use concentrations of interrelated activities
6 that promote transit and pedestrian access both to and within the Activity
7 Center, and maximize cost-effectiveness of City services (policy a).

8 B. The new zones support the creation of multi-use Activity
9 Centers and will promote ongoing public/private cooperation necessary for
10 private market conditions that support the development and functioning of
11 Activity Centers (policy j).

12 3. The SYSDP is in compliance with the goal and policies of the Air
13 Quality portion of the Environmental Protection and Heritage Conservation
14 section of the Comprehensive Plan.

15 A. The SYSDP encourages a balanced land use/transportation
16 system that promotes the efficient placement of housing, employment and
17 services, thus reducing automobile travel’s adverse effects on air quality
18 (policy b).

19 B. The SYSDP calls for the employment of traffic engineering
20 techniques that are intended to achieve smooth traffic flow at steady,
21 moderate speeds (policy c).

22 C. The SYSDP promotes a balanced circulation system that
23 encourages mass transit use and alternative means of transportation while
24 providing sufficient roadway capacity to meet mobility and access needs
25 (policy d).

26 4. The SYSDP is in compliance with the goal and policies of the
27 Developed Landscape portion of the Environmental Protection and Heritage
28 Conservation section of the Comprehensive Plan. These are met as follows:

29 A. The SYSDP respects the natural and visual environment,
30 particularly features unique to Albuquerque, as a significant determinant in
31 development decisions. West of Yale Boulevard and west of the single-family
32 homes of Clayton Heights, west of Buena Vista Avenue, the grade drops
33 approximately 30 feet. This natural ‘bench’ provides for some of the greatest

1 views of the Rio Grande River Valley looking west. The Plan does not alter
2 this grade change and has taken it into account when determining the
3 placement of the NMX zone on the southwest portion of the Plan area (policy
4 a).

5 B. The SYSDP encourages landscaping and streetscape
6 standards within the public and private rights-of-way to control water erosion
7 and dust and to create a pleasing visual environment (policy d).

8 5. The SYSDP is in compliance with the goal and policies of the
9 Community Identity and Urban Design portion of the Environmental Protection
10 and Heritage Conservation component of the Comprehensive Plan. These are
11 met as follows:

12 A. The SYSDP relates land uses so as to effectively encourage
13 walking trips from one destination to another within the SYSDP area and
14 promotes pedestrian connectivity through its design standards for each of the
15 zones and the General Standards, section 5 in chapter 3. The permissible
16 Building and Frontage Types contained in the SYSDP are designed to be
17 appropriate to the community and support public transit and pedestrian
18 activity. Landscaping, street furniture, textured pavement for pedestrians, and
19 other improvements to the public realm are also an integral part of the SYSDP
20 (policy d).

21 B. Roadway corridors within the SYSDP area and that connect the
22 community's Activity Centers are designed to reinforce the community's
23 unique identity, and streetscape improvements are designed to facilitate
24 walking safety and convenience and provide shade to and comfort for
25 pedestrians (policy e).

26 6. The SYSDP is in compliance with the goal and policies of the
27 Transportation and Transit section of the Community Resource Management
28 component of the Comprehensive Plan. These are met as follows:

29 A. The SYSDP provides the elements to redevelop Yale Boulevard
30 into a corridor that is consistent with the Comprehensive Plan's objectives of
31 street design as presented in this goal. The tailored zone of YCC allows for
32 transportation and transit to co-exist along with pedestrian and bicycle modes
33 of transportation (policy a).

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1 B. The SYSDP supports reducing the frequency of curb cuts
2 along certain sections of Yale Blvd. in order to promote increased pedestrian
3 accessibility (policy d).

4 C. The SYSDP identifies and promotes opportunities to enhance
5 pedestrian facilities for integration into developments to create safe and
6 pleasant non-motorized travel conditions (policy g).

7 D. The SYSDP identifies and prioritizes transportation
8 investments that emphasize overall mobility needs and choice among modes
9 in the movement of people (policy q).

10 7. The SYSDP is in compliance with the goal and policies of the
11 Economic Development portion of the Resource Management component of
12 the Comprehensive Plan. These are met as follows:

13 A. The SYSDP encourages new employment opportunities in the
14 SYSDP area by preserving and emphasizing commercial development
15 opportunities, especially in the Yale Blvd. Corridor. The allowance of
16 residential use above the commercial space on the ground floor in the YCC
17 zone, as well as a focus on improving transit service to and in the SYSDP area,
18 will result in local residents being able to access places of employment more
19 easily and will serve to encourage employers to hire local residents and
20 diversify their employment base. The proximity to the Sunport and the UNM
21 research area also encourages companies to locate within the SYSDP area
22 (policy a).

23 B. The Sunport is located directly south of the SYSDP area and is
24 the destination for both residents and regional, national, and international
25 visitors. UNM's sports complex is also within the SYSDP's area and draws
26 many visitors to sporting events. The University of New Mexico's main
27 campus is also located further north on Yale Boulevard. All of these
28 attractions promote tourism in the SYSDP area (policy d).

29 SECTION 2. The City Council makes the following findings as to
30 compliance with R-270-1980 for the zone changes with respect to each of the
31 five new zones:

32 1. The SYSDP contains zoning and design regulations that will promote
33 the health, safety, morals and general welfare of the City.

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1 2. The SYSDP establishes zoning that increases flexibility of allowable
2 uses, promotes more development in the area, and standardizes building
3 types and placement, all of which will promote more stability and
4 sustainability of the area.

5 3. The SYSDP is in compliance with applicable goals and policies of the
6 Comprehensive Plan as set out above.

7 4. The proposed zoning in the SYSDP is more advantageous to the
8 community and to the city as a whole because it will allow mixed-use
9 concentrations of interrelated activities that promote transit and pedestrian
10 access both to and within the SYSDP area. Chapter Two of the SYSDP
11 identifies specific Goals and Objectives that were developed by the
12 community during a year-long public planning process and, when
13 implemented, are intended to increase economic development opportunities,
14 support revitalization efforts, and achieve the community's vision for itself.
15 The five new zones in the SYSDP are essential vehicles for achieving the
16 specific Design and Policy Objectives that are to be used to implement the
17 Goals. As described below, each of the new zones is designed to support and
18 help carry out the Goals and Objectives of the SYSDP:

19 A. YCC: The Yale Corridor Commercial zone accommodates the
20 development of business and housing to service neighborhood and
21 community needs. Using a form-based approach promotes development of
22 this corridor as a pedestrian-oriented, mixed-use, transit corridor. Allowable
23 land uses are not generally altered but, in fact, expanded in order to achieve
24 the more urban, mixed-use setting that the community within and surrounding
25 the SYSDP area desires. The expanded allowable uses provide greater
26 flexibility in developing or redeveloping property and, in turn, will encourage
27 development or redevelopment of vacant and underutilized property to occur.
28 Development outcomes are more predictable for property owners, residents,
29 and the City because of the design standards and regulations contained in
30 this zone.

31 The YCC zone furthers the following applicable goals and policies
32 of the Comprehensive Plan:

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1 ▪ II.B.5 Land Use – Developing and Established Urban Areas

2 Goal

- 3 ○ The YCC zone allows for both residential and
- 4 commercial uses and supports overall gross densities of up to 5 du/acre
- 5 (policy a).
- 6 ○ The YCC zone is tailored to promote economic vitality
- 7 and stable land uses while respecting the existing neighborhood values,
- 8 natural environmental conditions and carrying capacities, scenic resources,
- 9 and resources of other social, cultural, recreational concern (policy d).
- 10 ○ The YCC zone accommodates new growth through
- 11 development in areas where vacant land is contiguous to existing or
- 12 programmed urban facilities and services and where the integrity of existing
- 13 neighborhoods can be ensured (policy e).
- 14 ○ The YCC zone, which allows for employment and
- 15 service uses, is located to complement residential areas and sited to minimize
- 16 adverse effects of noise, lighting, pollution, and traffic on existing residential
- 17 environment (policy i).
- 18 ○ The YCC zone, which encourages commercial
- 19 development, is located along the Yale corridor, which provides pedestrian
- 20 and bicycle access and is within reasonable distance of residential areas for
- 21 walking or bicycling (policy j).
- 22 ○ The proposed design standards for the YCC zone
- 23 encourage quality and innovation in design that is appropriate to the SYSDP
- 24 area (II.B.5, policy l).
- 25 ○ The YCC zone encourages the redevelopment and
- 26 rehabilitation of older neighborhoods (Clayton Heights and Victory Hills) in the
- 27 Established Urban Area (policy o).

28 ▪ II.B.7 Land Use – Activity Centers Goal

- 29 ○ The YCC zone supports the creation of multi-use
- 30 Activity Centers and will promote ongoing public/private cooperation
- 31 necessary for private market conditions that support the development and
- 32 functioning of Activity Centers (policy j).

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- 1 ▪ II.C.1 Environmental Protection and Heritage
- 2 Conservation – Air Quality Goal
- 3 ○ The YCC zone encourages a balanced land
- 4 use/transportation system that promotes the efficient placement of housing,
- 5 employment and services, thus reducing automobile travel’s adverse effects
- 6 on air quality (policy b).
- 7 ▪ II.C.8 Environmental Protection and Heritage Conservation –
- 8 Developed Landscape Goal
- 9 ○ The YCC zone respects the natural and visual
- 10 environment, particularly features unique to Albuquerque, as a significant
- 11 determinant in development decisions (policy a).
- 12 ○ The YCC zone encourages landscaping and streetscape
- 13 standards within the public and private rights-of-way to control water erosion
- 14 and dust and create a pleasing visual environment (policy d).
- 15 ▪ II.C.9 Environmental Protection and Heritage Conservation –
- 16 Community Identity and Urban Design Goal: The Goal is to preserve and
- 17 enhance the natural and built characteristics, social, cultural and historical
- 18 features that identify Albuquerque and Bernalillo County sub-areas as distinct
- 19 communities and collections of neighborhoods.
- 20 ○ The YCC zone relates land uses so as to effectively
- 21 encourage walking trips from one destination to another within the SYSDP
- 22 area and promotes pedestrian connectivity through its design standards
- 23 (policy d).
- 24 ▪ II.D.4 Community Resource Management – Transportation and
- 25 Transit Goal
- 26 ○ The YCC zone supports reducing the frequency of curb
- 27 cuts along certain sections of Yale Blvd. in order to promote increased
- 28 pedestrian accessibility (policy d).
- 29 ○ The YCC zone identifies and promotes opportunities to
- 30 enhance pedestrian facilities for integration into developments to create safe
- 31 and pleasant non-motorized travel conditions (policy g).
- 32 ▪ II.D.6 Community Resource Management – Economic
- 33 Development Goal

1 o The YCC zone encourages new employment
2 opportunities in the SYSDP area by preserving and emphasizing commercial
3 development opportunities. The allowance of residential above the
4 commercial space on the ground floor in the YCC zone, as well as a focus on
5 improving transit service to and in the SYSDP area, will result in local
6 residents being able to access places of employment more easily and serve to
7 encourage employers to hire local residents and diversify their employment
8 base. The proximity to the Sunport and the UNM research area also
9 encourages companies to locate within the SYSDP area (policy a).

10 The YCC zone helps achieve the following Goals and Objectives
11 of the SYSDP:

12 ▪ Goal 2.1 Develop South Yale into a retail/commercial
13 destination with local identity to serve local needs:

14 o Objective 1. Encourage more density to increase
15 commercial services. *(Existing C-2 zoning does not allow or encourage the
16 development of residential uses to help support commercial activity. The YCC
17 zone is tailored to meet this need.)*

18 o Objective 2. Allow mixed use, but ensure that
19 commercial development is a priority. *(Existing C-2 zoning has not produced
20 commercial development and activity to support the neighborhood and
21 broader community. The YCC mixed-use zoning is needed to bring more
22 residents to the area to create the market demand for commercial services
23 while preserving commercial development opportunities.)*

24 o Objective 3. Ensure development expresses South Yale
25 as a unique area (utilize common urban design elements in the streetscape).
26 *(Existing zoning pertains only to individual parcels; it fails to consider the
27 larger development context and the Yale corridor as an entire entity. The YCC
28 zone seeks to create an active and consistent streetscape through block
29 organization, which is intended to manage the overall character of the block
30 while permitting the greatest amount of design flexibility at the lot level.)*

31 o Objective 4. Maintain some westerly views by providing
32 variation in building heights, framing views along side streets. *(Existing
33 zoning pertains only to individual parcels; it fails to consider the larger*

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1 *development context and the Yale corridor as an entire entity. The YCC zone*
2 *addresses the Yale corridor as a whole and requires variation in building*
3 *heights and types, thus creating the urban environment desired by the*
4 *community. A key characteristic of the YCC zone is that building heights are*
5 *required to be varied along each block to protect views and provide visual*
6 *interest.)*

7 ▪ **Goal 2.2** Develop South Yale into an enjoyable entertainment
8 and hospitality destination which is an inviting, comfortable, and easy-to-use
9 environment for tourists and sports enthusiasts as well as residents:

10 ○ **Objective 4.** Provide a pedestrian friendly environment.
11 *(Existing zoning encourages buildings to be placed back from the sidewalk*
12 *with parking consuming large areas of street frontage and drivepads*
13 *interrupting sidewalk connectivity, creating an unsafe and unwelcoming*
14 *environment for pedestrians. The YCC zone places parking at the rear of*
15 *buildings and encourages parking to be accessed from the rear so as to*
16 *eliminate potential conflicts between vehicles and pedestrians on the street*
17 *side of the property.)*

18 ▪ **Goal 2.3** Develop South Yale as a healthy neighborhood which
19 is safe, clean, and walkable with a vibrant mixed-use economic area that
20 promotes community ownership:

21 ○ **Objective 1.** Limit development of stand alone apartment
22 buildings along the Yale corridor by requiring mixed-use. *(Recent zone*
23 *change requests along the Yale corridor have resulted in the loss of*
24 *commercially zoned land to exclusively residential projects. In the YCC zone,*
25 *residential uses are not permitted on the ground level, which will result in*
26 *required mixed-use developments.)*

27 ○ **Objective 2.** Encourage community and pride of
28 ownership through high quality development. *(Existing zoning fails to*
29 *address design standards for development. The YCC zone seeks to create a*
30 *high quality urban built environment through design regulations but still*
31 *provides a high level of design flexibility.)*

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1 ▪ Goal 2.4 Develop South Yale with a public setting that reflects
2 New Mexico, is family friendly, and is an easy and attractive place to conduct
3 business for all populations:

4 ○ Objective 4. Ensure variety in building shapes and sizes.
5 *(Existing zoning does not provide predictability or guidelines to ensure variety*
6 *in building shapes and sizes. The YCC zone regulates building shapes and*
7 *sizes by limiting the number of building types per block so as to ensure*
8 *variety but allow flexibility.)*

9 ○ Objective 5. Reduce conflicts between pedestrians and
10 vehicles. *(Existing zoning is not adequate to address this objective as it*
11 *allows and promotes vehicular activity in the pedestrian realm. The YCC zone*
12 *restricts vehicular activity in the pedestrian realm by requiring that parking be*
13 *accessed from the rear of the property and limiting street-side access where*
14 *rear access does not exist.)*

15 ○ Objective 7. Create spaces that engage social
16 interaction and commercial activity. *(Existing zoning is not adequate to*
17 *address this objective. The YCC zone regulates building placement, frontage*
18 *types, and the location of parking in order to create a continuous street*
19 *frontage to encourage pedestrian and commercial activity.)*

20 B. RMF 1: The Residential Multifamily zone is intended to
21 provide consistent guidelines for multi-family housing that are sensitive to
22 adjacent single-family homes. Permissive uses under existing zoning (R-2, R-
23 T, R-3, R-G and four corner lots zoned R-1) will not be restricted, and in some
24 cases will be expanded, under the RMF 1 zone. The RMF 1 zone is more
25 advantageous to the community because the design regulations for the RMF 1
26 zone, such as building placement, building frontage, and location of parking,
27 ensure that more intense residential zoning complements adjacent R-1 single-
28 family housing and reflects the scale of the existing neighborhood; existing
29 zoning does not regulate these design-related issues, which can result in
30 development that is out of context with and harmful to existing single-family
31 residential homes.

32 The RMF 1 zone furthers the following applicable goals and
33 policies of the Comprehensive Plan:

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- 1 ▪ II.B.5 Land Use – Developing and Established Urban Areas
- 2 **Goal**
- 3 ○ The RMF 1 zone supports overall gross densities of up
- 4 to 5 du/acre (policy a).
- 5 ○ The RMF 1 zone is tailored to promote stable land uses
- 6 while respecting the existing neighborhood values, natural environmental
- 7 conditions and carrying capacities, scenic resources, and resources of other
- 8 social, cultural, recreational concern (policy d).
- 9 ○ The RMF 1 zone encourages housing to be oriented
- 10 towards pedestrians (policy f).
- 11 ○ The proposed design standards for the RMF 1 zone
- 12 encourage quality and innovation in design that is appropriate to the SYSDP
- 13 area (policy l).
- 14 ○ The RMF 1 zone encourages the redevelopment and
- 15 rehabilitation of older neighborhoods (Clayton Heights) in the Established
- 16 Urban Area (policy o).

17 ▪ II.C.9 Environmental Protection and Heritage Conservation –
18 Community Identity and Urban Design Goal

- 19 ○ The RMF 1 zone relates land uses so as to effectively
- 20 encourage walking trips from one destination to another within the SYSDP
- 21 area and promotes pedestrian connectivity through its design standards
- 22 (policy d).

23 The RMF 1 zone helps achieve the following Goals and Objectives

24 of the SYSDP:

- 25 ▪ Goal 2.1 Develop South Yale into a retail/commercial
- 26 destination with local identity to serve local needs:
- 27 ○ Objective 1. Encourage more density to increase
- 28 commercial services. *(Existing zoning limits a property owner's ability to*
- 29 *more fully build out their property because of off-street parking requirements.*
- 30 *The RMF 1 zone reduces the off-street parking requirement and increases the*
- 31 *maximum building height from 26' to 30'; these modifications allow for*
- 32 *increased density to be achieved through the RMF 1 zone.)*

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1 ○ Objective 3. Ensure development expresses South Yale
2 as a unique area (utilize common urban design elements in the streetscape).
3 *(Existing zoning does not address the relationship of buildings to the street or*
4 *to adjacent R-1 zoned land. The RMF 1 zone orients buildings to the street by*
5 *regulating building and parking placement and establishes design standards*
6 *to create consistency in urban development patterns.)*

7 ▪ Goal 2.3 Develop South Yale as a healthy neighborhood which
8 is safe, clean, and walkable with a vibrant mixed-use economic area that
9 promotes community ownership:

10 ○ Objective 2. Encourage community and pride of
11 ownership through high quality development. *(Existing zoning fails to*
12 *address design standards for development. The RMF 1 zone seeks to create a*
13 *high quality urban built environment through design regulations but still*
14 *provides a high level of design flexibility.)*

15 C. RMF 2: The Residential Multifamily 2 zone is intended to
16 provide consistent guidelines for multi-family housing that are sensitive to
17 adjacent single-family homes. Permissive uses under existing zoning (R-2
18 and R-3) will not be restricted, and in some cases will be expanded, under the
19 RMF 2 zone. The RMF 2 zone is more advantageous to the community
20 because the design regulations for the RMF 2 zone, such as building
21 placement, building frontage, and location of parking, ensure that more
22 intense residential zoning complements single-family uses while allowing a
23 scale and intensity appropriate to its location along University Boulevard;
24 existing zoning does not regulate these design-related issues, which can
25 result in development that is out of context with and harmful to existing
26 single-family residential homes.

27 The RMF 2 zone furthers the following applicable goals and
28 policies of the Comprehensive Plan:

29 ▪ II.B.5 Land Use – Developing and Established Urban Areas

30 Goal

31 ○ The RMF 2 zone supports overall gross densities of up
32 to 5 du/acre (policy a).

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- 1 ○ The RMF 2 zone is tailored to promote stable land uses
- 2 while respecting the existing neighborhood values, natural environmental
- 3 conditions and carrying capacities, scenic resources, and resources of other
- 4 social, cultural, recreational concern (policy d).
- 5 ○ The RMF 2 zone encourages housing to be oriented
- 6 towards pedestrians (policy f).
- 7 ○ The proposed design standards for the RMF 2 zone
- 8 encourage quality and innovation in design that is appropriate to the SYSDP
- 9 area (policy l).
- 10 ○ The RMF 2 zone encourages the redevelopment and
- 11 rehabilitation of older neighborhoods (Clayton Heights) in the Established
- 12 Urban Area (policy o).
- 13 ▪ II.C.9 Environmental Protection and Heritage Conservation –
- 14 Community Identity and Urban Design Goal
- 15 ○ The RMF 2 zone relates land uses so as to effectively
- 16 encourage walking trips from one destination to another within the SYSDP
- 17 area and promotes pedestrian connectivity through its design standards
- 18 (policy d).
- 19 The RMF 2 zone helps achieve the following Goals and Objectives
- 20 of the SYSDP:
- 21 ▪ Goal 2.1 Develop South Yale into a retail/commercial
- 22 destination with local identity to serve local needs:
- 23 ○ Objective 1. Encourage more density to increase
- 24 commercial services. *(Existing zoning limits a property owner’s ability to*
- 25 *more fully build out their property because of off-street parking requirements.*
- 26 *The RMF2 zone reduces the off-street parking requirement and increases the*
- 27 *maximum building height from 26’ to 30’; these modifications allow for*
- 28 *increased density to be achieved through the RMF2 zone.)*
- 29 ○ Objective 3. Ensure development expresses South Yale
- 30 as a unique area (utilize common urban design elements in the streetscape).
- 31 *(Existing zoning does not address the relationship of buildings to the street or*
- 32 *to adjacent R-1 zoned land. The RMF2 zone orients buildings to the street by*

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1 *regulating building and parking placement and establishes design standards*
2 *to create consistency in urban development patterns.)*

3 ▪ **Goal 2.3 Develop South Yale as a healthy neighborhood which**
4 **is safe, clean, and walkable with a vibrant mixed-use economic area that**
5 **promotes community ownership:**

6 **Objective 2. Encourage community and pride of ownership**
7 **through high quality development. *(Existing zoning fails to address design***
8 ***standards for development. The RMF 2 zone seeks to create a high quality***
9 ***urban built environment through design regulations but still provides a high***
10 ***level of design flexibility.)***

11 **D. NMX: The Neighborhood Mixed Use zone is applied to parcels**
12 **of land with a mix of R-2 and C-2 existing zoning, located south of Ross**
13 **between Buena Vista Dr. and Yale Blvd. The goal of the NMX zone is to**
14 **encourage integration of residential and commercial uses and to connect this**
15 **area to the larger South Yale community. The NMX zone expands permissive**
16 **uses for all properties within this zone and is more advantageous to the**
17 **community because property owners have more flexibility in tailoring**
18 **development to meet the needs of the community through permissive mixed-**
19 **use zoning.**

20 **The NMX zone furthers the following applicable goals and policies**
21 **of the Comprehensive Plan:**

22 ▪ **II.B.5 Land Use – Developing and Established Urban Areas**

23 **Goal**

24 ○ **The NMX zone allows for both residential and**
25 **commercial uses and supports overall gross densities of up to 5 du/acre**
26 **(policy a).**

27 ○ **The NMX zone is tailored to promote economic vitality**
28 **and stable land uses while respecting the existing neighborhood values,**
29 **natural environmental conditions and carrying capacities, scenic resources,**
30 **and resources of other social, cultural, recreational concern (policy d).**

31 ○ **The NMX zone accommodates new growth through**
32 **development in areas where vacant land is contiguous to existing or**

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- 1 programmed urban facilities and services and where the integrity of existing
- 2 neighborhoods can be ensured (policy e).
- 3 ○ The NMX zone, which allows for employment and
- 4 service uses, is located to complement residential areas and sited to minimize
- 5 adverse effects of noise, lighting, pollution, and traffic on existing residential
- 6 environment (policy i).
- 7 ○ The NMX zone provides pedestrian and bicycle access
- 8 and is within reasonable distance of residential areas for walking or bicycling
- 9 (policy j).
- 10 ○ The proposed design standards for the NMX zone
- 11 encourage quality and innovation in design that is appropriate to the SYSDP
- 12 area (policy l).
- 13 ○ The NMX zone encourages the redevelopment and
- 14 rehabilitation of older neighborhoods (Clayton Heights) in the Established
- 15 Urban Area (policy o).
- 16 ▪ II.B.7 Land Use – Activity Centers Goal
- 17 ○ The NMX supports the creation of multi-use Activity
- 18 Centers and will promote ongoing public/private cooperation necessary for
- 19 private market conditions that support the development and functioning of
- 20 Activity Centers (policy j).
- 21 ▪ II.C.1 Environmental Protection and Heritage Conservation –
- 22 Air Quality Goal
- 23 ○ The NMX zone encourages a balanced land
- 24 use/transportation system that promotes the efficient placement of housing,
- 25 employment and services, thus reducing automobile travel’s adverse effects
- 26 on air quality (policy b).
- 27 ▪ II.C.8 Environmental Protection and Heritage Conservation –
- 28 Developed Landscape Goal
- 29 ○ The NMX zone respects the natural and visual
- 30 environment, particularly features unique to Albuquerque, as a significant
- 31 determinant in development decisions (policy a).

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1 ○ The NMX zone encourages landscaping and streetscape
2 standards within the public and private rights-of-way to control water erosion
3 and dust and create a pleasing visual environment (policy d).

4 ▪ II.C.9 Environmental Protection and Heritage Conservation –
5 Community Identity and Urban Design Goal

6 ○ The NMX zone relates land uses so as to effectively
7 encourage walking trips from one destination to another within the SYSDP
8 area and promotes pedestrian connectivity through its design standards
9 (policy d).

10 ▪ II.D.4 Community Resource Management – Transportation and
11 Transit Goal

12 ○ The NMX zone identifies and promotes opportunities to
13 enhance pedestrian facilities for integration into developments to create safe
14 and pleasant non-motorized travel conditions (policy g).

15 ▪ II.D.6 Community Resource Management – Economic
16 Development Goal

17 ○ The NMX zone encourages new employment
18 opportunities in the SYSDP area by preserving, expanding, and emphasizing
19 commercial development opportunities. The allowance of residential above
20 the commercial space on the ground floor in the NMX zone, as well as a focus
21 on improving transit service to and in the SYSDP area, will result in local
22 residents being able to access places of employment more easily and serve to
23 encourage employers to hire local residents and diversify their employment
24 base. The proximity to the Sunport and the UNM research area also
25 encourages companies to locate within the SYSDP area (policy a).

26 The NMX zone helps achieve the following Goals and Objectives
27 of the SYSDP:

28 ▪ Goal 2.1 Develop South Yale into a retail/commercial
29 destination with local identity to serve local needs:

30 ○ Objective 1. Encourage more density to increase
31 commercial services. *(Existing C-2 on Yale Blvd. zoning does not allow or*
32 *encourage the development of residential uses to help support commercial*

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1 uses. *The NMX zone is tailored to meet this need by introducing R-2*
2 *permissive uses.)*

- 3 ○ Objective 2. Allow mixed use, but ensure that
4 commercial development is a priority. *(The NMX zone expands permissive*
5 *commercial uses to more properties and provides opportunities for both more*
6 *commercial development and the residential development needed to create*
7 *the market demand to bring commercial services to the area.)*
- 8 ○ Objective 3. Ensure development expresses South Yale
9 as a unique area (utilize common urban design elements in the streetscape).
10 *(The existing R-2 and C-2 zoning fails to provide a cohesive development*
11 *context for the area. The NMX zone seeks to create an active and consistent*
12 *streetscape and development pattern that integrates with the rest of the area*
13 *by regulating building placement, frontage types, and the location of parking.)*
- 14 ▪ Goal 2.3 Develop South Yale as a healthy neighborhood which
15 is safe, clean, and walkable with a vibrant mixed-use economic area that
16 promotes community ownership:
 - 17 ○ Objective 1. Limit development of stand alone apartment
18 buildings along the Yale corridor by requiring mixed-use. *(Existing R-2 zoning*
19 *limits developments to exclusively residential use. The NMX zone encourages*
20 *mixed-use development, though it does not prohibit developments that are*
21 *exclusively residential as the YCC zone does.)*
 - 22 ○ Objective 2. Encourage community and pride of
23 ownership through high quality development. *(Existing zoning fails to*
24 *address design standards for development. The NMX zone seeks to create a*
25 *high quality urban built environment through design regulations but still*
26 *provides a high level of design flexibility.)*
- 27 ▪ Goal 2.4 Develop South Yale with a public setting that reflects
28 New Mexico, is family friendly, and is an easy and attractive place to conduct
29 business for all populations:
 - 30 ○ Objective 4. Ensure variety in building shapes and sizes.
31 *(Existing zoning does not provide predictability or guidelines to ensure variety*
32 *in building shapes and sizes. The NMX zone contains a wide variety of*

1 *permitted building types and frontage types that can be employed to meet the*
2 *needs of diverse developments.)*

3 o Objective 7. Create spaces that engage social
4 interaction and commercial activity. *(Existing zoning is not adequate to*
5 *address this objective. The NMX zone regulates building placement, frontage*
6 *types, and the location of parking in order to create a continuous street*
7 *frontage to encourage pedestrian and commercial activity.)*

8 E. PNR: The Planned Neighborhood Residential zone identifies
9 large land parcels that represent a future opportunity for the creation of
10 mixed-use neighborhoods that increase pedestrian activity and social
11 interaction in an identifiable and interconnected way. Key characteristics of
12 the PNR zone include buildings oriented to the street, on-street parking,
13 outdoor gathering spaces and public open space, higher density residential,
14 parking located behind buildings and accessed via alleys, and efficient and
15 effective circulation patterns for streets and pedestrian pathways.

16 The PNR zone furthers the following applicable goals and policies
17 of the Comprehensive Plan:

18 ▪ II.B.5 Land Use – Developing and Established Urban Areas

19 Goal

20 o The PNR zone supports overall gross densities of up to
21 5 du/acre (policy a).

22 o The PNR zone is tailored to promote stable land uses
23 while respecting the existing neighborhood values, natural environmental
24 conditions and carrying capacities, scenic resources, and resources of other
25 social, cultural, recreational concern (policy d).

26 o The PNR zone encourages clustering of homes to
27 provide larger shared open spaces and houses oriented towards pedestrians
28 and bikeways (policy f).

29 o The proposed design standards for the PNR zone
30 encourage quality and innovation in design that is appropriate to the SYSDP
31 area (policy l).

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1 ○ The PNR zone encourages the redevelopment and
2 rehabilitation of older neighborhoods (Clayton Heights) in the Established
3 Urban Area (policy o).

4 ▪ II.C.9 Environmental Protection and Heritage Conservation –
5 Community Identity and Urban Design Goal

6 ○ The PNR zone relates land uses so as to effectively
7 encourage walking trips from one destination to another within the SYSDP
8 area and promotes pedestrian connectivity through its design standards
9 (policy d).

10 ▪ II.D.4 Community Resource Management – Transportation and
11 Transit Goal

12 ○ The PNR zone identifies and promotes opportunities to
13 enhance pedestrian facilities for integration into developments to create safe
14 and pleasant non-motorized travel conditions (policy g).

15 The PNR zone helps achieve the following Goals and Objectives
16 of the SYSDP:

17 ▪ Goal 2.1 Develop South Yale into a retail/commercial
18 destination with local identity to serve local needs.

19 ○ Objective 1. Encourage more density to increase
20 commercial services. *(The PNR zone encourages compact development and*
21 *provides for a range of levels of development intensity, from single- and multi-*
22 *family housing to high intensity mixed-use development accommodated in*
23 *buildings up to five stories in height.)*

24 ○ Objective 5. Promote a Park Once/Walk environment.
25 *(Existing zoning does not adequately address the need to guide development*
26 *that creates a park once/walk environment. The PNR zone's intent is to create*
27 *mixed-use neighborhoods that are self-sufficient and provide services in a*
28 *contained, walkable setting.)*

29 ▪ Goal 2.3 Develop South Yale as a healthy neighborhood which
30 is safe, clean, and walkable with a vibrant mixed-use economic area that
31 promotes community ownership:

32 ○ Objective 2. Encourage community and pride of
33 ownership through high quality development. *(Existing zoning fails to*

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1 *address design standards for development. The PNR zone seeks to create a*
2 *high quality urban built environment through design regulations but still*
3 *provides a high level of design flexibility.)*

4 5. There has been no demonstration that any of the permissive uses in
5 the five new zones – YCC, RMF 1, RMF 2, NMX, and PNR would be harmful to
6 adjacent property owners, the neighborhood or the community. The five new
7 zones provide certainty regarding future development by regulating
8 permissive uses, building types and frontage types. These regulations assure
9 compatibility of adjacent uses and prevent harm to adjacent properties.

10 6. The SYSDP includes a capital improvements list for projects that are
11 intended to enhance the area. These projects are public investments to be
12 made to increase the functionality and attractiveness of the area and to spur
13 private investment in the area. However, the proposed zoning is not tied to the
14 funding and the City is not bound to provide the capital improvements on any
15 special schedule.

16 7. Economic factors were considered in determining the proposed
17 zones. However, they are not the sole factor for changing zones in the area.

18 8. Although the new zones in the SYSDP abut major streets, this is not
19 the sole justification of the mixed-use zones.

20 9. The new zones do not constitute a “spot” or “strip” zone since the
21 zones involve more than one premise and one strip of land along a street.

22 SECTION 3. The South Yale Sector Development Plan, Attachment A hereto
23 and made a part hereof, is adopted as a Rank Three Plan, as a regulatory
24 guide to the implementation of the Albuquerque / Bernalillo County
25 Comprehensive Plan.

26 SECTION 4. All development and redevelopment activities within the area
27 shall be guided and regulated by the provisions of the South Yale Sector
28 Development Plan.

29 SECTION 5. The Zone Map, adopted by Article 14-16-4-9 ROA 1994, is
30 hereby amended to reflect the rezoning in the map shown in Attachment B
31 hereto.

32 SECTION 6. EFFECTIVE DATE AND PUBLICATION. This legislation shall
33 take effect five days after publication by title and general summary.

1 SECTION 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
2 clause, word or phrase of this resolution is for any reason held to be invalid or
3 unenforceable by any court of competent jurisdiction, such decision shall not
4 affect the validity of the remaining provisions of this resolution. The Council
5 hereby declares that it would have passed this resolution and each section,
6 paragraph, sentence, clause, word or phrase thereof irrespective of any
7 provisions being declared unconstitutional or otherwise invalid.

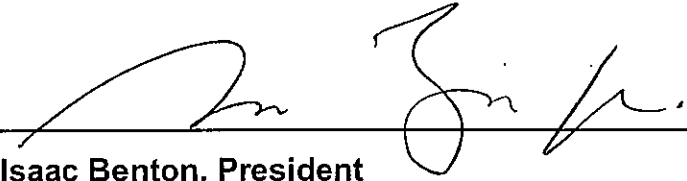
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1 PASSED AND ADOPTED THIS 2nd DAY OF February, 2009
2 BY A VOTE OF: 7 FOR 0 AGAINST.

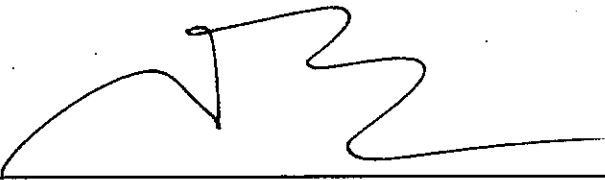
3
4 Excused: Cadigan, Mayer

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7 _____

8 Isaac Benton, President
9 City Council

10
11
12 APPROVED THIS 13th DAY OF February, 2009

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15
16 Bill No. R-08-150

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19 Martin J. Chavez, Mayor
20 City of Albuquerque

21
22 ATTEST:

23 
24 _____
25 City Clerk

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Acknowledgments

Mayor

Martin J. Chávez

City Council

Isaac Benton - District 3, President
Sally Mayer - District 7, Vice President
Ken Sanchez - District 1
Debbie O'Malley, - District 2
Brad Winter, President - District 4
Michael J. Cadigan - District 5
Rey Garduno - District 6
Trudy Jones - District 8
Don Harris, District 9

Environmental Planning Commission

Laurie Moyer - Chair, Council District 7
Judy Kowalski, Vice-Chair - Council District 6
Vacant - Council District 1
Jonathan Siegel - Council District 2
Jamie Jett-Walker - Council District 3
Joe Yardumian - Council District 4
Richard Shine - Council District 5
Doug Peterson - Council District 8
Michael Dickson - Council District 9

City of Albuquerque Planning Department

Richard Dineen- Director, Planning Department
Carmen Marrone- Division Manager, Advanced Planning and Urban Design
Maggie Gould and Chris Hyer- Project Managers, Planning Department

City of Albuquerque Council Services Staff

Deborah Stover, Senior Policy Analyst
Kara Shair-Rosenfield, Policy Analyst
Kelley Chavez, Policy Analyst

Planning Consultants

Strata Design
Lola Bird and Michelle Negrette, Principals
Dory Wegryzn, Community Planner

Gibbs Planning Group, Inc.

Robert Gibbs, Principal

Community Participants

Isabel F. Cabrera, President, Clayton Heights and Lomas Del Cielo Neighborhood Association
Lee Graham, Vice President, Clayton Heights/Lomas del Cielo
Feroza Jussawalla, President, Victory Hills Neighborhood Association,

John Conlon, Rita Conlon, Chris Fairchild, Eloisa Molina-Dodge, Judy Milholland, Trish McClain, Patsy Kelton-Born, Scott Segner, Julie Hogan, Melissa Wolford, Paula Welsh, Herman Molina, Javan Bradley, Albert and Elizabeth Valdez, John Dallanto, Suzanne Martinez, Jerry Thomas, Colette and Greg Bristol, Jerome Eckstein, Joanne Brown, Joe and Rosita Black, Anabelle Molina Muniz, Adam Ruh, Corrine Melton, John Conlon, Katie Klauschle, Patricia Willson, Terry Hinnerichs, Marilyn Price, Martin Hayes, Alan Morgan, Florantino and Sophie Torres, Simental Francisco, Alan Senesus, John Conlon Jr, Linda F. Gordon, Dorothy Lamonda, Jen Plaut, Tani Arness, Juan Larrañaga, Richard Marcwstadt, Paul Eiclihorn, Dionisio Tafoya, Dorothy Lamondy, Abaas Akhill

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CHAPTER ONE

Introduction



Figure1: South Yale Sector Development Plan Area

1.0 Introduction

In mid-2007 the Albuquerque City Council and the City of Albuquerque Planning Department initiated a planning process for the South Yale area in recognition of the area's unique conditions, constraints and opportunities deserving of special design and policy guidance. The goal of this planning effort was to establish a vision for the South Yale corridor, and surrounding neighborhoods, and to propose technical solutions through zoning changes, development and design guidelines, streetscape improvements and recommendations for public improvements that would implement the community vision.



*Yale Blvd. facing South
from Cesar Chavez*

1.1 Purpose of the Plan

The South Yale Sector Development Plan ("the Plan") includes approximately 519 acres and generally covers the area north of Gibson Boulevard SE, east of University Boulevard, south of St. Cyr Avenue and generally west of Columbia Drive. The Plan's boundary includes the Clayton Heights neighborhood on the west side of Yale Boulevard and a portion of the Victory Hills Neighborhood on the east. The area is within close proximity to UNM, Nob Hill, the Ridgecrest Neighborhoods, Downtown and the Albuquerque Sunport. The South Yale corridor is an important transportation route between the Sunport and the University of New Mexico area. Yet despite its strategic location, the area suffers from stagnant commercial development characterized by large areas of land with underutilized commercial zoning.



*Loma Linda Community Center and
Korean War Veterans Park*

The purpose of the Plan is to promote and guide development in a manner that supports the area's economic and social vitality. The Plan recognizes that South Yale Boulevard has considerable development potential as a successful transit corridor and should be improved through the control of adjacent development, and that large areas of land with underutilized commercial zoning offer significant opportunities for quality infill development and redevelopment. By fostering a balanced mix of neighborhood commercial, residential, and public uses, infilling with compact development, and adopting streetscape improvements that create an attractive, safe and comfortable pedestrian environment, the Plan seeks to make the South Yale area an important destination in and of itself, as well as a memorable, unique and attractive gateway into Albuquerque.



Isotopes Park

1.2 Area Overview

The South Yale area is a vital part of Albuquerque. Yale Boulevard is an established entryway into the City from the Albuquerque Sunport, and for many visitors, it serves as a major transportation route to the University of New Mexico, Nob Hill and the Downtown area. Yale Boulevard is also the designated route for the City's Modern Streetcar project. Yale Boulevard today is automobile-oriented, yet it has the potential to become more pedestrian and transit-oriented. The scale of the street and parcel sizes, which are comparatively smaller here than on some of the newer, outlying corridors, allows for a potential character of development to emerge which is conducive to pedestrian activity.

The area is also home to Albuquerque's main sports and entertainment venues, including the UNM football stadium, the City's Isotopes Park and new Veloport, all of which attract hundreds of thousands of visitors to the area each year. Hotel occupancy rates for the over two thousand hotel rooms within a 1 mile radius is frequently 100 percent. However important the area is today, its full potential is unrealized, with large areas of vacant or underutilized land, streets that seem neglected, and large areas of unimproved parking. The goal of this plan is to develop a framework that addresses technical questions about the area while providing a vision for the future.

1.3 Planning Team

The planning process for the Plan was led by the City of Albuquerque Planning Department with support from District 3 Councilor Isaac Benton. In addition to the Planning Department, the planning team included Strata Design. The Plan-



Lowell Elementary School



City Transit Maintenance Facility

ning Department provided assistance with the facilitation of meetings, gathering information, direction, review and production of the plan. Strata Design evaluated data and developed recommendations for achieving the community's vision for the area.

1.4 Public Input

Community involvement and input throughout the process was a key component of the overall planning effort. The planning team met with community members multiple times during the process to solicit input, review findings, and confirm recommendations. The process included five public meetings, including a day long visioning workshop. Throughout the process, information on the project was posted on the City's Planning Department website.

1.5 Planning Process

The year long planning process began in late Spring, 2007. Information about the project was shared with the public at a kick-off meeting in May, 2007. Public input was solicited during a public meeting in July and at an all-day visioning workshop in September to generate initial ideas for land use policy and development, traffic and transportation, and amenities and public space recommendations. In these meetings participants defined and/or commented on physical, cultural and economic issues, assets and opportunities for the Plan area. This input helped to establish a clear vision for the South Yale Area.

A subsequent meeting was held in November 2007 to share and confirm findings from the workshop and build consensus for the regulatory recommendations to be advocated by the Plan. With feedback from City technical staff, the Planning Team then drafted a plan based on the resulting vision and regulatory strategy. The draft document was reviewed by the public in April 2008, and submitted to the Environmental Planning Commission in summer 2008.

1.6 Regulatory Tool

The South Yale Sector Development Plan is a "Rank 3" Plan which provides policy and regulatory guidance for development within its boundaries. Its adoption sets land use, design and development standards for the area to ensure development outcomes that are more predictable for the community and affected stakeholders, and supportive of the community's goals for the area.

CHAPTER TWO

Goals and
Objectives

1.0 COMMUNITY GOALS AND OBJECTIVES

The community goals were developed during the year-long public planning process. The community was asked to craft statements about their ideal vision of how the South Yale area should develop in the future. From the visioning process, specific goals were generated along with the policy and design objectives necessary for achieving the goals. The visioning goals focused on four development areas: retail/commercial, entertainment/hospitality, healthy neighborhoods and the public realm.



Image Credits: Urban Advantage



2.0 THE GOALS

2.1 Goal for Retail and Commercial Development

In recognition of the underutilized land along Yale, the community desire for neighborhood commercial services and the significant potential for a new, vibrant mixed-use corridor, the community composed the following goal:

Develop South Yale into a retail/commercial destination with local identity to serve local needs.

Design and Policy Objectives for implementing the goal:

1. Encourage more density to increase commercial services.
2. Allow mixed use, but ensure that commercial development is a priority.
3. Ensure development expresses South Yale as a unique area (utilize common urban design elements in the streetscape).
4. Maintain some westerly views by providing variation in building heights, framing views along side streets.
5. Promote a Park Once/Walk environment.
6. Create a pedestrian friendly/transit friendly development.

2.2 Goal for Entertainment and Hospitality Development

In recognition of the significant number of visitors and venues in the area, including UNM, the airport, and City sports venues and the potential to serve this population with local businesses and services, the community composed the following goal:

Develop South Yale into an enjoyable entertainment and hospitality destination which is an inviting, comfortable and easy to use environment for tourists and sports enthusiasts as well as residents.

Design and Policy Objectives for implementing the goal:

1. Develop a signage/wayfinding system that assists visitors and supports a unique area identity.
2. Develop an Office of Tourism and other amenities for visitors.
3. Facilitate an easy to use transportation and transit system.
4. Provide a pedestrian friendly environment.
5. Reduce event parking/traffic in residential neighborhoods.
6. Develop non-commercial places for people to frequent (gym, dog park, memorials, cultural center).

2.3 Goal for Healthy Neighborhood Development

In recognition of the importance of and need for creating a community with a strong social fabric and the impact of the area event venues, the community composed the following goal:

Develop South Yale as a healthy neighborhood which is safe, clean, and walkable with a vibrant mixed-use economic area that promotes community ownership.

Design and Policy Objectives for implementing the goal:

1. Limit development of stand alone apartment buildings along the Yale corridor by requiring mixed-use.
2. Encourage community and pride of ownership through high quality development.
3. Introduce pedestrian friendly sidewalks/streetscape/landscaping.
4. Create Shared Parking and Park Once options.
5. Reduce traffic speeds/congestion.
6. Provide easy access to transit services.

2.4 Goal for Public Realm Development

In recognition of the importance of a public space, including sidewalks, streets, parks, the public face of buildings and landscape that fosters economic and social vitality and the need to address the problem infrastructure in the area, the community composed the following goal:

Develop South Yale with a public setting that reflects New Mexico, is family friendly, and an easy and attractive place to conduct business for all populations.

Design and Policy Objectives for implementing the goal:

1. Develop Yale Boulevard as an attractive gateway to Albuquerque with landscaping, street improvements, signage and public art that reflect New Mexico.
2. Create a pedestrian friendly setting where transit is easy to use.
3. Ensure development is supportive of South Yale's transit plans.
4. Ensure variety in building shapes and sizes.
5. Reduce conflicts between pedestrians and vehicles.
6. Ensure that South Yale remains welcoming to all ages and socio-economic backgrounds.
7. Create spaces that engage social interaction and commercial activity.

3.0 TRANSLATING GOALS INTO POLICY

From the community goals and objectives and an analysis of area character and conditions (see Chapter 6), the Plan establishes a strategy to implement the larger community vision. This strategy occurs in the form of zone changes to key parcels as identified in Chapter 3, improvements to the Plan's area transportation network as identified in Chapter 4 and recommendations for future Capital Improvement Projects as identified in Chapter 5. The combination of improvements to the private and the public realms will contribute to the area's redevelopment into a thriving pedestrian-oriented neighborhood with a strong social and economic fabric.

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CHAPTER THREE

Plan Implementation: Development Regulations

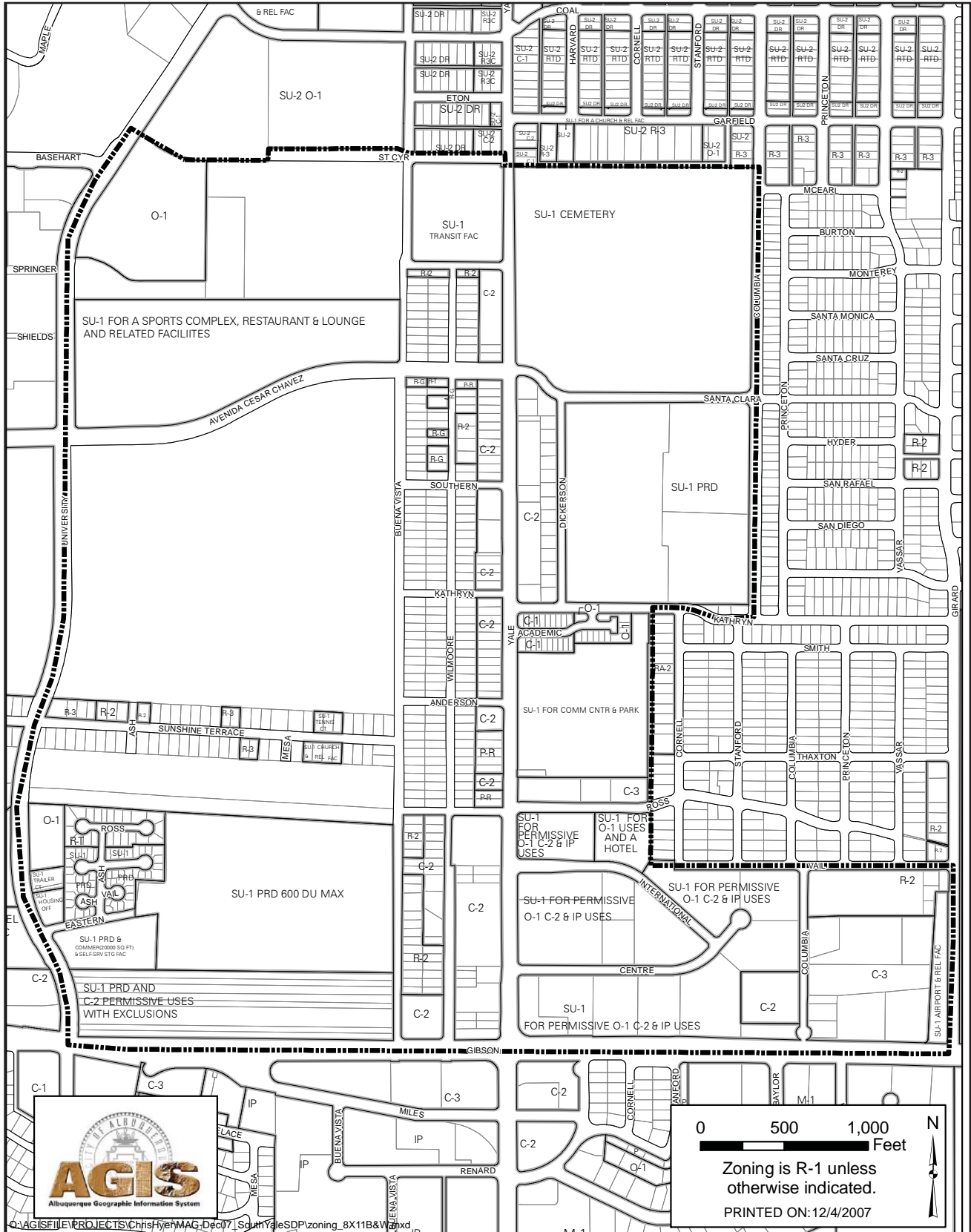


Figure 2: Former Plan Area Zoning

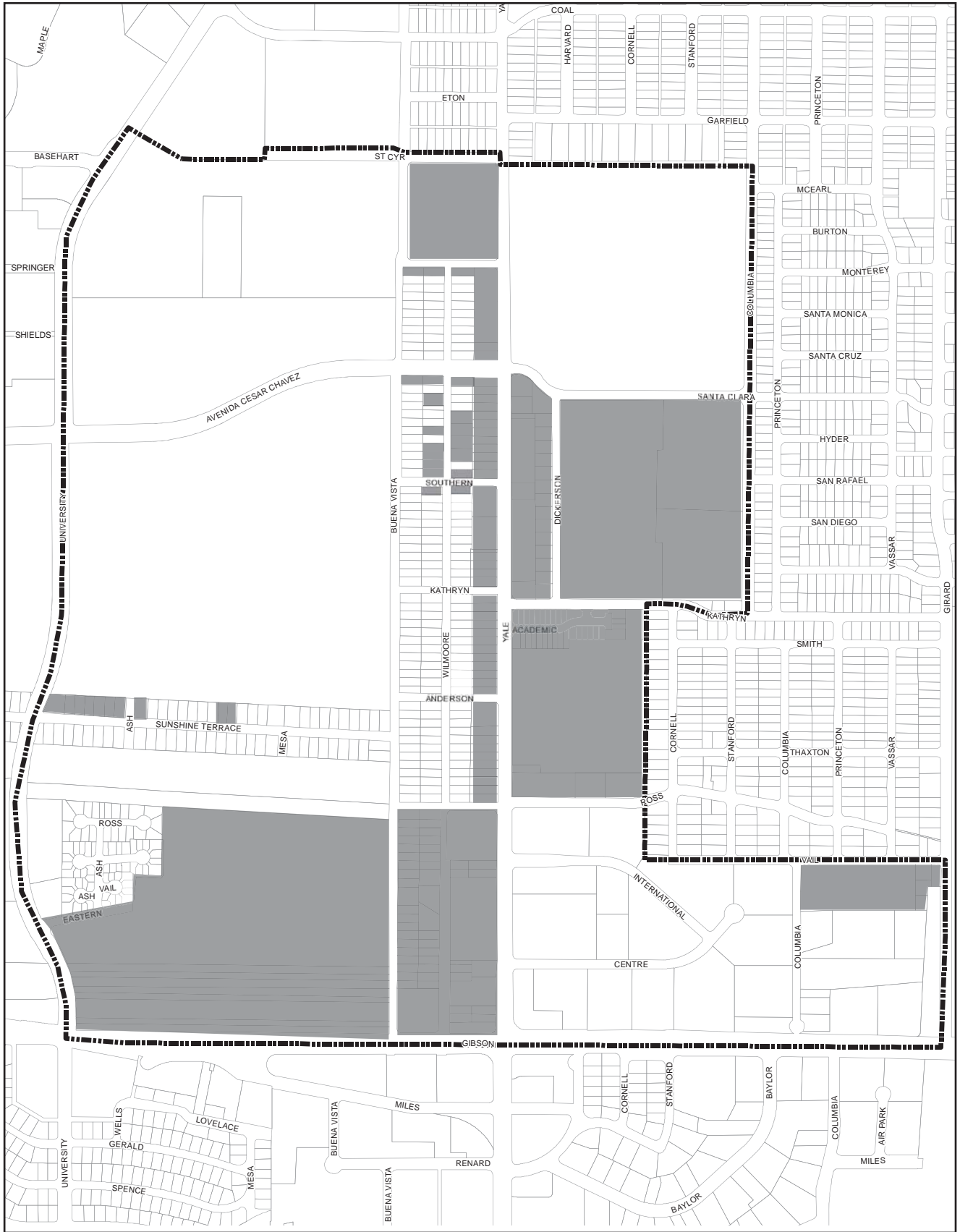


Figure 3: Shaded areas indicate proposed zoning changes

1.0 Introduction

This chapter establishes the regulatory framework to create the urban neighborhood envisioned by the community. It establishes SU-2 zoning for key properties with significant redevelopment potential within the Plan boundary. For properties with SU-2 zoning, the Plan adopts a form based approach to regulate lot layout, building form and use, building articulation, parking, landscaping and signage. Not all properties are rezoned with this Plan (see Figure 3 on page 11 for parcels with SU-2 zoning). Properties zoned R-1, some properties with SU-1 zoning (the South Yale Business Park, Veloport and Cemetery) and some properties with C-3 zoning maintain their existing zoning. No zoning changes are proposed for UNM, CNM and APS owned properties, as these properties are not under City jurisdiction.

By adopting a form based approach for the SU-2 zones established by this Plan, the Plan seeks to implement the community's vision for the area in a manner which encourages appropriate development. The intent of the form based approach is to enable development outcomes which are more predictable for the developer, property owner, the City Review authorities, and community stakeholders.

2.0 SU-2 Zone Descriptions

The following SU-2 zones are established by this Sector Development Plan. These zones define and regulate the distinct areas which make up the Plan area.

Yale Corridor Commercial (YCC)

This zone consists of properties located along Yale Boulevard from St. Cyr to Ross, including the Loma Linda Community Center and City Transit Facility. The intent is to allow a mixture of complimentary mix of land uses that include retail, offices, commercial services, residential and civic uses, in a compact urban form to create economic and social vitality.

Residential Multi-family 1 (RMF1)

This zone consists of the multi-family residential uses scattered throughout the Clayton Heights residential area. In anticipation of the redevelopment of these properties, this plan adopts form based standards to ensure that multi-family redevelopment is sensitive to adjacent single family homes.

Residential Multi-family 2 (RMF2)

This zone consists of higher density multi-family residential uses along Sunshine Terrace and Vail, NE. In anticipation of the redevelopment of these properties, this plan adopts form based standards to ensure that multi-family redevelopment is sensitive to existing single family homes.

Neighborhood Mixed Use (NMX)

This area includes a mix of residential and commercial properties at the southern end of Yale Boulevard at Gibson, extending west to Buena Vista. This zone addresses site planning and land use issues as well as topographical constraints (severe grade changes), to better integrate properties with existing neighborhoods while increasing opportunities for high-quality, mixed-use development.

Planned Neighborhood Residential (PNR)

This zone consists of the existing SU-1 PRD zoned parcels located within the Plan area. This zone is optional. Property owners may elect to use their existing zoning for an entire lot zoned SU-1 PRD or may elect to use the SU-2 PNR zone. The PNR zone is primarily a residential zone, with limited non-residential uses, which allows for large scale site planning opportunities commensurate with a neighborhood village environment.

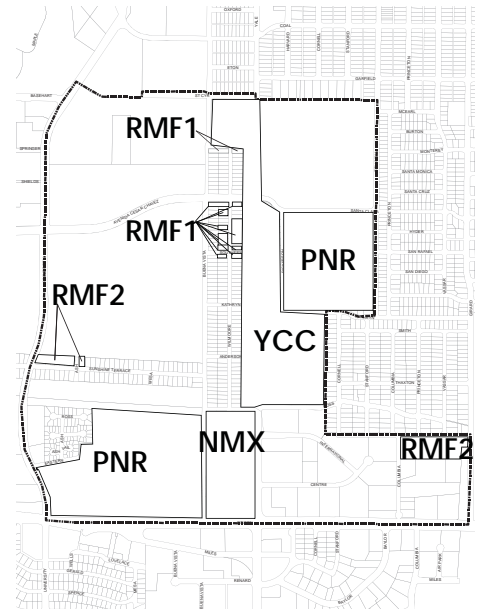


Figure 5: Development Zone Map of SU-2 Zones

**CHAPTER THREE
REGULATORY**

3.0 General Regulatory Requirements

3.1 Development Review Process

All development occurring in the following SU-2 zones requires approval as outlined in the matrix below:

	Yale Corridor Commercial (YCC)	Residential Multi-Family 1 (RMF1)	Residential Multi-Family 2 (RMF2)	Neighborhood Mixed Use (NMX)	Planned Neighborhood Residential (PNR)
Compliant on Use and Form	Building Permit	Building Permit	Building Permit	Building Permit	DRB
	No Public Notification Required	No Public Notification Required	No Public Notification Required	No Public Notification Required	No Public Notification Required
Conditional Use and Compliant on Form	ZHE and Building Permit	ZHE and Building Permit	ZHE and Building Permit	ZHE and Building Permit	ZHE and DRB
	ZHE Public Notification Required	ZHE Public Notification Required	ZHE Public Notification Required	ZHE Public Notification Required	ZHE and DRB Public Notification Required
Non Compliant on Use or Form	EPC	EPC	EPC	EPC	EPC

(Per City Zoning Code, all cases heard by the EPC are publicly notified.)

Figure 6: *Development Approval Matrix*

3.2 General Development Compliance

Development shall comply with the policies and design regulations for the South Yale Sector Development Plan as follows:

- A. For undeveloped sites: all new development.
- B. For sites with existing structures: when there is an increase of 15% or more to a building’s existing square footage.
- C. Exemptions to compliance with the zoning regulations of this Plan:
 - 1. Repairs, remodeling and maintenance of existing structures and/or buildings.
 - 2. Facade improvements.
 - 3. Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage).
- D. Any uses for the sale of alcohol for off-premise consumption and auto repair that are existing, legal uses at the time this plan is adopted shall be permanently allowed as permissive uses on the parcels where they now exist.

3.3 Modifications to Sector Plan Zoning Regulations

The zoning regulations in this Plan are specific and prescriptive. This level of specificity provides certainty for applicants, neighborhoods and zoning staff. However, it is not the intent of these regulations to limit design creativity or ignore unique site conditions. As such, two levels of modifications to the zoning regulations are permitted as follows:

- A. Minor: The Planning Director or his/her designee may approve deviations from any dimensional standards by no more than 10%.
- B. Major: Any modification of a dimensional standard that is greater than 10% shall be reviewed by the EPC.

4.0 How to use this document

The regulatory section of the Yale Sector Development Plan is predicated on a form based model which emphasizes prescriptive policies to guide development in the South Yale area. The form based regulations are divided into three sections: Zones, General Standards Applicable to All SU-2 zones and Building Components. This three part system is intended to ensure predictability in building use, placement, form and character and overall lot development.

4.1 Zones

The zones are the overall regulatory structure for specific areas within the Plan. Five SU-2 zones have been established for the Plan area. Each zone provides specific regulation on not only land use, but also building placement, height, parking and landscape requirements and lists allowable Building Components such as Building and Frontage Types, and specific building, parking and landscaping standards.

4.2 General Standards Applicable To All SU-2 Zones

This section includes general standards for building design, parking design and landscape design. Where these standards conflict with 4.3 Building Components, section 4.3 Building Components shall apply.

4.3 Building Components

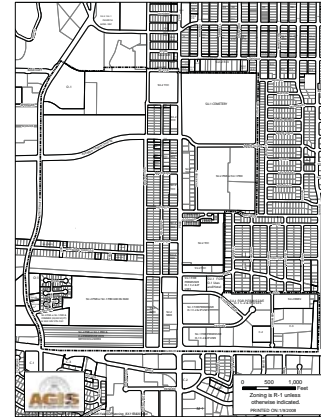
The Building Components include Building Types and Frontage Types which describe the general shape and appearance of a building. Building Types describe the volumetric properties of a building, building access and entry, building articulation and building specific landscaping requirements. Frontage Types describe the specific requirements for building fronts or faces such as fenestration, and additional setback allowances.

5.0 The SU-2 Zones

The following pages contain the standards for the five SU-2 zones established by this Plan.

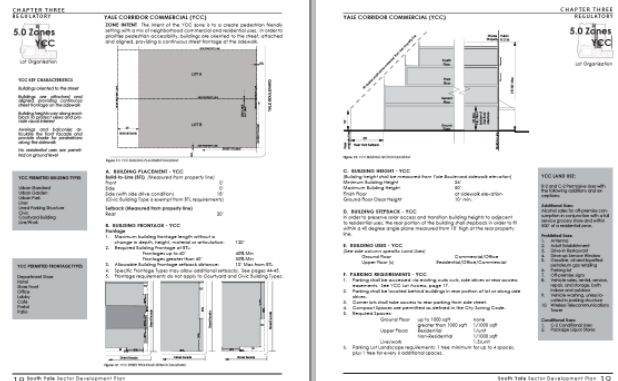
STEP 1.

1. Locate property and its zone on p. 12.
2. Read zone description on p. 13.



STEP 2.

1. Locate appropriate Zone regulation page.
2. Select an allowable Building and Frontage Type. See p. 38-45 for descriptions.
3. Follow Zone regulations for land use, building placement, heights, parking and landscaping requirements.
4. See General Standards applicable to all SU-2 Zones on p. 36-37 for additional requirements.



STEP 3. Submittal and Review Process
Follow General Regulatory requirements on p. 14.

CHAPTER THREE
REGULATORY

5.0 General Regulatory Requirements

5.1 Development Review Process

All development occurring in the following SU-2 zones requires approval as outlined in the matrix below:

Development Type	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones
Complete on lot use	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones
Complete on lot use	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones
Complete on lot use	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones
Complete on lot use	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones	5.0 Zones

- 5.2 General Development Compliance
- Development shall comply with the general and design regulations for the South Yale Sector Development Plan as the:
- A. For undeveloped sites, all new development
 - B. For sites with existing structures when there is an increase of 10% or more in a building's existing square foot area
 - C. Compliance with the zoning regulations of the Plan
 - D. All other cases, including but not limited to:
 1. Facade improvements
 2. Professional signage
 3. Construction of an improvement building after temporary signage for a duration of existing building (such as for signage)
- 5.3 All other cases shall be subject to all permit requirements and fees except that any existing application as of the date of page 14, adopted shall be automatically deemed all permit use on the project unless they have not.
- The zoning regulations in this Plan are specific and prescriptive. The level of specificity provides certainty for applicants, neighborhoods and zoning staff. However, it is not the intent of these regulations to limit design creativity or ignore unique site conditions. As such, requests for modifications to the zoning regulations are permitted as follows:
- A. Minor: The Planning Director or his/her designee may approve deviations from any dimensional standards by no more than 10%.
 - B. Major: Any modification of a dimensional standard that is greater than 10% shall be reviewed by the DPC.

Figure 7: "How To" Process

YALE CORRIDOR COMMERCIAL (YCC)

5.0 Zones
YCC

Block Organization

The Yale Corridor Commercial zone identifies land parcels which shall develop to accommodate business and housing to service neighborhood needs. Development shall be compact in scale and contribute to a rich and active pedestrian street life.

BLOCK ORGANIZATION

Block Organization pertains to development at the block level. The intent is to manage the overall character of the block while permitting the greatest amount of design flexibility at the lot level. All development in the YCC Zone shall comply with the following standards:

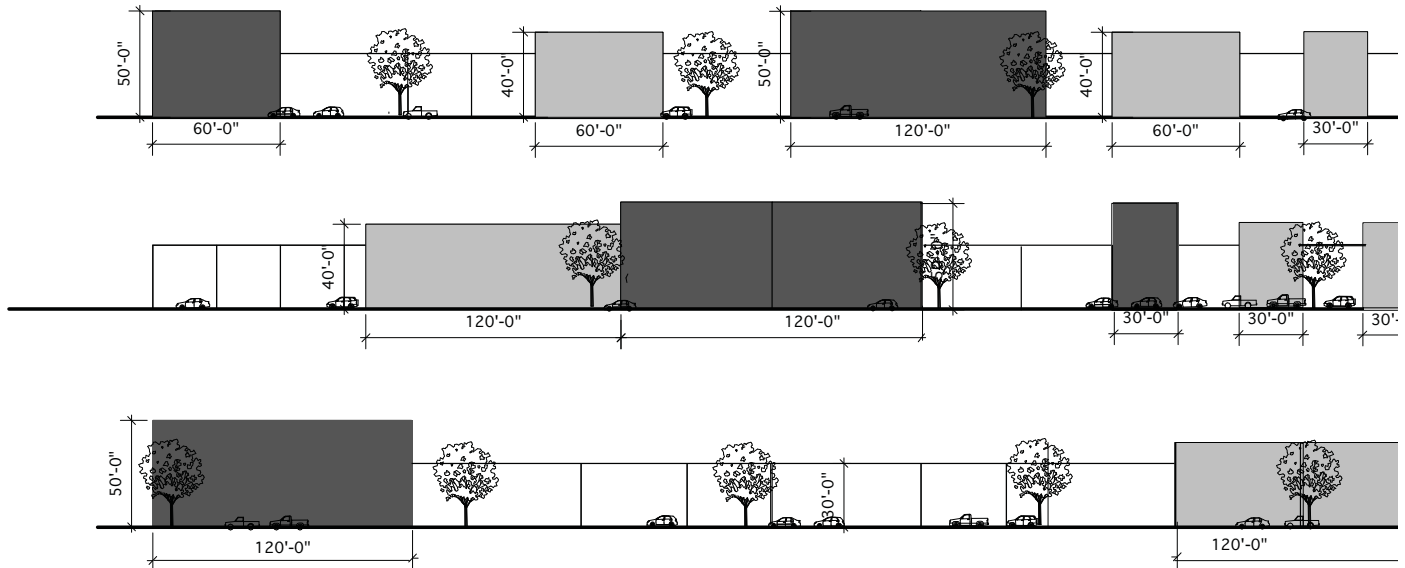


Figure 8: POSSIBLE SCENARIOS FOR BLOCK ELEVATIONS ALONG YALE BLVD.

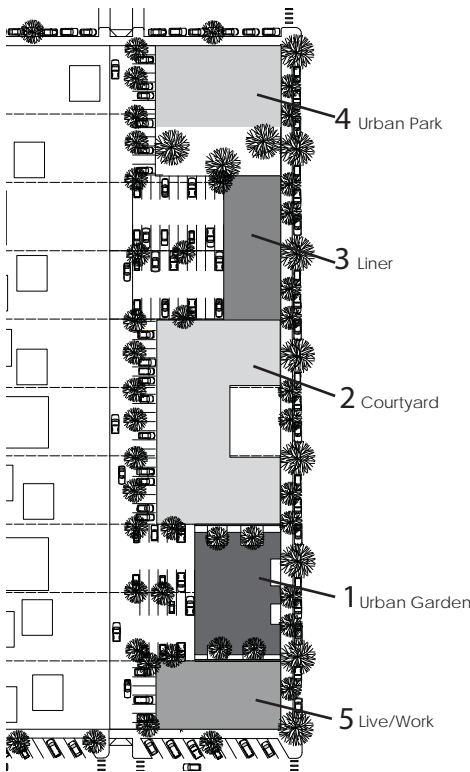


Figure 9: CONCEPTUAL LAYOUT OF BUILDINGS ON A BLOCK ALONG YALE BLVD.

A. HEIGHT LIMITS PER BLOCK - YCC

(To create a variety in building height along a block)

1. Building heights are limited to percentages of the block.
2. Building heights are allowed on a first come basis.
3. For building heights above 30', no more than 120' continuous linear feet along the block face shall be permitted without a minimum building height change of 5'.
4. Minimum building height shall be 26'.

Building Height	Height Limits
26' - 30'	Up to 100% of block face
40'	60% Max of block face
50'	40% Max of block face

B. BUILDING TYPE LIMITS PER BLOCK - YCC

Some Building Types are limited per block along Yale Boulevard to preserve the pedestrian scale and to provide visual interest and variety. The following Building Types are limited in the Yale Commercial Corridor zone:

Building Type	Allowable Number/ 600' or less Block	Allowable Number/ Greater than 600' Block
1. Urban Garden	1	2
2. Courtyard	2	2
3. Lined Parking Structure	1	2
4. Urban Park	1	2
5. Live/Work	2	2

(Building Types which are not listed above are not limited in number.)

YALE CORRIDOR COMMERCIAL (YCC)

C. LOT SIZE LIMITS - YCC

Lot sizes in the Yale Commercial Corridor are not limited.

D. LOT ACCESS - YCC

Service and parking access shall be via a rear access easement, mid block access points, or side drive aisles. In order to reduce the conflict between pedestrians and vehicular traffic and to provide a safe, comfortable walkable environment along Yale Boulevard, lot access shall be regulated as follows:

1. Existing curb cuts may remain until a continuous rear access easement (alley) is available. No more than one existing curb cut per parcel is permitted.
2. New curb cuts along Yale Boulevard shall be regulated as follows:
 - Upon redevelopment of a property, if a rear access easement (alley) is not available and a new drive access from Yale is required to access the property, an 18' wide access drive may be provided at the side property line. One access drive to Yale is permitted per parcel. The side drive location will allow for shared side drive opportunities.
 - For corner parcels, no new curb cuts are permitted from Yale Boulevard. Drive access shall be limited to the side street location where curb cuts shall be sited within 20' of the rear property line at the future rear access easement (alley) location.
3. All new and existing drive pads along Yale Boulevard shall be modified to ensure a 6' wide area that is level with the connecting sidewalk along Yale Boulevard.
4. All parcels shall preserve an area 20' deep, measured from the rear property line, for a future rear access easement or alley (see 5. below).
5. Rear Access Easement or Alley. The Plan proposes the development of a rear access easement or alley for properties zoned YCC. This easement would eliminate unsafe pedestrian conditions along Yale Boulevard. For lots located on the west side of Yale Boulevard, the alley would also serve as a drainage easement to mitigate the flooding of surface runoff onto adjacent residential lots. Upon City determination to proceed with the development of the rear access easement, the following standards shall apply:
 - The rear access easement or alley shall serve as the primary vehicular access to individual lots along Yale Boulevard. The rear access easement shall be engineered, fully paved and for lots located along the west side of Yale Boulevard, incorporate storm drainage.
 - Upon completion of a continuous rear access easement or alley, the City reserves the right to restrict vehicular use of the front access drives along Yale Boulevard. At that time, the front access drives may be converted to outdoor open space, patio space, or a pocket park, providing pedestrian connections to the rear area of the lot.
 - The rear access easement or alley shall have a width of 20'.

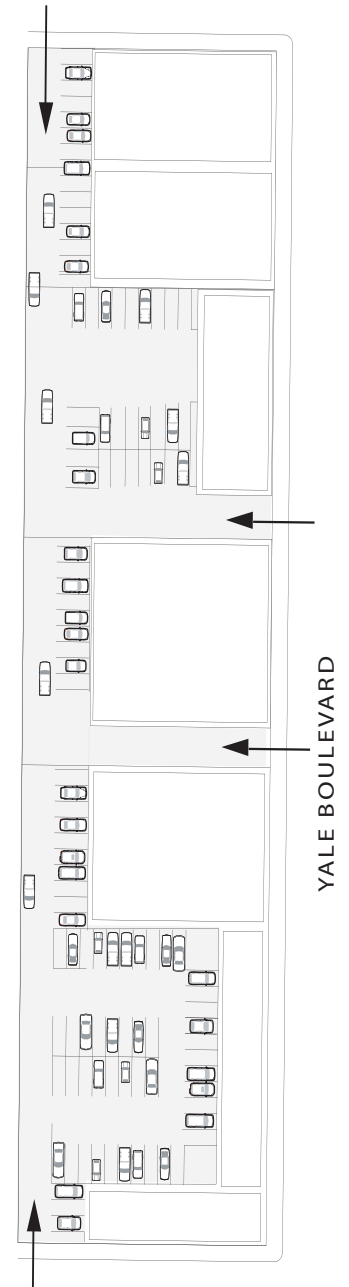
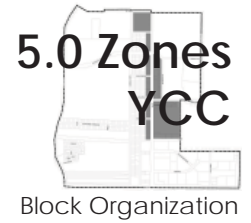


Figure 10: CONCEPTUAL PLAN SHOWING LOT ACCESS VIA SIDE DRIVE AISLES AND REAR ACCESS EASEMENT OR ALLEY.

5.0 Zones

YCC

Lot Organization

YCC KEY CHARACTERISTICS

- Buildings oriented to the street*
- Buildings are attached and aligned, providing continuous street frontage on the sidewalk*
- Building heights vary along each block to protect views and provide visual interest*
- Awnings and balconies articulate the front facade and provide shade for pedestrians along the sidewalk*
- No residential uses are permitted on ground level*

YALE CORRIDOR COMMERCIAL (YCC)

ZONE INTENT The intent of the YCC zone is to create a pedestrian friendly setting with a mix of neighborhood commercial and residential uses. In order to prioritize pedestrian accessibility, buildings are oriented to the street, attached and aligned, providing a continuous street frontage at the sidewalk.

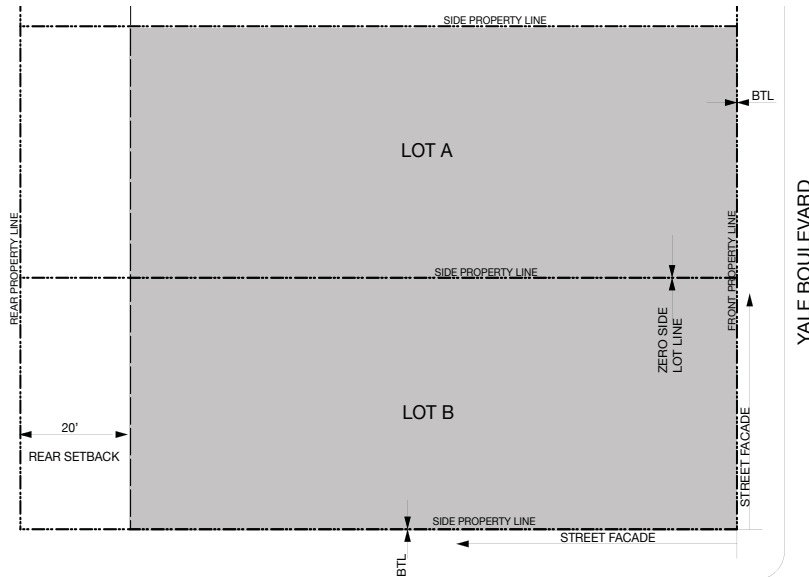


Figure 11: YCC BUILDING PLACEMENT DIAGRAM

YCC PERMITTED BUILDING TYPES

- Urban Standard
- Urban Garden
- Urban Park
- Liner
- Lined Parking Structure
- Civic
- Courtyard Building
- Live/Work

YCC PERMITTED FRONTAGE TYPES

- Department Store
- Hotel
- Store Front
- Office
- Lobby
- Cafe
- Court
- Portal
- Patio

A. BUILDING PLACEMENT - YCC

Build-to-Line (BTL) (Measured from property line)

Front	0'
Side	0'
Side (with side drive condition)	18'
(Civic Building Type is exempt from BTL requirements)	

Setback (Measured from property line)

Rear	20' min.
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B. BUILDING FRONTAGE - YCC

Frontage

- Maximum building frontage length without a change in depth, height, material or articulation: 120'
- Required Building Frontage at BTL:
 - Frontages up to 60' 40% min.
 - Frontages greater than 60' 50% min.
- Allowable Building Frontage setback distance: 10' max. from BTL
- Specific Frontage Types may allow additional setbacks. See pages 44-45.
- Frontage requirements do not apply to Courtyard and Civic Building Types.



Figure 12: YCC STREET FRONTAGE SETBACK DIAGRAMS

YALE CORRIDOR COMMERCIAL (YCC)

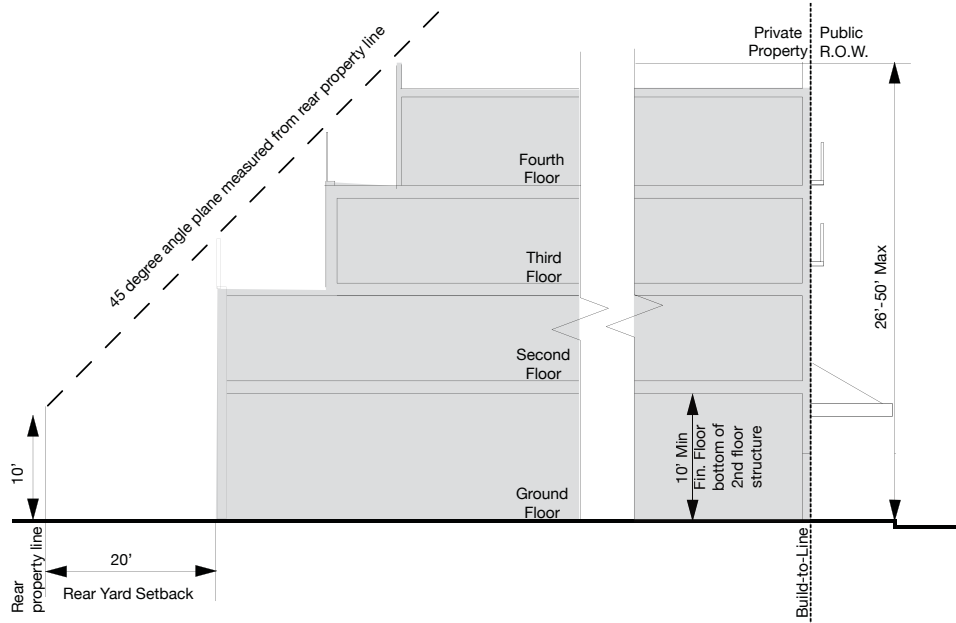


Figure 13: YCC BUILDING SECTION DIAGRAM

C. BUILDING HEIGHT - YCC

(Building height shall be measured from Yale Boulevard sidewalk elevation)

Minimum Building Height	26'
Maximum Building Height	50'
Finish Floor	at sidewalk elevation
Ground Floor Clear Height	10' min.

D. BUILDING STEPBACK - YCC

In order to preserve solar access and transition building heights to adjacent to residential uses, the rear portion of the building shall stepback in order to fit within a 45 degree angle plane measured from 10' high at the rear property line.

E. BUILDING USES - YCC

(See side column specific Land Uses)

Ground Floor	Commercial/Office
Upper Floor (s)	Residential/Office/Commercial

F. PARKING REQUIREMENTS - YCC

- Parking shall be accessed via existing curb cuts, side drives or rear access easements. See YCC Lot Access, page 17.
- Parking shall be located behind buildings in rear portion of lot or along side drives.
- Corner lots shall take access to rear parking from side street.
- Compact Spaces are permitted as defined in the City Zoning Code.
- Required Spaces:

Ground Floor	up to 1000 sqft	none
	greater than 1000 sqft	1/1000 sqft
Upper Floors	Residential	1/unit
	Non-Residential	1/1000 sqft
Live/work		1.5/unit
- Parking Lot Landscape requirements: 1 tree minimum for up to 4 spaces, plus 1 tree for every 6 additional spaces.

YCC LAND USE:

R-2 and C-2 Permissive Uses with the following additions and exceptions:

Additional Uses:

Alcohol sales for off-premise consumption in conjunction with a full service grocery store and within 500' of a residential zone.

Prohibited Uses:

- Antenna
- Adult Establishment
- Drive-in Restaurant
- Drive-up Service Window
- Gasoline, oil and liquefied petroleum gas retailing
- Parking lot
- Off-premise signs
- Vehicle sales, rental, service, repair, and storage, both indoor and outdoor
- Vehicle washing, unless located in parking structure
- Wireless Telecommunications Tower

Conditional Uses:

- C-2 Conditional Uses
- Package Liquor Stores



RMF1 KEY CHARACTERISTICS

- Complement adjacent R-1, single family housing*
- Reflect scale of existing neighborhood*
- Buildings oriented to the street*
- Allowable uses complementary to single family uses*
- Minimize parking visible from the street*

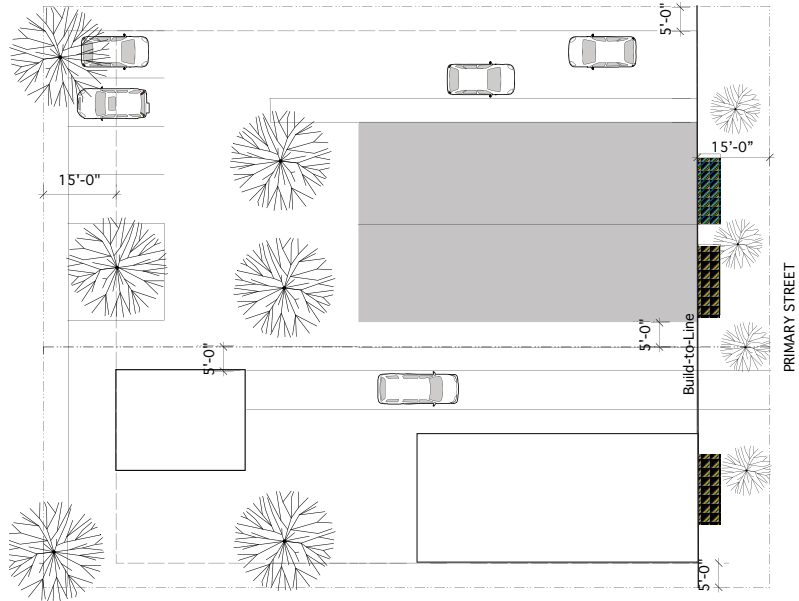


Figure 14: RMF1 BUILDING PLACEMENT DIAGRAM

RMF1 PERMITTED BUILDING TYPES

- Duplex/Triplex/Fourplex
- Row House
- Sideyard Row House
- Courtyard Apartments
- Patio House
- Casita Courts
- Single Family Residential
- Accessory Building

RMF1 PERMITTED FRONTAGE TYPES

- Court
- Patio
- Portal
- Porch
- Stoop

ZONE INTENT The intent of the RMF1 zone is to provide standards for multifamily development which are consistent with and sensitive to existing single and multifamily housing. In order to preserve the existing character of the Clayton Heights neighborhood, new or remodeled multi-family housing should complement existing adjacent single family or multifamily housing by reflecting the scale and proportion of the existing neighborhood. Parking and services for multi-family housing should be screened from view to protect the neighborhood character.

A. BUILDING PLACEMENT - RMF1

Build-to-Line (BTL) (Measured from property line)

Front 15'

Setback (Measured from property line)

Side 5' min.
 Rear 15' min.
 Side Street 20' min.
 Garage setback 10' min. from BTL.

B. BUILDING FRONTAGE - RMF1

Maximum Building Frontage length without a change in height, depth, material or articulation: 60'

Street Frontage Setback

Required Building Frontage at BTL* 50% min.

*Except Courtyard Apartment Type

C. BUILDING HEIGHT - RMF1

(Building height shall be measured from finished floor elevation)

Maximum Building Height 30'

RESIDENTIAL MULTIFAMILY 1 (RMF1)

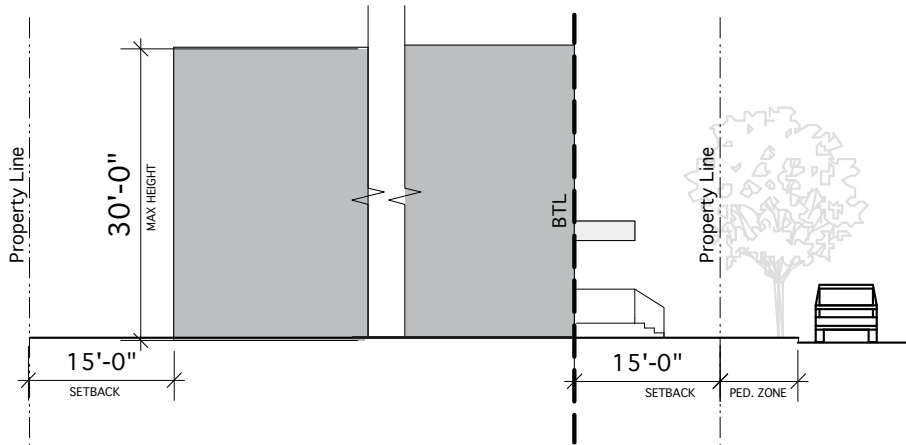


Figure 15: RMF1 BUILDING SECTION DIAGRAM

D. USABLE OPEN SPACE REQUIREMENTS - RMF1

Open Space requirements shall be as required by the R-2 zone of the City Zoning Code. Porches, patios and balconies may count toward open space requirements.

E. PARKING REQUIREMENTS - RMF1

1. Parking shall be located at the side or rear of lot.
2. Corner lots may have access to parking from side street.
3. Compact spaces are permitted as defined in the City Zoning Code.
4. Required spaces: per the City zoning code Section 14-16-3-1, Off -Street Parking regulations.
5. Parking Lot Landscape requirements: 1 tree minimum for up to 4 spaces, plus 1 tree for every 6 additional spaces.

F. LANDSCAPING REQUIREMENTS - RMF1

Landscape requirements shall be per City of Albuquerque Zoning Code Section 14-16-3-10, for Apartment and Non Residential Development.

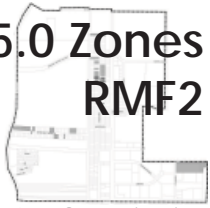
RMF1 LAND USE

R-2 Permissive Uses
Accessory living quarters with kitchen

Conditional Uses

R-2 Conditional Uses

5.0 Zones
RMF2



Lot Organization

RMF2 KEY CHARACTERISTICS

- Complement adjacent R-1, single family housing*
- Reflect scale of existing neighborhood*
- Buildings oriented to the street*
- Allowable uses complementary to single family uses*
- Parking located in front, at side or behind buildings*

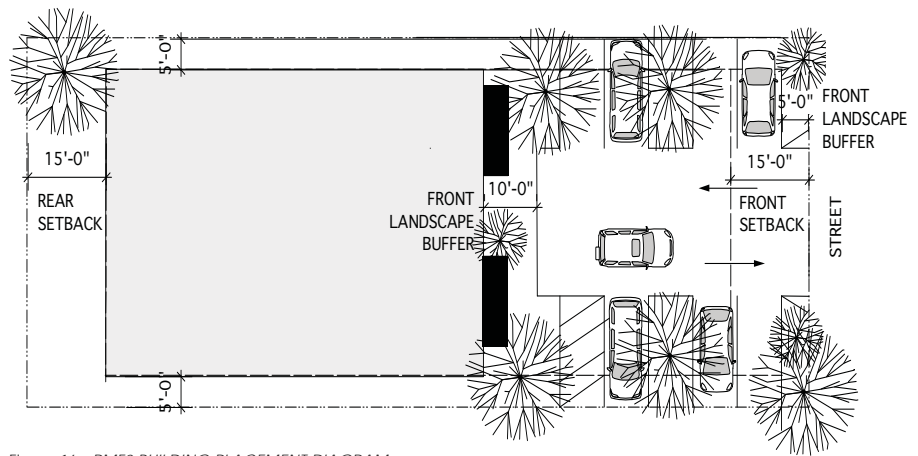


Figure 16: RMF2 BUILDING PLACEMENT DIAGRAM

RMF2 PERMITTED BUILDING TYPES

- Duplex/Triplex/Fourplex
- Row House
- Sidyard Row House
- Courtyard Apartments
- Stacked Flats
- Terrace Apartments
- Patio House
- Casita Courts
- Single Family Residential
- Accessory Building

RMF2 PERMITTED FRONTAGE TYPES

- Court
- Patio
- Portal
- Porch
- Stoop

ZONE INTENT The intent of the RMF2 zone is to provide standards for multifamily housing which promote redevelopment that is sensitive to the neighboring single family housing while allowing a larger scale pattern of multi-family development. In order to protect the character of the existing single family development along Sunshine Terrace, new multi-family buildings shall be oriented to the street and with a scale that compliments neighboring houses. When parking is located in front of buildings, a landscape buffer shall screen parking from view of the street.

A. LOT SIZE LIMITS - RMF2

Lot sizes in the Residential Multi-Family Zone are not limited.

B. BUILDING PLACEMENT - RMF2

Setback (Measured from property line)

Front	15' min.
Side	5' min.
Rear	15' min.
Corner	20' min.
Garage setback (from primary building facade)	10' min.

C. BUILDING FRONTAGE - RMF2

Maximum building frontage length without a change in height, depth, material or articulation: 60'

D. BUILDING HEIGHT - RMF2

(Building height shall be measured from finished floor elevation)

Maximum Building Height	30'
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RESIDENTIAL MULTIFAMILY 2 (RMF2)

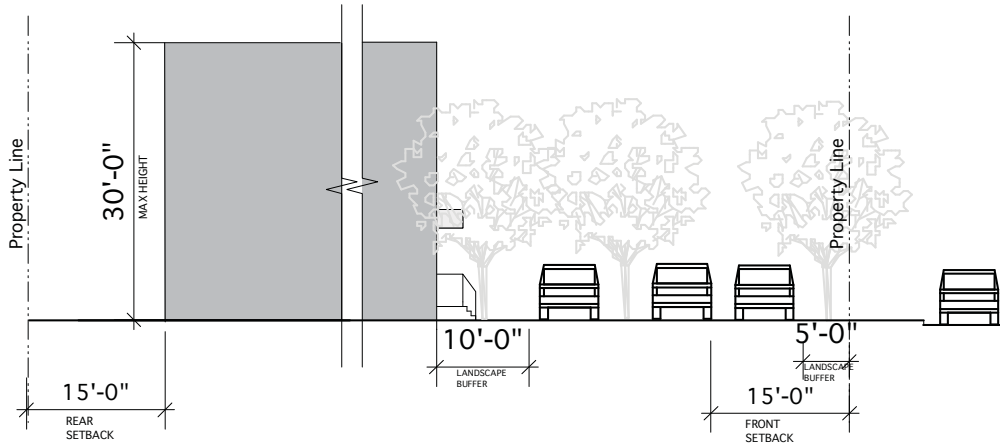


Figure 17: RMF2 BUILDING SECTION DIAGRAM

E. USABLE OPEN SPACE REQUIREMENTS - RMF2

Open Space requirements shall be regulated by the R-2 zone of the City Zoning Code. Porches, patios and balconies may count toward open space requirements.

F. PARKING REQUIREMENTS - RMF2

1. Parking is encouraged to be located behind buildings in rear portion of lot or along side drives.
2. When parking is located in front of the building, it shall be located behind a solid, three foot high wall. See Landscaping Requirements below.
3. Corner lots shall have access to parking from side street.
4. Required spaces: per the City zoning code Section 14-16-3-1, Off -Street Parking regulations.
5. Parking Landscape requirements: 1 tree min. per parking area and a min. of 1 tree per 4 additional parking spaces.
6. No head in parking is permitted adjacent to a residential building.
7. No parking is permitted in the landscape buffers.

G. LANDSCAPING REQUIREMENTS - RMF2

Landscape requirements shall be per City of Albuquerque Zoning Code Section 14-16-3-10, for Apartment and Non Residential Development with the following additions:

1. Where parking is located at the front of the lot, visible from the street, the front setback shall be landscaped with a 3' high, solid wall at the 5' front setback line and 1 tree and 5 shrubs for every 200 sf of setback area.
2. A 10 foot wide landscape buffer adjacent to the front of the building is required. The landscape buffer may include a 5 foot wide concrete walkway.

RMF2 LAND USE

R-2 Permissive Uses
Accessory living quarters with kitchen.

Conditional Uses

R-2 Conditional Uses

5.0 Zones NMX

Lot Organization

NMX KEY CHARACTERISTICS

- Mixed Used Development*
- Buildings oriented to the street*
- Higher density residential*
- Parking located behind buildings accessed via shared drive or alley where permissible*

NEIGHBORHOOD MIXED USE (NMX)

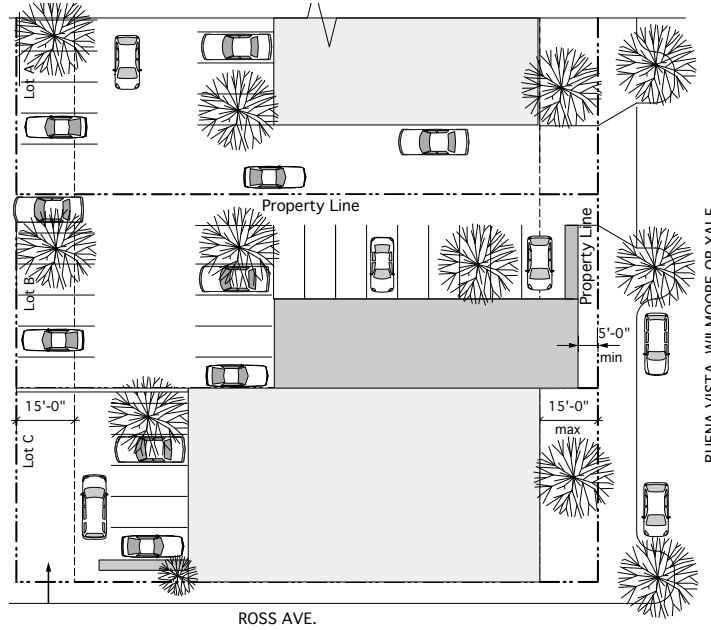


Figure 18: NMX CONCEPTUAL SITE PLAN DIAGRAM

NMX PERMITTED BUILDING TYPES

- Duplex/Triplex/Fourplex
- Row House
- Sidyard Row House
- Courtyard Apartments
- Stacked Flats
- Terrace Apartments
- Casita Courts
- Live/Work
- Civic
- Urban Garden
- Urban Standard
- Liner Building
- Lined Parking Structure
- Courtyard Building
- Urban Park
- Accessory Building

NMX PERMITTED FRONTAGE TYPES

- Department Store
- Hotel
- Cafe
- Storefront
- Lobby
- Office
- Patio
- Portal
- Porch
- Stoop
- Court

ZONE INTENT The intent of the NMX zone is to encourage integration of residential and commercial uses and to connect this area to the larger South Yale community. Mixed use development that is pedestrian friendly is encouraged in the NMX zone. Buildings will orient towards Yale Boulevard at a scale and height that is appropriate to the area's proximity to Gibson Boulevard. Parking and service should be located behind buildings where possible in order to facilitate pedestrian access along Yale Boulevard.

A. LOT SIZE LIMITS - NMX

Lot sizes in the NMX Zone are not limited.

B. BUILDING PLACEMENT - NMX

Setback (Measured from property line)

Front	5' -15'
Side	0' min.
Rear	15' min.
Garage setback (from primary building facade)	10' min.

(If a lot spans from Yale Boulevard to Wilmoore Avenue, Yale Boulevard shall be treated as a Front property line and Wilmoore Avenue may be treated as a Rear or Front property line.)

C. BUILDING FRONTAGE - NMX

Maximum Building Frontage length without a change in height, depth material or articulation: 120'

Frontage Setback

Required Building Frontage at Front setback	50% min.
---	----------

D. BUILDING HEIGHT - NMX

(Building height shall be measured from sidewalk elevation)

Minimum Building Height	26'
Maximum Building Height	50' (30' within 200' of R-1)
Finish Floor	At sidewalk elevation
Ground Floor Clear Height	10' min.

NEIGHBORHOOD MIXED USE (NMX)

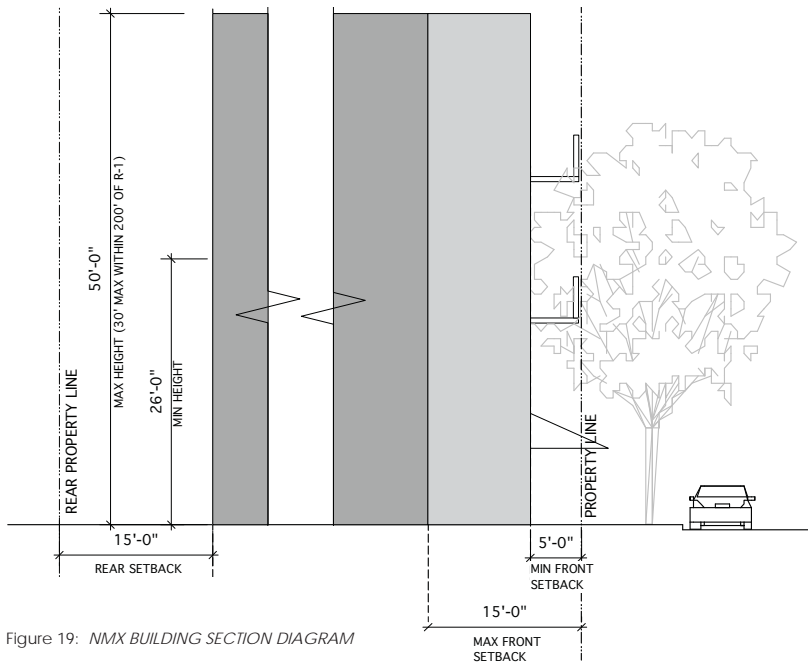


Figure 19: NMX BUILDING SECTION DIAGRAM

E. OPEN SPACE REQUIREMENTS - NMX

There are no usable open space requirements for residential uses in the Neighborhood Mixed Use zone due to the proximity of significant open space and parks in the area.

F. PARKING REQUIREMENTS - NMX

1. Parking shall be accessed via side driveways or rear access easements.
2. Parking shall be located behind buildings in rear portion of lot or along side drives.
3. Corner lots may access to parking from side street.
4. Compact Spaces are permitted as defined in the City Zoning Code.
5. Required Spaces:

Residential	up to 1000 sqft	1/unit
	greater than 1000 sqft	1.5/unit
Non Residential	up to 3000 sqft	none
	greater than 3000 sqft	1/add. 1000 sqft
Live/work		1.5/unit
6. Parking lot landscape requirements: 1 tree minimum for up to 4 spaces, plus 1 tree for every 6 additional spaces.

G. LANDSCAPING REQUIREMENTS - NMX

1. Front setback area shall be landscaped with a minimum of 1 tree and 3 shrubs/grasses for every 200 sf.
2. No asphalt is permitted in the front setback.

H. LOT ACCESS - NMX

Service and parking access shall be from a rear access easement, alley or side drive aisle. Service and parking shall not be in front of building. In order to reduce the conflict between pedestrian and vehicular traffic, lot access shall be regulated as follows:

1. Only one curb cut is permitted per lot.
2. Side access drives are limited to 24' wide.
3. One bay of parking is permitted within the 24' width of side access drive.

NMX LAND USE

R-2 and C-2 Permissive Uses with the following additions and exceptions:

Additional Uses:

Alcohol sales for off-premise consumption in conjunction with a full service grocery store.

Prohibited Uses:

1. Antenna
2. Adult Establishment
3. Drive-in Restaurant
4. Drive-up Service Window
5. Gasoline, oil and liquefied petroleum gas retailing
6. Parking lot
7. Off-premise signs
8. Vehicle washing, unless located in parking structure
9. Wireless Telecommunications Tower

Conditional Uses

1. C-2 Conditional Uses
2. Package Liquor Stores
3. A height reduction to allow a single story.

5.0 Zones
PNR
OVERVIEW

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

1. OVERVIEW

The Planned Neighborhood Residential zone identifies large land parcels currently zoned SU-1 PRD (Special Use for Planned Residential Development). These parcels represent a future opportunity for the creation of mixed use neighborhoods which increase pedestrian activity and social interaction in an identifiable and interconnected way.

Development guidelines for the Planned Neighborhood Residential (PNR) zone are based on development intensity or "level". Four development levels have been identified as appropriate for the South Yale area. Each level integrates building and lot components into a comprehensive tool for development.

The PNR section begins on page 27 with a general overview summarizing the different level characteristics. Each level is further defined and illustrated in the following pages.

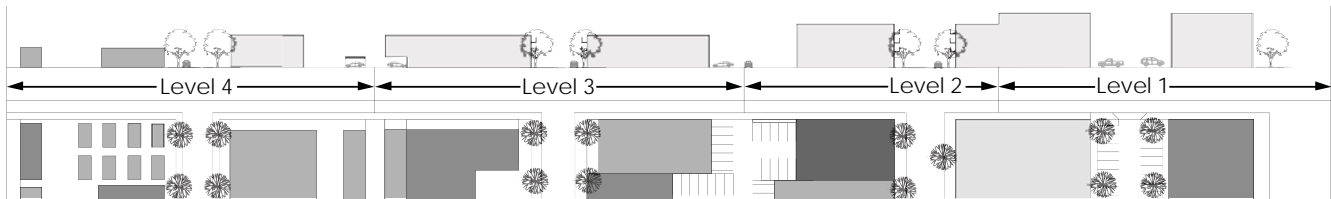


Figure 20: PNR STREET LEVEL DIAGRAM

PNR KEY CHARACTERISTICS:

- Compact development in a planned community setting*
- Efficient and effective circulation patterns for streets and pedestrian pathways*
- Buildings oriented to the street*
- On street parking*
- Outdoor gathering spaces and public open space*
- Higher density residential*
- Parking located behind buildings and access via alleys*

2. HOW TO USE THIS SECTION

- A. Determine which PNR development level(s) are appropriate for desired development intensity and character, based on the summary of levels, page 27.
- B. Review the General PNR Standards, page 27.
- C. Upon selection of desired development levels for the PNR area, review level specific development standards for allowable Building and Frontage Types, Building Placement, Heights, Land Uses and other Design Standards.
- D. Review requirements of specific Building Types, Frontage Types and General Standards Applicable to All SU-2 Zones, located beginning on page 38.

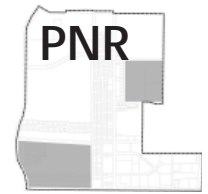
3. GENERAL SUBMITTAL REQUIREMENTS

- A. Provide for DRB review and approval, an accurate PNR Masterplan at a scale of at least 1 inch to 100 feet which covers at least one lot and specifies: The site, location of proposed PNR levels, location of internal streets and alleys, and location of usable open space in excess of 3,000 sf.
- B. Upon approval of the PNR Masterplan by DRB, property may proceed directly to Building Permit.

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

4. SUMMARY OF DEVELOPMENT LEVELS

The following classification system has been developed to facilitate development of SU-2 PNR zoned properties in the South Yale area. Should a property owner elect to follow the standards of the SU-2 PNR zone, the SU-2 PNR zoning shall be applicable to the entire lot.



OVERVIEW

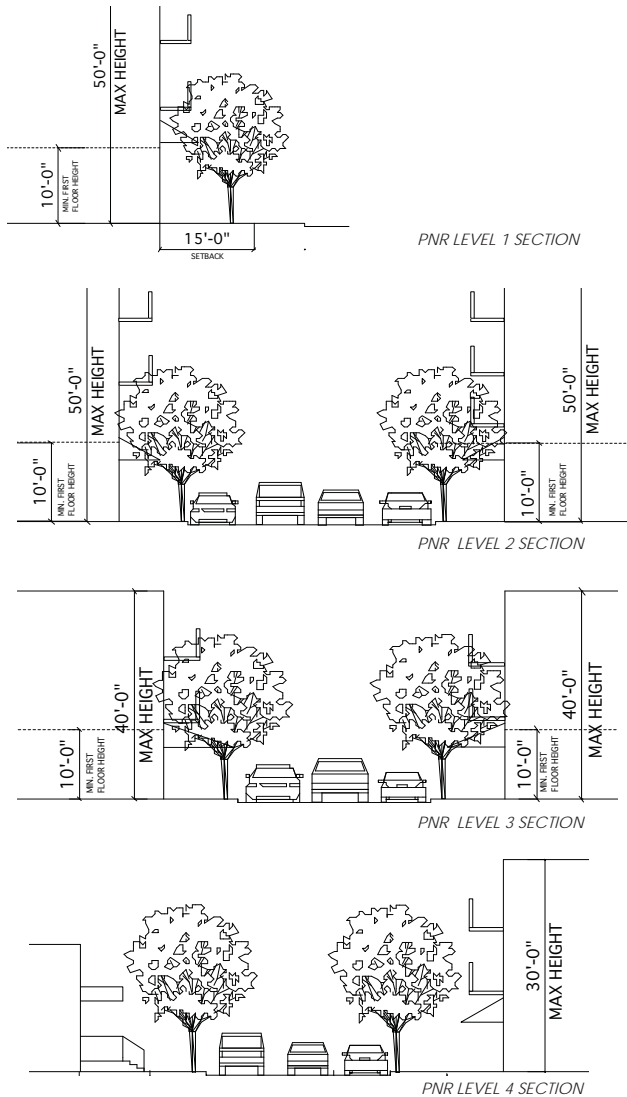


Figure 21: PNR LEVELS DIAGRAM

5. GENERAL PNR STANDARDS (applicable to all PNR levels):

1. Block lengths shall be limited to 660' on north/south streets measured from center of the block to center of the block and 330' on east/west streets measured from center of the block to center of the block.
2. A minimum of 6' clear sidewalk shall be provided.
3. Street trees are required on all streets and shall be a minimum of 30' on center.
4. On street parking is recommended on all streets to provide a buffer for pedestrians and to create additional parking in the area.
5. 20' wide alleys are required behind all lots for service and loading.
6. Designated bike lanes shall be a minimum of 6' wide and clearly marked.

Level 1: This designation is for the highest intensity development allowed in the PNR area. Level 1 development is only permitted on parcels adjacent to Gibson or University Blvd. Development is two to five stories high. Buildings may be oriented towards parking courts interior to the block, but shall also have articulated street facades and entrances oriented to streets. Development may include shopping centers, hotels, civic buildings and apartment complexes.

Level 2: This designation is intended for moderate density neighborhoods, including mixed use development. Development is two to four stories high and buildings are aligned and adjacent to the sidewalk. Development is of a neighborhood urban scale with an emphasis on walkability. Ground level uses should be retail/commercial with a mix of office and residential above. Parking and building service access shall be via an alley network.

Level 3: This designation is for a mixed-use residential development. Development is one to three stories and may include apartments, row houses, live/work, offices, hotels, and retail services supportive to household living. Buildings may be built to the street or setback to accommodate green space and patios. Parking and building service access shall be via an alley network.

Level 4: This designation is for residential development consisting of single and multifamily housing which in character reflect a urban single family residential neighborhood. Buildings are setback from the street with a minimal side yard setback. Garages and parking are accessed via an alley network.

5.0 Zones
PNR
LEVEL 1

- LEVEL 1 KEY CHARACTERISTICS:**
- Located on parcels adjacent to Gibson or University Blvd.
 - Buildings oriented to interior parking court and street
 - Parking is located in small interior courts and behind buildings
 - Continuous sidewalk network through site

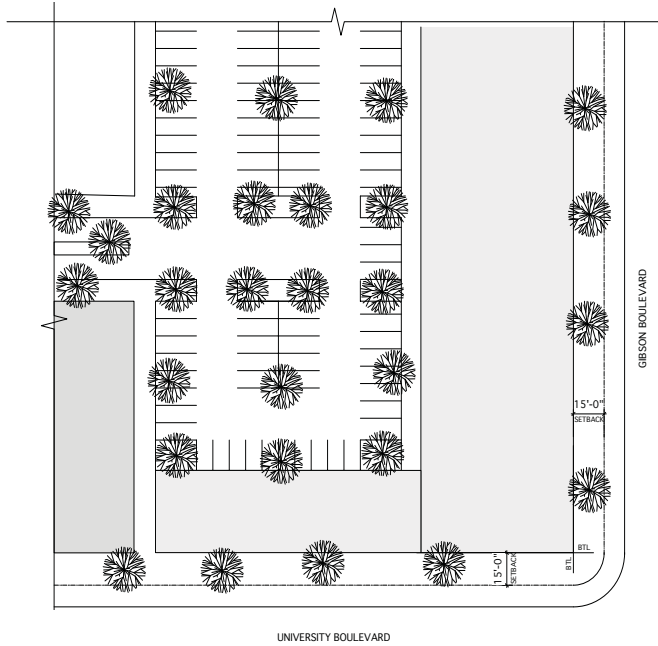


Figure 22: Level 1 Building Placement Diagram

LEVEL 1 PERMITTED BUILDING TYPES

- Urban Standard
- Urban Garden
- Liner Building
- Lined Parking Structure
- Civic Building
- Courtyard Building
- Urban Park
- Terrace Apartments
- Stacked Flats
- Live/Work
- Courtyard Apartments
- Duplex/Triplex/Fourplex
- Row House

LEVEL 1 PERMITTED FRONTAGE TYPES

- Department Store
- Hotel
- Store Front
- Office
- Lobby
- Cafe
- Portal
- Patio
- Court
- Stoop
- Porch

INTENT - LEVEL 1 The intent of PNR Level 1 is to enable the highest intensity development allowed in the PNR area. Level 1 development is only permitted on parcels adjacent to Gibson or University Blvd. Development is two to five stories high. Buildings may be oriented parking courts interior to the block, but shall also have articulated street facades and entrance oriented to interior streets. Development may include shopping centers, hotels, civic buildings and apartment complexes.

A. LOT SIZE LIMITS - LEVEL 1

Lot sizes in Level 1 are not limited.

B. BUILDING PLACEMENT - LEVEL 1

Build-to-Line (Measured from property line)

Fronting on Gibson or University Boulevards 15'

Setback (Measured from property line)

Side 0' min.
Rear (alley condition) 0' min.
Rear (non-alley condition) 20' min.

C. BUILDING FRONTAGE - LEVEL 1

Maximum Building Frontage length without a change in height, depth, material or articulation: 100'

Frontage Setback

Required Building Frontage at BTL: 75% min.
Allowable Building Frontage setback from BTL: 10' max.
Specific Frontage Types may allow for additional Frontage setback.

D. BUILDING HEIGHT - LEVEL 1

(Building height shall be measured from sidewalk elevation)

Minimum Building Height 26'
Maximum Building Height 50' (30' within 100' of R-1)
Finish Floor at sidewalk
Ground Floor Clear Height 10' min.

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

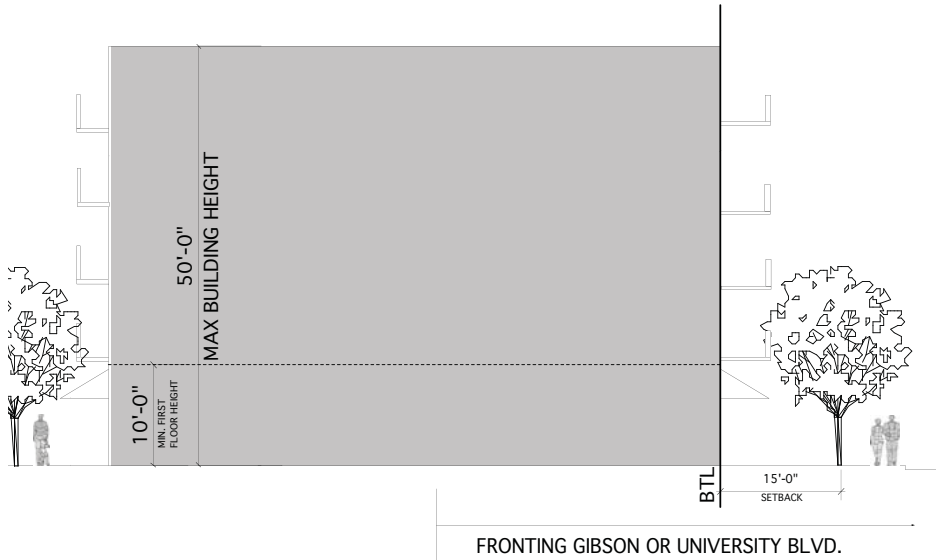


Figure 24: Level 1 Building Section

E. OPEN SPACE REQUIREMENTS - LEVEL 1

Usable open space shall be calculated as follows:

- 50 sf for 1 bedroom
- 100 sf for 2 bedrooms
- 150 sf for 3 or more bedrooms

Required open space shall be apportioned as follows:

1. For the first 6,000 sf of open space: balconies, patios, courts or portals, may count towards required open space.
2. Open space in excess of 6,000 sf shall be aggregated into parks or plazas with an area of at least 2,500 sf.
3. Upon satisfaction of a park or plaza of at least 2,500 sf, the remainder of required open space may be provided in parks, plazas, balconies, patios, porches, portals, rooftop gardens or terraces.

F. PARKING REQUIREMENTS - LEVEL 1

1. Parking shall be divided into separate modules, as follows:
 - A module is defined as no more than 100 parking spaces.
 - Modules must be separated by either buildings, open space areas or pedestrian paths with landscaping areas not less than 20' wide.
 - Landscaping within a module shall be a minimum of 1 canopy tree and 2 shrubs per 8 spaces.
2. Pavement in parking areas shall be limited to areas required for travel and parking.
3. Compact spaces are permitted as defined in the City Zoning Code.
4. Required spaces:

Residential	up to 1000 sqft	1/unit
	greater than 1000 sqft	1.5/unit
Non Residential	less than 2000 sqft	none
	greater than 2000 sqft	1/add. 1000
Live/Work		1.5/unit

PNR - LEVEL 1 LAND USE:

R-2 and C-2 Permissive Uses with the following additions and exceptions:

Additional Permitted Uses:

Alcohol sales for off-premise consumption in conjunction with a full service grocery store.

Prohibited Uses:

1. Antenna
2. Adult Establishment
3. Drive-in Restaurant
4. Drive-up Service Window
5. Gasoline, oil and liquefied petroleum gas retailing
6. Parking lot
7. Off-premise signs
8. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor
9. Vehicle washing, unless located in parking structure
10. Wireless Telecommunications Tower

Conditional Uses

C-2 Conditional Uses
Package Liquor Stores

5.0 Zones
PNR
LEVEL 2

LEVEL 2 KEY CHARACTERISTICS:

Buildings are oriented to the street

Buildings are attached and aligned, providing continuous street frontage on the sidewalk

Awnings and balconies articulate the front facade and provide shade for pedestrians along the sidewalk

No residential uses are permitted on ground level

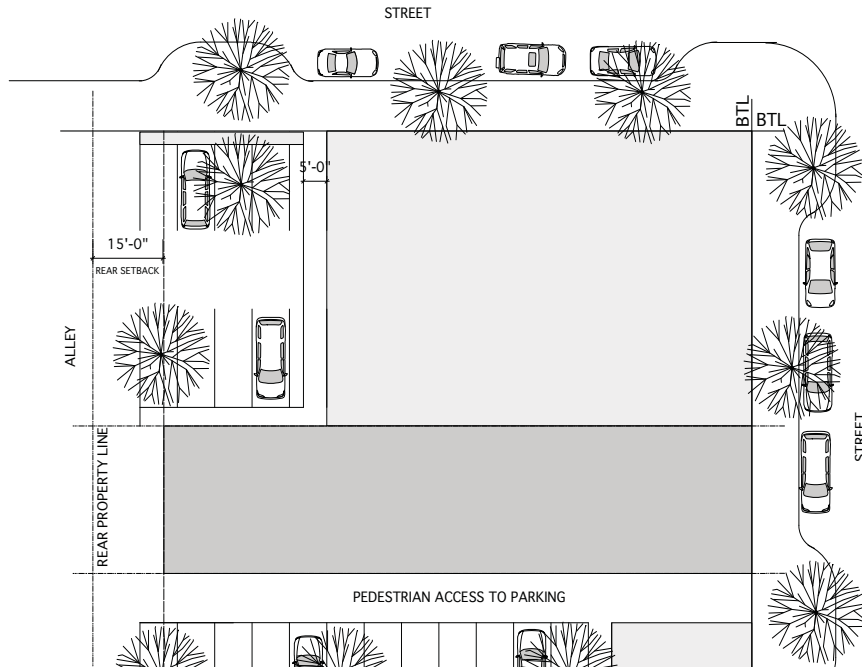


Figure 24: Level 2 Building Placement Diagram

INTENT - LEVEL 2 The intent of PNR Level 2 is to create an urban, mixed use pedestrian environment with moderate density housing. Buildings are attached, aligned and oriented to the street to provide a continuous street frontage at the sidewalk. Awnings and balconies shall articulate the front facades and provide shade for pedestrians along the sidewalk. Residential uses on the ground floor of the street façade should be limited in this zone.

LEVEL 2 PERMITTED BUILDING TYPES

- Urban Standard
- Urban Garden
- Liner Building
- Lined Parking Structure
- Civic Building
- Courtyard Building
- Urban Park
- Terrace Apartments
- Stacked Flats
- Live/Work
- Courtyard Apartments
- Duplex/Triplex/Fourplex
- Row House
- Sideyard Row
- Casita Courts

LEVEL 2 PERMITTED FRONTAGE TYPES

- Department Store
- Hotel
- Store Front
- Office
- Lobby
- Cafe
- Portal
- Patio
- Court
- Stoop

A. LOT SIZE LIMITS - LEVEL 2

Lot sizes in Level 2 are not limited.

B. BUILDING PLACEMENT - LEVEL 2

Build-to-Line (Measured from property line)

Front 0'

Setback (Measured from property line)

Side or Side Street 0' min.
Rear 15' min.

C. BUILDING FRONTAGE - LEVEL 2

Maximum Building Frontage length with out a change in height, depth, material or articulation: 100'

Frontage Setback

Required Building Frontage at BTL:
 up to 60 LF 40%
 greater than 60 LF 50%
 Allowable Building Frontage setback from BTL: 10' max.
 Specific Frontage Types may allow for additional Frontage setback.

D. BUILDING HEIGHT - LEVEL 2

(Building height shall be measured from sidewalk elevation)

Minimum Building Height 26'
 Maximum Building Height 50' (30' within 200' of R-1)
 Finish Floor at sidewalk elevation
 Ground Floor Clear Height 10' min.

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

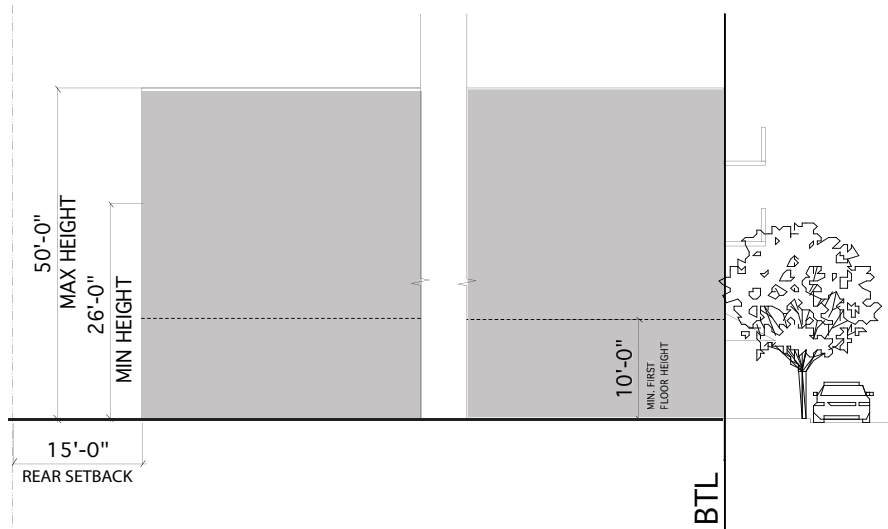


Figure 25: Level 2 Building Section

E. BUILDING USE - LEVEL 2

(See side column for specific Land Uses)

Ground Floor

Commercial, Office

Upper Floor(s)

Residential, Commercial, Office

F. OPEN SPACE REQUIREMENTS - LEVEL 2

Usable open space shall be calculated as follows:

- 50 sf for 1 bedroom
- 100 sf for 2 bedrooms
- 150 sf for 3 or more bedrooms

Required open space shall be apportioned as follows:

1. For the first 4,000 sf of open space: balconies, patios, courts or portals may count towards required open space.
2. Open space in excess of 4,000 sf shall be aggregated into parks or plazas with an area of at least 2,500 sf. Parks or plazas shall be located in an Urban Park Building, a Courtyard building or behind a building.
3. Upon satisfaction of a park or plaza of at least 2,500 sf, the remainder of required open space may be provided in parks, plazas, balconies, patios, porches, portals, rooftop gardens or terraces,

G. PARKING REQUIREMENTS - LEVEL 2

1. Parking shall be accessed via side drives where alleys are prohibitive.
2. Parking shall be located behind buildings in rear portion of lot.
3. Corner lots may have access to parking from side street.
4. Pavement in parking areas shall be limited to areas required for travel and parking.
5. Compact Spaces are permitted as defined in the City Zoning Code
6. Required Spaces:

Residential	up to 1000 sqft	1/unit
	greater than 1000 sqft	1.5/unit
Non Residential	less than 2000 sqft	none
	greater than 2000 sqft	1/add. 1000
Live/Work		1.5/unit
7. Parking Landscape requirements: 1 tree minimum for up to 4 spaces, plus 1 tree for every 6 additional spaces.

PNR - LEVEL 2 LAND USE:

R-2 and C-2 Permissive Uses with the following additions and exceptions:

Additional Permitted Uses:

Alcohol sales for off-premise consumption in conjunction with a full service grocery store.

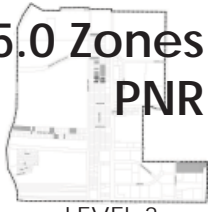
Prohibited Uses:

1. Antenna
2. Adult Establishment
3. Drive-in Restaurant
4. Drive-up Service Window
5. Gasoline, oil and liquefied petroleum gas retailing
6. Parking lot
7. Off-premise signs
8. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor
9. Vehicle washing, unless located in parking structure
10. Wireless Telecommunications Tower

Conditional Uses

C-2 Conditional Uses
Package Liquor Stores

5.0 Zones PNR



LEVEL 3

LEVEL 3 KEY CHARACTERISTICS:

- Buildings oriented to the street*
- Buildings are medium density residential*
- Buildings have awnings and balconies*
- Building frontage areas are urban*
- Commercial businesses are small and support residential*

LEVEL 3 PERMITTED BUILDING TYPES

- Urban Standard
- Urban Garden
- Urban Park
- Liner Building
- Courtyard Building
- Civic
- Terrace Apartments
- Stacked Flats
- Live/Work
- Row House
- Sideyard Row
- Courtyard Apartments
- Duplex/Triplex/Fourplex
- Casita Courts
- Patio House
- Accessory Building

LEVEL 3 PERMITTED FRONTAGE TYPES

- Store Front
- Hotel
- Office
- Lobby
- Cafe
- Portal
- Patio
- Stoop
- Porch
- Court

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

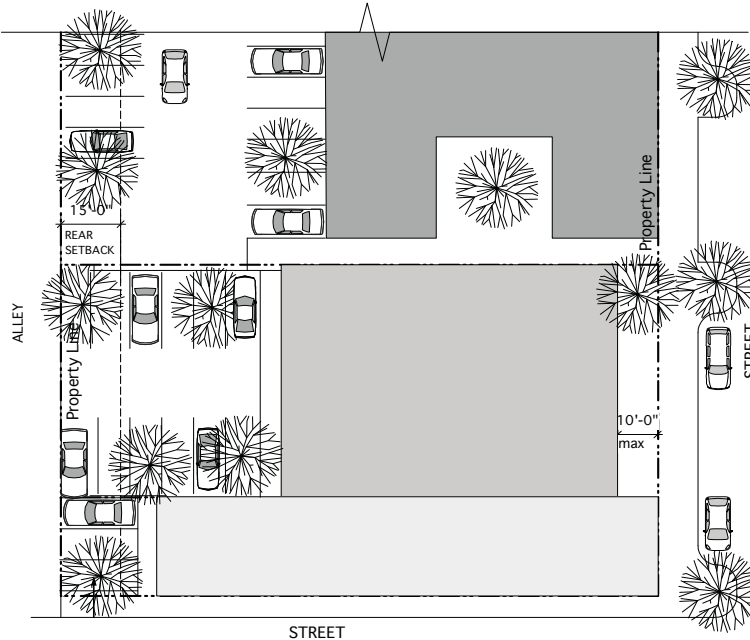


Figure 26: Level 3 Building Placement Diagram

INTENT - LEVEL 3 The intent of PNR Level 3 is to create a mixed use pedestrian environment of medium density which maintains some of the traditional development patterns of New Mexico. Buildings are oriented to the street and may have porches, portals and courtyards in the front setback. Front areas which are not hardscaped shall be landscaped. Building uses may be mixed use, residential or commercial.

A. LOT SIZE LIMITS - LEVEL 3

Lot sizes in Level 3 are not limited.

B. BUILDING PLACEMENT - LEVEL 3

Build-to-Line (Measured from property line)

Front	0'-10'
Side Street	0'-10'

Setback (Measured from property line)

Side	0' min.
Rear	15' min.

C. BUILDING FRONTAGE - LEVEL 3

Maximum Building Frontage length with out a change in height, depth, material or articulation: 100'

Street Frontage Setback

Required Building Frontage at BTL:	
up to 60 LF	40%
greater than 60 LF	50%

Allowable Building Frontage setback distance from BTL: 10' max.
Specific Frontage Types may allow for additional Frontage setback.

D. BUILDING HEIGHT - LEVEL 3

(Building height shall be measured from sidewalk elevation)	
Minimum Building Height	26'
Maximum Building Height	40'
Finish Floor	at sidewalk elevation
Ground Floor Clear Height	10' min.

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

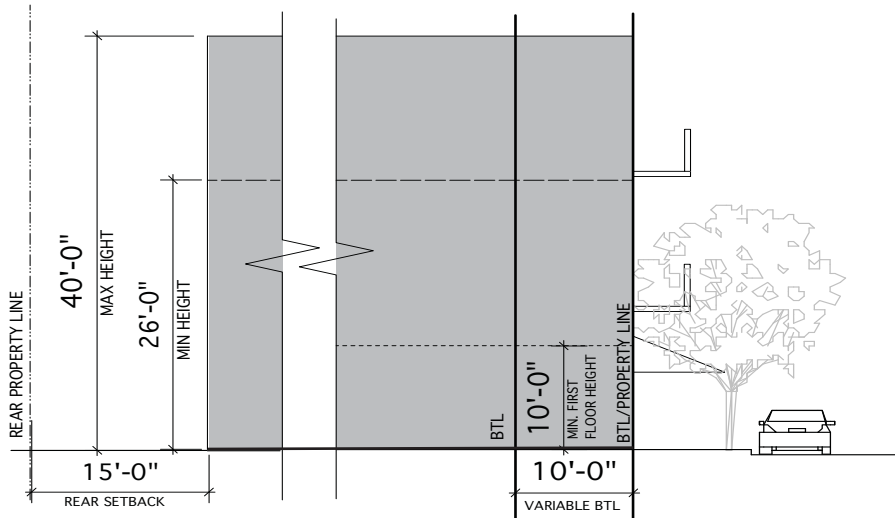


Figure 27: Level 3 Building Section

E. OPEN SPACE REQUIREMENTS - LEVEL 3

Usable open space shall be calculated as follows:

- 200 sf for 1 bedroom
- 300 sf for 2 bedrooms
- 400 sf for 3 or more bedrooms

Required open space shall be apportioned as follows:

1. For the first 4,000 sf of open space: balconies, patios, courts or portals, may count towards required open space.
2. Open space in excess of 4,000 sf shall be aggregated into parks or plazas with an area of at least 2,500 sf.
3. Upon satisfaction of a park or plaza of at least 2,500 sf, the remainder of required open space may be provided in parks, plazas, balconies, patios, porches, portals, rooftop gardens or terraces.

F. PARKING REQUIREMENTS - LEVEL 3

1. Parking shall be accessed via shared side access easements where alleys are prohibitive.
2. Parking shall be located behind buildings in rear portion of lot.
3. Corner lots may have access to parking from side street.
4. Pavement in parking areas shall be limited to areas required for travel and parking.
5. Compact Spaces are permitted as defined in the City Zoning Code.
6. Required Spaces:

Residential Uses	up to 1000 sqft	1/unit
	greater than 1000 sqft	1.5/unit
Non-residential Uses		1/1000 sqft
Live/work		1.5/unit
7. Parking Landscape requirements: 1 tree minimum for up to 4 spaces, plus 1 tree for every 6 additional spaces.

PNR - LEVEL 3 LAND USE

R-2 and C-2 Permissive Uses with the following additions and exceptions:

Additional Uses:

Alcohol sales for off-premise consumption in conjunction with a full service grocery store.

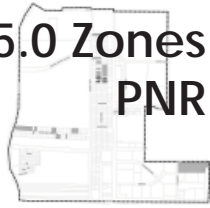
Prohibited Uses:

1. Antenna
2. Adult Establishment
3. Drive-in Restaurant
4. Drive-up Service Window
5. Gasoline, oil and liquefied petroleum gas retailing
6. Parking lot
7. Off-premise signs
8. Vehicle sales, rental, service, repair, and storage, both indoor and outdoor
9. Vehicle washing, unless located in parking structure
10. Wireless Telecommunications Tower

Conditional Uses

- C-2 Conditional Uses
- Package Liquor Stores

5.0 Zones
PNR



LEVEL 4

LEVEL 4 KEY CHARACTERISTICS:

Buildings oriented to the street

Buildings are residential

Multi-family buildings respect single family scale

Building Fronts are set back from the street, stoops, porches and patios are permitted in setback area.

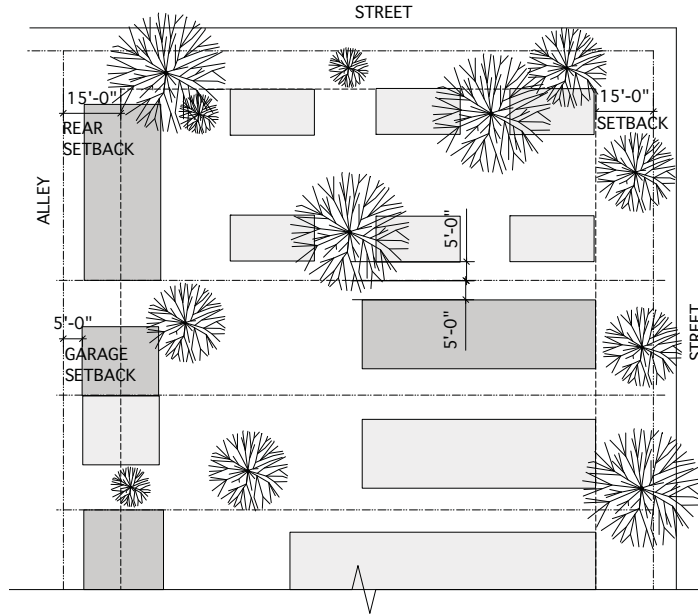


Figure 28: Level 4 Building Placement

- LEVEL 4 PERMITTED BUILDING TYPES**
- Row House
 - Sidyard Row
 - Duplex/Triplex/Fourplex
 - Casita Court
 - Patio House
 - Single Family House
 - Accessory Building

- LEVEL 4 PERMITTED FRONTAGE TYPES**
- Portal
 - Patio
 - Stoop
 - Porch

INTENT - LEVEL 4 The intent of PNR Level 4 is to create a residential neighborhood which includes a variety of semi-urban housing types. Buildings are primarily residential and may be single family or multi-family with front yard setbacks. Stoops, porches and patios are permitted in the front yard setback.

A. LOT SIZE LIMITS - LEVEL 4

Level 4 lot sizes are limited to the following:

	Lot Width	Lot Depth
Maximum	50'	150'
Minimum	25'	45'

B. BUILDING PLACEMENT - LEVEL 4

Build-to-Line (Measured from property line)

Front	15'
-------	-----

Setback (Measured from property line)

Side Street setback	10' min.
Side	5' min.
Rear	15' min.
Front Garage or Accessory Bldg. setback	10' min. from Front BTL.
Rear Garage or Accessory Bldg. setback	5' min.

C. BUILDING FRONTAGE - LEVEL 4

Frontage Setback

Required Building Frontage at BTL	40%
-----------------------------------	-----

D. BUILDING HEIGHT - LEVEL 4

(Building height shall be measured from finished floor elevation)

Maximum Building Height	30'
-------------------------	-----

PLANNED NEIGHBORHOOD RESIDENTIAL (PNR)

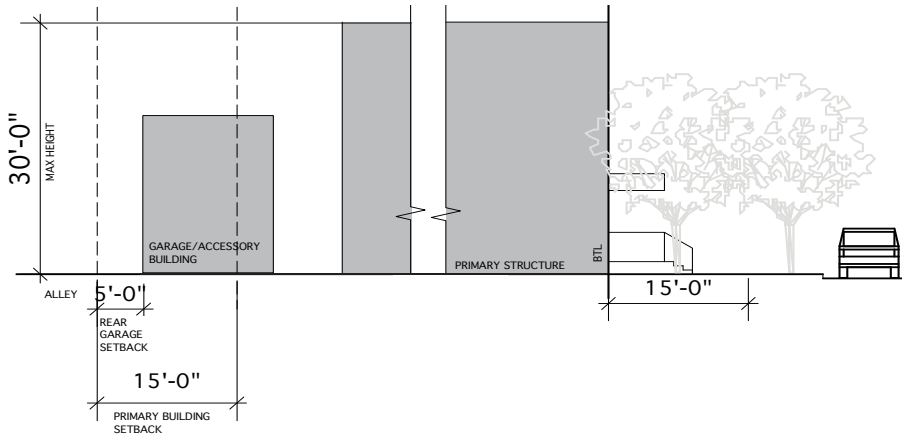


Figure 29: Level 4 Building Section

E. BUILDING USES - LEVEL 4
(See side column for specific Land Uses)
Residential Only

F. USABLE OPEN SPACE REQUIREMENTS - LEVEL 4

Open Space requirements shall be as defined by the R-2 zone of the City Zoning Code.

G. PARKING REQUIREMENTS - LEVEL 4

1. Parking shall be accessed via shared side access easements where alleys are prohibitive.
2. Parking shall be located behind buildings in rear portion of lot.
3. Corner lots may have access to parking from side street.
4. Pavement in parking areas shall be limited to areas required for travel and parking.
5. Compact Spaces are permitted as defined in the City Zoning Code.
6. Required Spaces:

less than 1000 sqft	1/unit
greater than 1000 sqft	2/unit

PNR - LEVEL 4 LAND USE

R-2 Permissive Uses
Accessory living quarters with kitchen

Conditional Uses
R-2 Conditional Uses

6.0 General Standards

6.0 General Standards Applicable To All SU-2 Zones

- 6.1 The General Building and Site Design Regulations for Non-Residential Uses of the Zoning Code, Sections 14-16-3-18 (C)(2) and 14-16-3-18 (D) shall apply with the following exceptions:
1. Two or more Pedestrian Features (Section 1-16-3-18 (C)(2)) are required.
 2. Glass height shall be a minimum of 8 feet, above finished floor.
 3. Sill height shall not exceed 36 inches measured from sidewalk elevation.
 4. Outdoor seating requirement for buildings over 100 feet in length shall be provided as street furniture except buildings with a restaurant, cafe or similar use.
 5. A primary entrance for every building shall directly face a street, except courtyard buildings where primary entrances may face a central courtyard.
 6. Ground-mounted mechanical and electrical equipment, including transformers shall not be located adjacent to a major facade.
 7. Art murals shall not require coordination with the City Arts Program.
 8. No exceptions are permitted for pedestrian amenities to Section 14-16-3-18 (D) Design Standards.
 9. Loading areas shall not be visible from a public right of way or residentially zoned property.
- 6.2 The Supplementary Height, Area and Use Regulations of the City Zoning Code, Section 14-16-3-3, shall apply with the following exceptions:
1. Wall heights within 20 feet of the public street right of way and 40 feet of the front property line shall meet Street Walls requirements of this document (See also requirements for Street Walls, 6.7.5).
 2. Accessory structures shall follow setback requirement of the zones established in this plan.
- 6.3 Exterior Facade Treatment:
1. Large buildings over 30,000 square feet shall be located to minimize the impact of windowless walls and service areas on public streets.
 2. In addition to applicable design standards of 14-16-3-18 (D), upper floors on street facades shall have a minimum of 20% glazing.
- 6.4 Corner Lots:
1. Buildings on corner lots shall address the corner in one of the following ways: 1) Location of main entrance at corner, 2) Articulation at corner of building relating to corner, e.g. curve, angle, step back or projection, 3) Tower element or 4) as approved by Planning Director.
- 6.5 Service, loading and outdoor storage locations/screening:
1. Service, loading and storage areas shall not front onto public streets and open spaces.
 2. Service and loading areas shall be visually screened from view of public streets or open space.
 3. Service, loading and emergency service lanes shall be designed as part of the site circulation and shall not use dedicated lanes that add impervious surface.
 4. Outdoor storage areas shall be screened.
 5. The Recycling Bin Regulations of the City's Zoning Code, Section 14-16-3-15, shall apply.
- 6.6 Encroachments:
1. Encroachments shall comply with the City's review and approval process for Encroachment Agreements.
 2. Awnings shall not be back-lit, high gloss, or plasticized fabrics.
- 6.7 Fences and Walls:
1. Screen or perimeter walls and fences shall comply with the intent of the City's design manual for subdivision access and perimeter walls.
 2. Chain link fencing is not permitted.
 3. Walls and fences exceeding 3' feet in height that are located within the setback area adjoining a public street shall provide variety and articulation at intervals not exceeding 30 feet through either changes in plane or expression of structure, such as a post, column, or pilaster.
 4. Temporary construction fences are permitted.

6.0 General Standards

5. Street Walls shall comply with Section 14-16-3-19 of the City's Zoning Code, with the following exceptions:
 - Walls within 20 feet of the public street right-of-way shall not exceed three feet in height above the abutting grade on the street side.
 - For Courtyard Buildings and Courtyard Apartments, see specific Building Type for additional street wall allowances.

6.8 Lighting:

Lighting shall comply with Section 14-16-3-9 of the City's Zoning Code with the following additions:

1. Exterior building lights shall be mounted between 7 feet and 14 feet above grade.
2. Alley and side drive aisle lighting shall be within 5 feet of the edge of alley or drive aisle pavement and not cause glare into adjacent lots. Where possible alley lighting shall be attached to a building.

6.9 Signage:

Signage standards of the City's Zoning Code, Section 14-16-3-5, shall apply with the following exceptions:

1. Off-premise signs are not permitted.
2. LED signs are not permitted.
3. Signage may be placed on awnings, canopies and shade structures.
4. Signs advertising alcoholic beverages shall be located inside buildings and may not be greater than 4 square feet in area.
5. Free standing monument signs shall be regulated as follows:
 - Heights shall be limited to 6' feet
 - Monument signs are not permitted in YCC or NMX zones.

6.10 General Parking Standards:

Parking standards of City's Zoning Code shall apply, with the following exceptions:

1. Parking calculations shall be established by SU-2 zone.
2. Pavement in parking areas shall be limited to required areas for parking, drive aisles and accessible access. All other areas shall be landscaped.
3. Parking shall be screened by buildings or a combination of a 3' high wall and a 4' wide landscape strip.
4. Bicycle spaces shall be required per City of Albuquerque Zoning Code with the exception that bicycle spaces may be provided at back or front of building.
5. A 5' clear paved path shall be maintained between building and parking areas for pedestrian access.

6.11 General Landscaping Standards:

Landscape Standards of the City's Zoning Code, Section 14-16-3-10, shall apply with the following exceptions:

1. Landscaping Area Requirements. Due to the compact urban character of the area, the total landscape area required for each development shall be a minimum 10% of the net lot area.
2. Usable open space in such forms as patios, plazas and courtyards shall have a minimum landscape area of 15%.
3. Standard Landscape Buffers:
 - Front Landscape Buffers: Where parking areas front on a public or private street, a minimum 4' wide landscaped area with a 3' high screen wall adjacent to the parking area shall be maintained between the parking area and the street, unless specified differently by zone.
 - Side/Rear: A minimum landscaped buffer 4' wide with a minimum 3' high screen wall adjacent to the parking area shall be required between parking areas and abutting R-1 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, unless specified differently by zone.

6.12 Water Harvesting Areas:

1. Surface runoff shall be directed into depressed, water collection areas located in parking lot landscape areas, landscape setback areas and patio or plaza areas where possible. The burden is on the applicant to demonstrate why water harvesting is not possible if water harvesting areas are not utilized.

7.0 BUILDING COMPONENTS

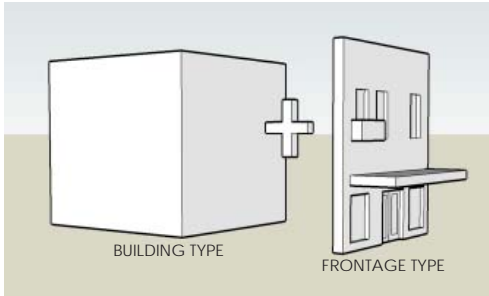


Figure 30: BUILDING TYPE PLUS FRONTAGE TYPE DIAGRAM

7.0 Building Components

This section includes the permissible Building and Frontage Types. Building Types define the general spatial parameters of a building, while Building Frontages provide the requirements for a building’s “face.” Several Frontage Types may be used on the same Building Type where appropriate. Multiple Frontage Types may be used together such as a Patio and Cafe.

The Plan consists of five SU-2 zones which permit allowable Building and Frontage Types specific to each zone. Each new or modified structure within the Plan area shall comply with the standards of the Building Types and Frontage Types in this section.

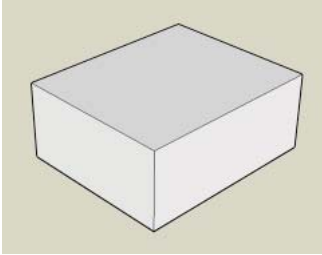
Permissible Building and Frontage Types from this section shall comply with the requirements and guidelines specified by the regulating zones with regard to building envelope and placement, parking, landscaping and access.

Figure 31: Allowable Building and Frontage Types by Zone

	Yale Commercial Corridor (YCC)	Neighborhood Mixed Use (NMX)	Residential Multi-family 1 (RMF 1)	Residential Multi-family 2 (RMF 2)	Planned Neighborhood Residential (PNR) Level 1	Planned Neighborhood Residential (PNR) Level 2	Planned Neighborhood Residential (PNR) Level 3	Planned Neighborhood Residential (PNR) Level 4
BUILDING TYPES								
Urban Standard	•	•			•	•	•	
Urban Garden	•	•			•	•	•	
Urban Park	•	•			•	•	•	
Courtyard Building	•	•			•	•	•	
Civic	•	•			•	•	•	
Liner Building	•	•			•	•	•	
Lined Parking Structure	•	•			•	•		
Single Family Residential			•	•				•
Duplex/Triplex/Fourplex		•	•	•	•	•	•	•
Stacked Flats		•		•	•	•	•	
Terrace Apartments		•		•	•	•	•	
Courtyard Apartments		•	•	•	•	•	•	
Row House		•	•	•	•	•	•	•
Sideyard Row House		•	•	•		•	•	•
Casita Courts		•	•	•		•	•	•
Patio House			•	•			•	•
Live/Work	•	•			•	•	•	•
Accessory Building		•	•	•			•	•
FRONTAGE TYPES								
Café	•	•			•	•	•	
Department Store	•	•			•	•		
Lobby	•	•			•	•	•	
Office	•	•			•	•	•	
Hotel	•	•			•	•	•	
Patio		•	•	•	•	•	•	•
Porch		•	•	•	•		•	•
Portal	•	•	•	•	•	•	•	•
Store Front	•	•			•	•	•	
Stoop		•	•	•	•	•	•	•
Court	•	•	•	•	•	•	•	•

7.1 BUILDING TYPES

A. Urban Standard



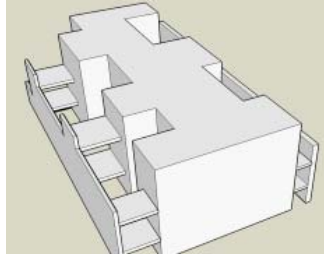
Description

The Urban Standard building type is a standard rectangular building found in urban areas. It has no side yard setbacks and meets the front build-to-line requirements. Building may have light wells or atriums. Light wells are permitted in the sideyard setback.

Access and Entry

Units on street facade shall have their primary entry to the street. Interior units shall have direct access to the street at sidewalk elevation. Second story units shall not be accessed from an exterior balcony on a street facade.

B. Urban Garden



Description

The Urban Garden building type allows access to individual units along the side(s) of a building via side entry courts. Each entry court shall have access to the street.

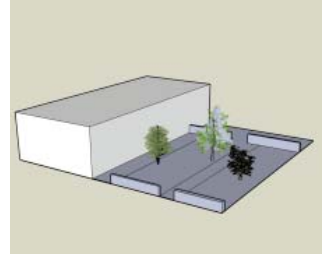
Access and Entry

Units on street facade shall have their primary entry to the street. Other units may be accessed from interior courts. Side courts shall be accessed from street and shall be no wider than 12'. Side courts may also access rear parking. Second story units shall not be accessed from an exterior balcony.

Landscaping

A minimum 1 tree and 3 shrubs per side court.

C. Urban Park



Description

The Urban Park building type allows access to individual units along the front and side(s) of a building via an open park area the depth of the building. Park area shall be open to the public and screening shall be provided in front of any parking areas.

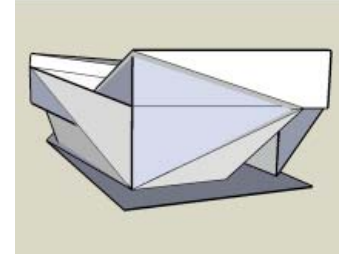
Access and Entry

Units on street facade shall have their primary entry to the street. Other access to ground level units may be from park. Second story units shall not be accessed from an exterior balcony.

Landscaping

Open space provided in the park shall be landscaped with trees. One tree shall be required for every 200 sf of park space. Areas not dedicated to pedestrian activity shall be landscaped with shrubs and groundcover capable of achieving 50% living vegetative cover.

D. Civic



Description

The Civic building type allows for unique architectural expression for large public buildings such as museums, theaters, libraries, churches, schools, and convention centers with outdoor spaces for public gathering. Civic buildings shall have public open space consisting of a minimum of 10% of lot area for public gathering.

Access and Entry

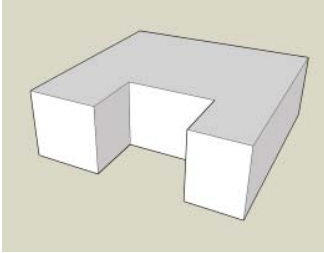
Civic building types shall have a least one primary entry on a street or a public open space along a street.

Landscaping

Open areas surrounding Civic building type shall be landscape to provide for pedestrian comfort. 50% of areas dedicated to open space shall be shaded. Landscaping with shrubs and groundcovers shall be provided in open areas not dedicated to pedestrian activity.

7.1 BUILDING TYPES

E. Courtyard



Description:

The Courtyard building type is a building which has an interior court(s) that opens to the street. Court depth shall not exceed court width.

Access and Entry:

The primary entry to each individual unit on the ground floor shall be on a street facade or Court facade and shall have direct access to the street or Court from the sidewalk elevation. Second story units may not be accessed from an exterior balcony.

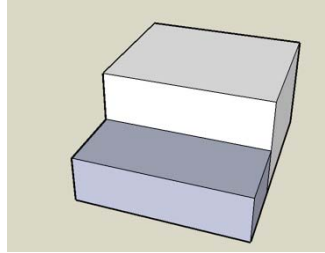
Articulation:

Street walls up to 5' high are permitted at court. Views into court shall be provided.

Landscaping:

A minimum of 1 tree and 3 shrubs or groundcovers per 250 sqft.

F. Liner



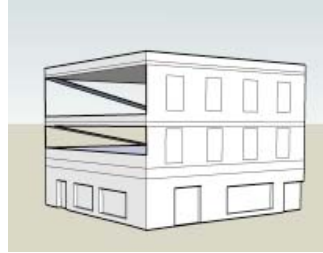
Description:

The Liner building type has the specific purpose of screening or wrapping a parking area, a big box structure or an existing building. A liner building shall wrap at least 75% of the structure it is screening.

Access and Entry:

The primary entry to each individual unit on the ground floor shall have direct access to the street from the sidewalk elevation. Second story units may not be accessed from an exterior balcony.

G. Lined Parking Structure



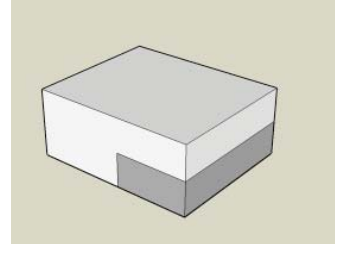
Description:

The Lined Parking Structure is a multi-level parking structure in which at least the ground level street frontage consists of commercial or residential units. Vehicle parking on upper levels shall be screened from the street

Access and Entry:

Units on street facade shall have their primary entry to the street. Vehicular access to parking is permitted.

H. Live/Work



Description:

Live/Work building types are low rise multi-story buildings that can be used flexibly for work/live, work/work purposes. A variety of uses in the buildings is encouraged. Dwelling units can be located above the ground floor or attached to the rear of a Store Front. At least the front third of the ground level of the building shall be dedicated to commercial/office activity .

Access and Entry:

Each Live/Work unit shall have a primary entry to the street.

Articulation:

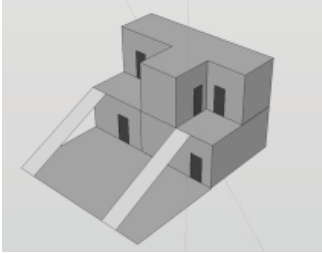
Live/Work shall have Store Fronts or Portals.

Building Width:

Live/Work buildings facing a public street shall not be wider than forty feet (40').

7.1 BUILDING TYPES

I. Terrace Apartments



Description:

Terrace Apartments are a multiple unit building type of at least two stories in which each unit has an exterior primary entry. Access may consist of common or individual exterior stairs.

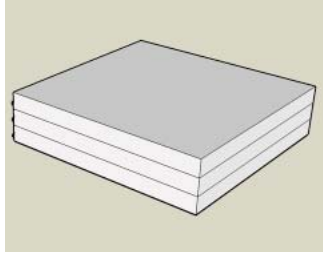
Access and Entry:

Each individual unit shall have its own entry to the outdoors.

Articulation:

Each unit shall include a covered Stoop, Porch or Portal.

J. Stacked Flats



Description:

Stacked Flats are a multiple unit building type of at least two stories in which the primary entry to all units is common. Access to individual units is via interior circulation.

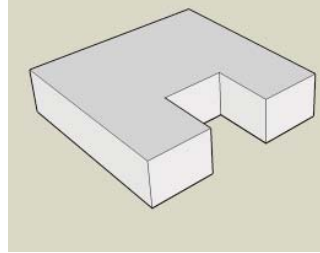
Access and Entry:

The primary entry to the building shall be via covered Stoop, Porch or Patio and shall face the street.

Articulation:

Each building shall include a covered Stoop, Porch or Patio or Portal on the entry facade.

K. Courtyard Apartments



Description:

Courtyard Apartments are a multiple unit type consisting of units that are arrayed to form a shared courtyard that is partly or wholly open to the street.

Access and Entry:

The primary entry to each unit shall have direct access from a Porch, Portal or Stoop facing the Court or street.

The courtyard shall have a common street entrance.

Articulation:

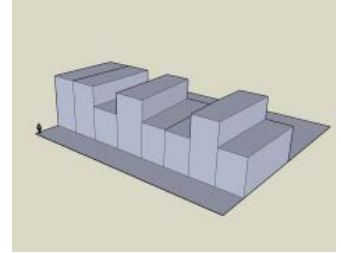
Each entry shall include a covered Stoop, Porch, Patio or Portal. Porches, Patios, Portals and covered Stoops may protrude into the Courtyard space.

Street walls up to 5' high are permitted at court. Views into court shall be provided.

Landscaping:

Courtyards shall be landscaped with at least one tree for every 500 sf of courtyard area.

L. Row House



Description:

A Row House building type consists of at least four attached units divided from each other by common walls. Each unit shall have a separate entrance.

Access and Entry:

Access to each unit shall be via Stoop, Porch or Patio fronting the street.

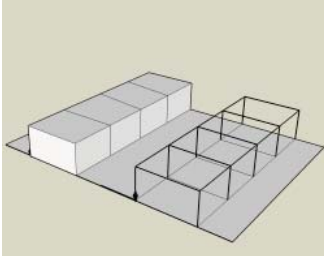
Articulation:

Each unit shall include a Stoop, Porch or Patio on the street facade.

Each unit shall be individually articulated.

7.1 BUILDING TYPES

M. Sideyard Row



Description:

Sideyard Row is a multiple unit building type which consists of one or two story attached units divided from each other by common walls that front a sideyard. Each unit shall have a separate entrance leading directly to the outdoors at ground level. Sideyard width shall be equal to at least 10'

Access and Entry:

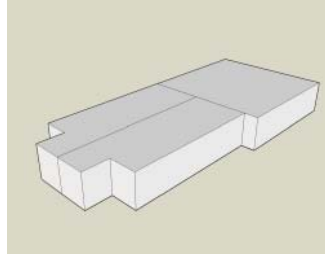
A primary entry to each unit shall have direct access via a Stoop, Porch, Portal or Patio.

Articulation:

Each unit shall include a Stoop, Porch, Portal or Patio on the entry facade.

Each unit shall be individually articulated.

N. Duplex, Triplex, Fourplex



Description:

Duplex, Triplex, Fourplex are multiple unit building type that are architecturally presented as a single family house or duplex consistent with their typical neighborhood setting.

Access and Entry:

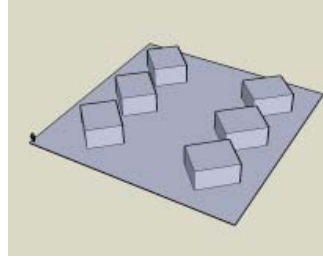
A primary entry to each unit shall have direct access from a Porch, Portal or Stoop or Patio. At least one primary entry shall front the street.

Articulation:

Each unit shall include a Stoop, Porch, Portal or Patio on the entry facade.

The overall articulation of the Duplex, Triplex, Fourplex type shall read from the street as a single family house or duplex.

O. Casita Courts



Description:

Casita Courts are small detached units which share a common lot and interior court.

Access and Entry:

The primary entry to each unit shall have direct access from a Porch, Portal, Patio or Stoop. The common court shall be visible from the street.

Articulation:

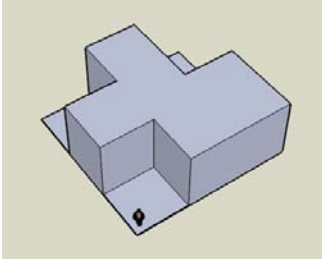
Each unit shall include a covered Stoop, Porch, Portal or Patio on the entry facade.

Landscaping:

Courts shall have a min. landscape area of 1 tree and 5 shrubs per 200 sqft net lot area.

7.1 BUILDING TYPES

P. Patio House



Description:

A Patio House building type is a small unit which may share a wall with another Patio House. Each Patio House has access to outdoor patios which do not extend beyond the building walls.

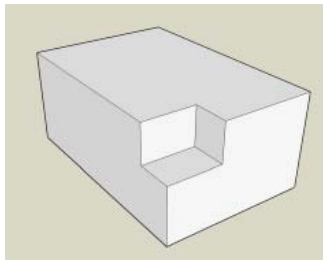
Access and Entry:

Access to each Patio House shall be via a Patio, Portal or Porch.

Articulation:

Each dwelling shall include at least two patios: a Porch or Patio on the entry facade and a secondary patio/court with a minimum area of 100 sqft. Each Patio House shall be articulated as an individual unit.

Q. Single Family House



Description:

A Single Family House building type is an independent dwelling unit with a usable front yard and rear yard.

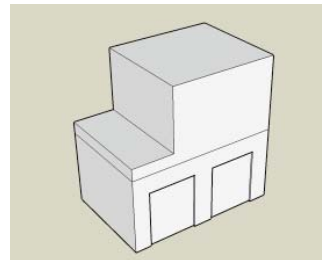
Access and Entry:

Access to a single family type shall be via a Patio, Portal, Porch or Stoop from a street.

Articulation:

Each unit shall include a Stoop, Porch or Patio on the entry facade. A Stoop, Porch or Patio may encroach into front yard setback. A garage shall be set back at least 10' from the front of the dwelling.

R. Accessory Building



Description:

An Accessory Building type is a secondary structure at the rear of a lot. It may consist of a garage, a garage with a residence or office above, an apartment, or separate office/shop.

Access and Entry:

Access to an Accessory Building type shall be via the alley or side drive.

Articulation:

No specific Frontage Type is required for an Accessory Building.

7.2 FRONTAGE TYPES



A. Cafe:

A Cafe frontage may be set back an additional 10' from the build-to-line to accommodate outdoor seating. This frontage is appropriate for cafes, bars, and restaurants. A minimum of 50% of the ground floor street facade width shall have transparent glazing, to a height of at least eight feet (8') above finish floor level. Cafe frontages may include garage doors and bi-fold doors which are not required to meet minimum sill heights. 75% of a Cafe frontage shall include a shading element or portal. A primary entry shall front a public street.



B. Department Store:

A Department Store frontage is appropriate for a large scale retail environment which occupies two or more floors of a building. At least one primary entry has access to the street. Glazing may be continuous or in a series of display windows on the ground level. 40% of the ground level street facade shall have transparent glazing up to a height of at least 8' above finished floor. 75% of building frontage shall include a shading device or portal.



C. Lobby:

A Lobby is a ground level vestibule and waiting area for upper story uses, either commercial or residential. A Lobby frontage is required to have a primary entry to the street at street level. It is recommended, but not required to have fenestration on the street facade. 75% of the Lobby frontage shall include a shading device or portal. A Lobby frontage is limited to 40 LF.



D. Office:

An Office frontage has a primary entry at sidewalk level. A minimum of 40% of the ground facade width shall be glazed to a height of at least eight feet (8') above finish floor level. 75% of an Office frontage shall include a shading device or portal.



E. Hotel:

A Hotel frontage provides primary entry access to a hotel lobby from a street. If on a secondary street, the frontage may consist of a Forecourt for pedestrian loading. A minimum of 40% of the ground facade shall include clear glazing. Sill height shall be between 8" and 36". A Hotel frontage shall be used in conjunction with a Porch, covered Stoop, Portal or Patio and may include Store Front frontages.

7.2 FRONTAGE TYPES



F. Patio:

A Patio is an outdoor space generally used for dining or recreation that often adjoins a residence and is typically paved. It may refer to a paved area between a residence and the garden. A patio shall be a minimum of 50 sqft. Walls enclosing a patio on a street façade shall be limited to 48" high.



G. Porch:

A Porch is a covered structure attached to a building, forming a covered entrance to a vestibule or doorway. It is external to the walls of the main building proper, but may be enclosed by screen. A porch shall be at least 5' deep.



H. Portal:

A Portal (arcade) is a passage or walkway covered over by a succession of arches or vaults supported by columns. A balcony may sit above the portal.



I. Store Front:

A Store Front is placed at or close to the build to line, with a primary entry at sidewalk grade. It may be set back up to 10' in areas to create an entrance for outdoor sales or for building articulation. An awning or building overhang which encroaches over the sidewalk to provide pedestrian shade is required. A minimum of 75% of the ground facade width shall have clear glazing to a height of at least eight feet (8') above finish floor level. Sills shall be between eight (8") and thirty inches (30") above the fronting sidewalk elevation. Window screens (including security devices) shall be located on the interior of the window.



J. Stoop:

A Stoop is a frontage with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is an exterior stair and landing and may be covered by an overhang, awning or canopy. The stair may be perpendicular or parallel to the sidewalk. This type is recommended for ground-floor residential and shall be accompanied by a ramp for commercial uses.



K. Court:

An uncovered area partly or wholly enclosed by buildings or walls.

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CHAPTER FOUR

Plan Implementation: Transportation

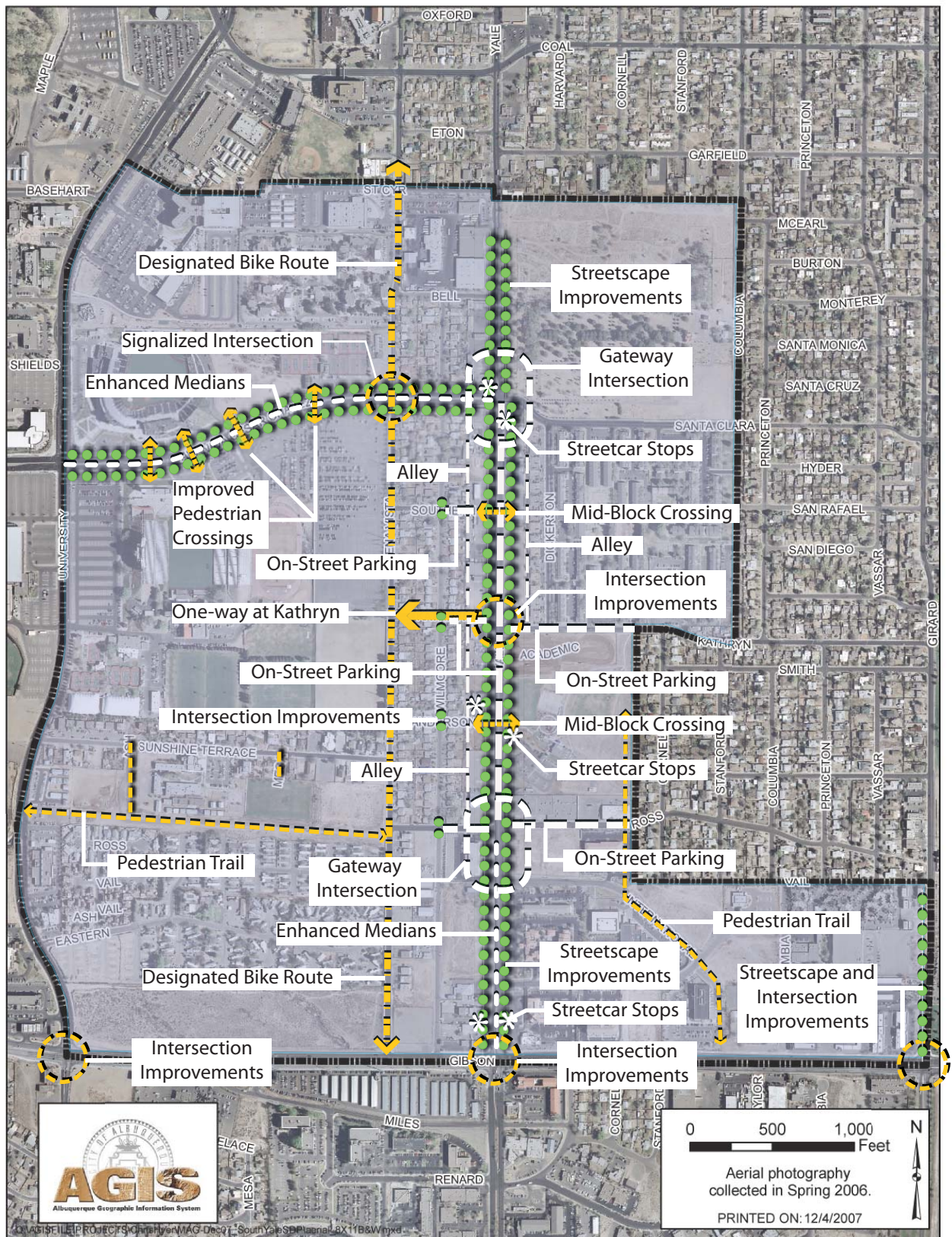


Figure 32: Plan of Overall Transportation Improvements

1.0 INTRODUCTION

This chapter adopts changes to the South Yale Sector Plan area transportation system in order to address the needs of the changing community, including new commercial/mixed-use development along Yale Boulevard and the growing traffic and pedestrian conflicts along Cesar Chavez and Gibson, and within the residential neighborhoods.



Figure 33: *Yale Boulevard Streetscape Improvements*

1.1 Great Streets

While many factors contribute to the success of urban areas, great streets are often the primary building block for that success. Creating a great street requires integrating many elements, including:

Enhanced Streetscape

A well designed streetscape unifies an area by using urban and landscape elements such as street furniture and lighting, street trees and landscaping to create a street environment that provides pedestrian comfort and supports a thriving urban neighborhood.

Public Amenities

Public amenities provide opportunities for public art, shade and pedestrian oriented furnishings while wide sidewalks allow for ease of pedestrian movement and suggest the importance of the pedestrian experience.

On-street Parking

On-street parking supports sidewalk activity and buffers pedestrians from vehicular traffic.

Transit

Street design concepts anticipate the modern street car route along Yale and provides for future park and ride facilities. Existing transit stops are enhanced so that they are more noticeable, comfortable and integrated into the area's overall community identity and wayfinding system.

Wayfinding/Signage

The distinct destinations both within and nearby the South Yale Area require a comprehensive wayfinding program to convey directional and informational assistance to area visitors, workers, residents and thru-travelers. Wayfinding elements provide for clear and easy area orientation and support a cohesive and unified South Yale identity.

2.0 STREET DESIGN: PUBLIC REALM

The transformation into a Great Street occurs through improvements to the two zones which form the public realm of the street: The Pedestrian Realm and the Roadway Realm.

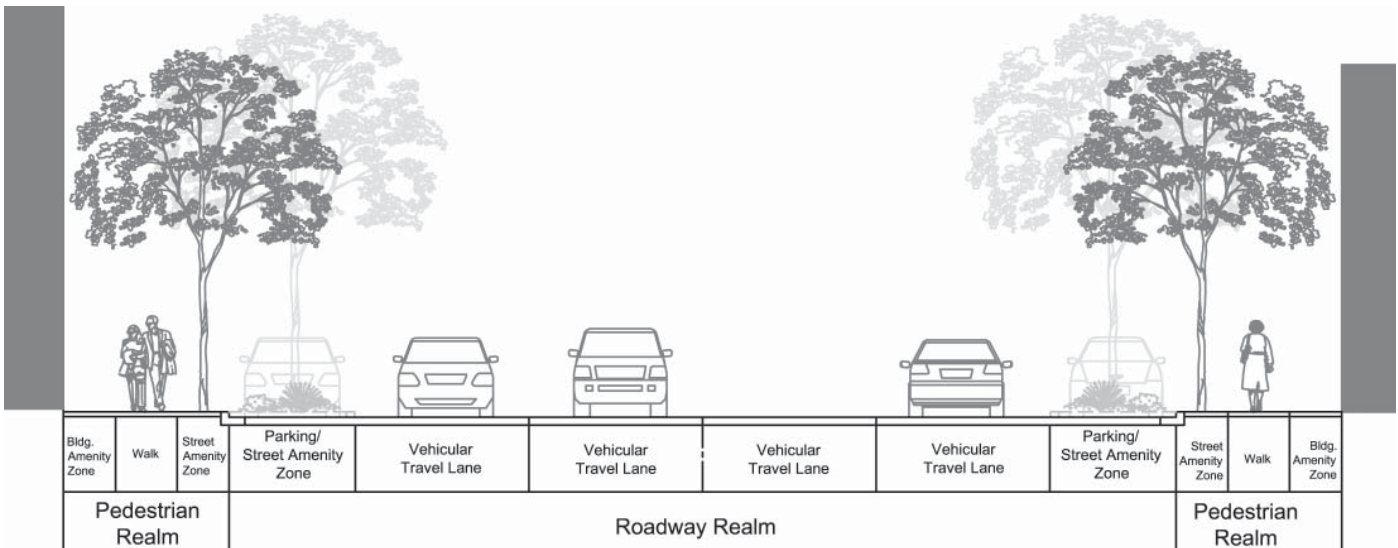


Figure 34: Yale Boulevard as a Great Street



Sidewalk with seating in Building Amenity Zone



Sidewalk with trees and meters in Street Amenity Zone



Widened sidewalk at Bulbout

2.1 The Pedestrian Realm

The area of the street dedicated to pedestrian use which may contain the following areas:

1. Building Amenity Zone
This is the area adjacent to the Build-to-Line that may be used to provide pedestrian amenities that stimulate street activity such as restaurant service, retail, seating, fountains and art.
2. Pedestrian Walk
This zone describes the area dedicated to pedestrian circulation that must remain clear at all times.
3. Street Amenity Zone
This zone is the area adjacent to the back of curb dedicated to street furnishings, bike racks, landscaping, telephones, information centers, lighting, signage and transit facilities.

2.2 The Roadway Realm

The area of the street dedicated to vehicular use which may contain the following areas:

1. On-Street Parking
This area allows for parallel parking along the street frontage to provide convenience parking to serve retail, office and residential uses and buffer pedestrians from traffic. This area also provides locations for bulbouts for future Modern Street Car transit stops, and landscape to enhance the Pedestrian Zone and calm traffic by reducing overall street width and pedestrian crossing distances at intersections.
2. Travel Lanes
This zone describes the design and function of the vehicular travel lanes. This Plan establishes narrower street widths on some streets to reduce speeds and to allow space within the ROW for on-street parking. Corner curb radii may be reduced in bulbouts in order to assure safe pedestrian crossings and reduce pedestrian crossing distances. Bicycle lanes may not be permitted in travel lanes on some streets.

3.0 STREET DESIGN: YALE BOULEVARD

The following standards for Yale Boulevard are organized into two categories: 1) general standards for the length of Yale Boulevard from St. Cyr to Gibson Boulevard, and 2) specific standards for the three distinct sections that characterize south Yale Boulevard between St. Cyr and Gibson. The standards guide and modify the design of Yale Boulevard in order to support abutting pedestrian-friendly commercial redevelopment while continuing to accommodate area transportation needs, including the introduction of the modern streetcar. All proposed improvements preserve existing curb locations and existing right of way dimensions.

3.1 General Street Design Standards for Yale Boulevard (St. Cyr to Gibson)

The following standards apply to the length of Yale Boulevard within the Sector Plan area.

3.1.1 General Yale Pedestrian Realm Standards (St. Cyr to Gibson)

The intent of the Pedestrian Realm guidelines is to create an attractive neighborhood retail setting which provides shade and comfort, buffers the pedestrian zone from the roadway realm and supports a unique South Yale identity through landscape, wayfinding and public art.

A. Sidewalk Widths

Intent: To ensure a safe, comfortable and attractive pedestrian walk.

Standards

Sidewalk width shall be dictated by street section. A clear pedestrian path of 6 feet shall be maintained at all times. Sidewalks shall be a hard surface which may include concrete, brick, or pavers. Sidewalk material shall be slip resistant and of a permanent nature. Sidewalks are required to maintain ADA standards and have a 2% cross slope for drainage.

B. Streetscape Landscaping

Intent: To create an attractive streetscape which provides shade and comfort, and supports a unique South Yale identity through plant selection.

Standards

Location: Street trees shall be located 25'-30' on center on Yale Boulevard and side streets. Street trees shall be located in tree wells of a minimum 32 sf. Tree grates shall be required along Yale Boulevard due to limited sidewalk widths.

Species variation: A single or alternating species of tree shall be provided along Yale Boulevard within the pedestrian zone. Along side streets, alternating species distinct from those selected for Yale Boulevard shall be provided. All street trees shall be of a non-coniferous species. See Appendix for plant list.

Plant palette: A high desert plant palette that is water conservative, provides for shade and year-round visual interest shall be installed. See Appendix for plant list.

Plant size:

Trees

Single trunk trees shall have a minimum caliper of 2"

Multi-trunk trees shall have a minimum container size of 24" box

Shrubs and Accents

Native shrubs shall have a minimum container size of 1 gallon

Non-native shrubs shall have a minimum container size of 2 gallons

Perennials/Grasses

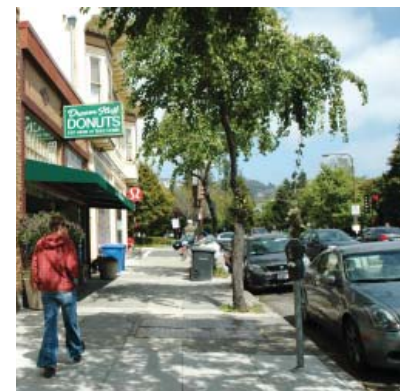
All grasses shall have a minimum container size of 1 gallon.



Cafe space spilling onto sidewalk



Cafe space spilling onto sidewalk with trees and on-street parking



Wide sidewalk with trees



Trees in elongated tree grates



Streetlights with banners

C. Lighting

Intent: To provide streetscape lighting that provides for a safe, comfortable and attractive environment that encourages nighttime use.

Standards

Location: Pedestrian street lights shall be located in the street amenity zone.

Height: Street lights shall be 13-16 feet in height.

Spacing: Streetlights shall be located every 50-60 feet.

Dark Skies: Light fixtures will be selected for conformity with the State's Dark Skies ordinance.

D. Street Furniture

Intent: Street furniture consists of seating, bus shelters, trash receptacles, kiosks, and other pedestrian amenities which are located within the pedestrian zone. They provide comfort for the pedestrian and through the repetition of similar elements, an order to the street.

Standards

Street furniture shall be located at landscape bulbouts or within the street amenity zone, and include benches, waste receptacles, transit shelters and bike racks.

Street furniture should have a simple, contemporary design.

Street furniture shall be consistent in design and material.



Street Furniture

3.1.2 General Yale Roadway Realm Standards (St. Cyr to Gibson)

The intent of the Yale Boulevard vehicular zone standards is to allow travel similar to conventional street design and maintain existing capacity, while placing an emphasis on pedestrian safety and comfort. Drivers will be expected to proceed carefully with an occasional stop to allow for pedestrian crossings at designated crosswalks, or to allow another car to park or a bus to stop. The character of the street should make drivers uncomfortable exceeding design speeds due to the presence of parked cars, transit stops, tighter turning radii, and other design elements. These standards supersede any conflicting standards in the DPM or other land development or engineering regulations of CABQ or Bernalillo County.

A. Articulated Crosswalks

Intent: To provide safe crossings for pedestrians at intersections and at mid-block crossings.

Standards

Crosswalks shall be clearly delineated and legible to pedestrians and motorists. Use of alternative paving or imprinting material is recommended.



Articulated pedestrian crossing

B. Posted Travel Speed

Intent: To slow traffic and consolidate varying posted speeds.

Standards

Posted speed shall be reduced to 25 mph between Cesar Chavez and Ross.

Posted speed shall be reduced to 30 mph between Ross and Gibson.

3.2 Section Specific Standards for Yale Street Design

The following standards address the three distinct sections which make up the length of Yale Boulevard within the Plan area: St. Cyr to Cesar Chavez, Cesar Chavez to Ross, and Ross to Gibson. These sections are characterized by their distinct development patterns and varying rights of way, from 60' at St. Cyr to over 100' at Gibson.

3.2.1 Yale Street Design: St. Cyr to Cesar Chavez

This length of Yale Boulevard represents the transition area from the mixed-use residential neighborhoods to the north to the proposed neighborhood retail redevelopment of South Yale. The right of way varies in this length of Yale, from 60' at St. Cyr with a 40' curb to curb width, to 81' with a 60' curb to curb width at Cesar Chavez. No changes to the street section are proposed between Bell and St. Cyr due to the long term plans of the Transit Center and its need for safe and efficient bus movements on and off the street. From north of Cesar Chavez to Bell Street the Plan proposes introducing on-street parking and landscape improvements in order to enhance pedestrian connectivity and to unify the length of the Yale Boulevard streetscape.

A. Street Section

Intent: To enhance connectivity from the mixed-use residential and University areas to the north to the neighborhood commercial area beginning at Cesar Chavez, to unify the length of the commercial corridor and provide additional on-street parking.

Standards

The following street section shall be adopted between Bell and Cesar Chavez:

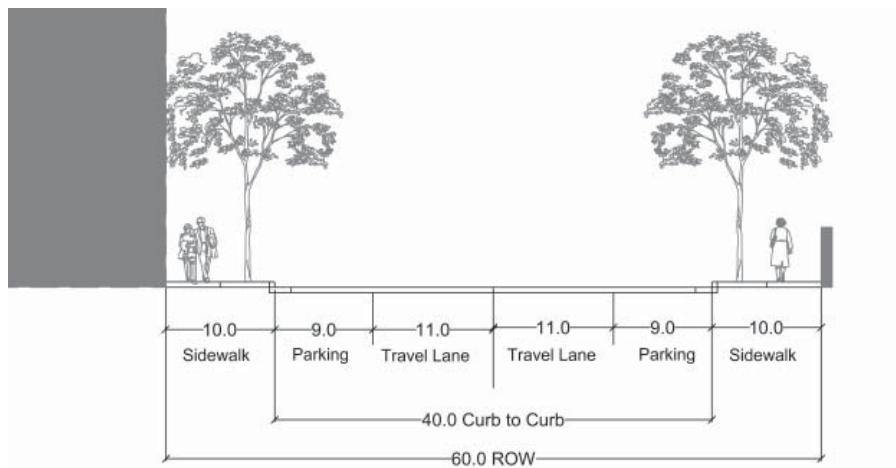
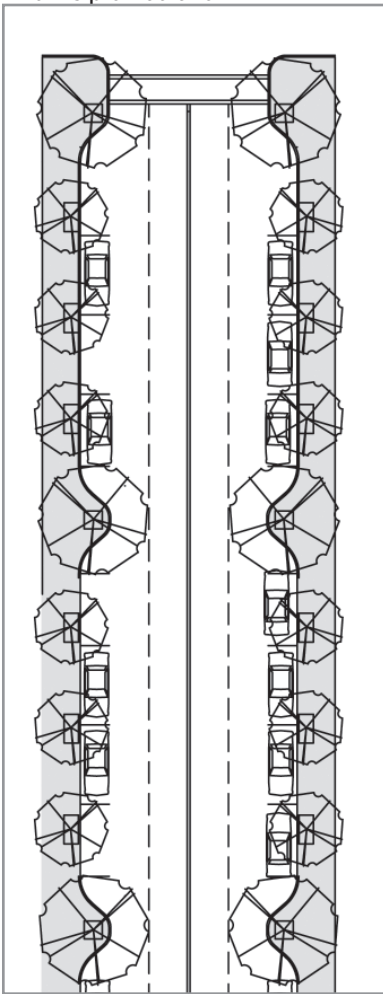


Figure 35: South Yale Section





Plan view showing on-street parking and parking lane bulbouts



Parking lane bulbouts



Curb extension at intersection

3.2.2 Yale Street Design: Avenida Cesar Chavez to Ross

This length of Yale Boulevard is located in the center of South Yale's neighborhood commercial node. The right of way varies in this section between 81 and 83 feet. The curb to curb width throughout this section is 60'. It is the purpose of the following street design modifications, including curb extensions, landscaped parking lane bulbouts, reduced vehicular travel lane widths and transit bulbouts to establish the building blocks for a pedestrian friendly neighborhood retail environment.

A. Street Section

Intent: To provide street design that buffers pedestrians from traffic and allows for increased landscaping and streetscape improvements commensurate with a thriving pedestrian environment.

Standards

Adopt the following street section between Cesar Chavez and Ross:

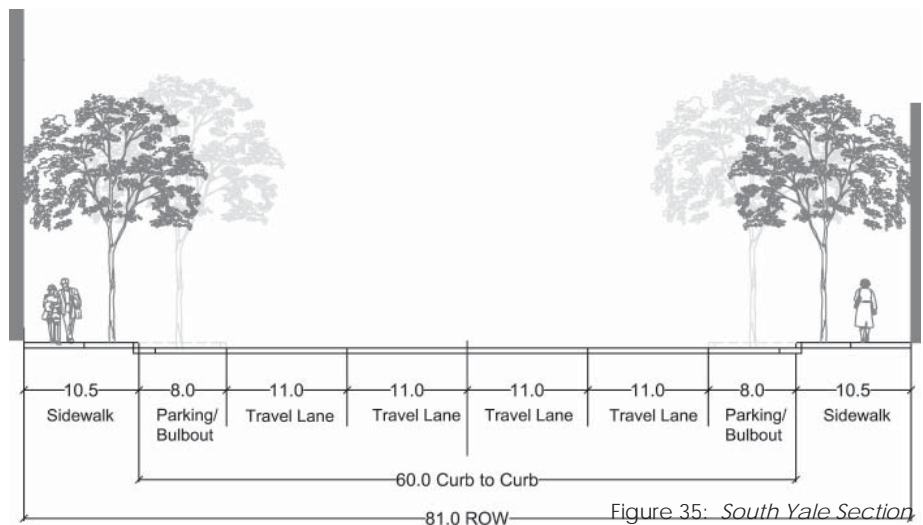


Figure 35: South Yale Section

B. Parking Lane Bulbouts

Intent: To narrow the sense of street width, increase pedestrian realm, calm traffic and create additional opportunities for landscape improvements.

Standards

An 8 foot wide by 18-20' long bulbout shall be provided every four or five parking spaces in the parking lane. These bulbouts shall be landscaped and may contain street furniture.

Parking lane bulbouts and bulbouts at intersections shall be modified to accommodate transit stops where necessary.

Bus and future modern street car stops should be consolidated into the same stop location so as not to lose precious on-street parking.

C. Curb extensions at all intersections

Intent: To reduce pedestrian crossing distances at intersections, calm traffic at intersections and create outdoor plaza space.

Standards

An 8' wide by a minimum 20' long curb extension with landscape area shall be provided at all intersections along Yale Blvd.

Corner radii of curb extensions shall be set to 15' -20'.

D. Lot Access Restrictions

Intent: To provide a safe, comfortable walking experience and to limit pedestrian and vehicular conflicts.

Standards

Lot access shall be regulated as follows:

1. Existing curb cuts may remain until a continuous rear access easement (alley) is available. No more than one curb cut per parcel is permitted.
2. New curb cuts along Yale Boulevard shall be regulated as follows:
 - Upon redevelopment of a property, if a rear access easement (alley) is not available and new drive access from Yale is required to access the property, an 18' wide access lane may be provided at the side property line. One access drive to Yale is permitted per parcel. The side drive location will allow for shared side drive opportunities.
 - For corner parcels, no new curb cuts are permitted from Yale Boulevard. Drive access shall be limited to the side street location where curb cuts shall be sited within 20' of the rear property line at the future rear drive aisle location.
3. All new and existing drive pads along Yale Boulevard shall be modified to ensure a 6' wide area that is level with the connecting sidewalk along Yale.
4. All parcels shall preserve an area 20' deep, measured from the rear property line, for a future rear access drive easement (see YCC Zone, Lot Access).



Front access drive



Mid-block access drive converted to pedestrian space

E. Mid-block Access Drive

Intent: Due to the long length of blocks along Yale (600') a mid-block access drive is encouraged to access the rear alley or rear of lots.

Guideline

Timing of Construction: A mid-block access drive should be provided 250-300 feet from either end of the block. If there are potentially multiple parcels affected by this requirement, developers of affected parcels may elect or refuse to build access aisle on a first-come basis. However, the last parcel affected by this requirement should be required to build the aisle if it has not been constructed previously.

The mid-block access drive shall be 18' wide. A 5' sidewalk shall be provided on either side of the drive aisle.



Front or Mid-block access drive

F. Intersection Design: Yale at Kathryn

Intent: To improve pedestrian and vehicular safety by clarifying vehicular stops, and reduce neighborhood impact of UNM Shuttle and event traffic,

Standards

Relocate southbound signal and crosswalk location to the north side of Kathryn.

G. Yale side street on-street parking

Intent: To provide additional parking and activate side streets up to alley.

Standards

On-street parking shall be provided with the following improvements:

1. On-street parking on Kathryn, Ross, Anderson and Southern.
2. Street trees shall be provided every 25'.

3.2.3 Yale Street Design: Ross to Gibson

This section of Yale Boulevard represents a transition area from the urban neighborhood between Cesar Chavez and Ross to the more vehicular oriented environment at Gibson. The intent of the following standards is to provide a pleasant pedestrian experience and orient visitors in a hotel/office park environment.

A. Street Section: Ross to International

Intent: To provide street design that supports a visual transition from the vehicular oriented boulevard to a pedestrian oriented boulevard north of Ross.

Standards

Adopt the following street section between Ross and International.

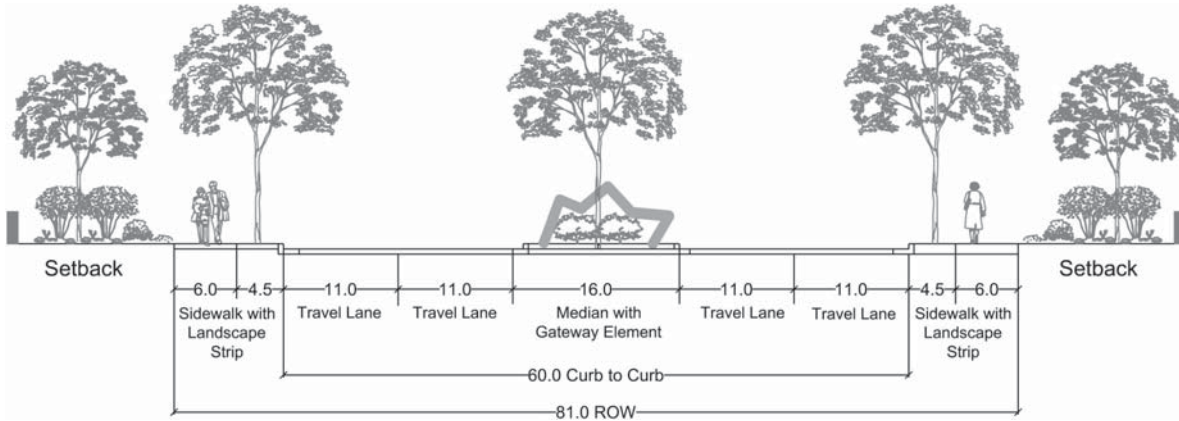


Figure 36: South Yale Section

B. Gateway at Ross and Yale

Intent: To mitigate off-set intersection, facilitate pedestrian and vehicular crossing and provide a gateway opportunity/identity piece/visual node while slowing northbound traffic.

Standards

Create gateway experience through the introduction of a gateway element in the median south of Ross and at the curb bulb-outs at the intersection.

C. Street Section: International to Gibson

Intent: To provide a transition from the vehicular oriented Gibson intersection to the pedestrian oriented south Yale, provide aesthetic improvements which tie the Yale corridor together, create a visually pleasant driving and walking environment and reduce traffic speeds through narrow lane widths.

Standards

Adopt the following street section between International and Gibson:

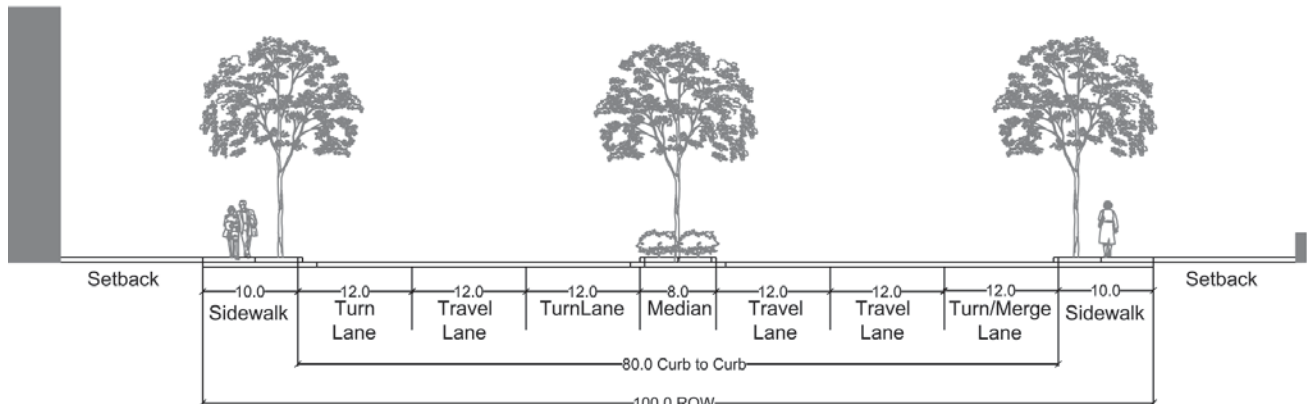


Figure 37: South Yale Section

4.0 OTHER PLAN AREA STREET IMPROVEMENTS

In addition to streetscape improvements prescribed for the south Yale Boulevard, the following improvements are also identified to enhance pedestrian connectivity and overall streetscape aesthetics in the area.

4.1 Avenida Cesar Chavez Improvements

Avenida Cesar Chavez between University and Yale Boulevard is the primary street connecting the City's and UNM's sports and entertainment venues to the South Yale Corridor. Despite the street's status as a gateway to these venues and its popular use as a pedestrian corridor during game day events, Cesar Chavez is lacking in the basic streetscape improvements that create not only a visually pleasing, comfortable and safe walking and driving environment, but an overall sense of the significance of the area's destinations.

A. Streetscape Landscape

Intent: To introduce landscape improvements which unify the area, create a sense of place and foster a more pleasant walking experience, with shade and buffering from vehicular traffic.

Standards

Introduce street trees and understory plantings in landscape strips along curb side of sidewalk along the length of both sides of Cesar Chavez.

Adopt the median landscape design utilized on University at Cesar Chavez in the medians on Cesar Chavez.

B. Pedestrian Safety

Intent: To reduce the vehicular/pedestrian conflicts by providing clear and safe pedestrian circulation routes by further controlling vehicular traffic and consolidating pedestrian movement.

Standards

Incorporate barriers in medians to control pedestrian crossings by limiting them to designated points. Barrier design shall enhance the streetscape, contribute to area identity and provide opportunities for public art.

Create four distinct pedestrian crossing areas to serve venues. (See plan below.) Widths and paving materials of crosswalks shall suggest the importance of pedestrian over vehicular movement.

Provide pedestrian refuges at medians to enhance pedestrian safety and slow turning traffic.

Provide a signalized intersection at Buena Vista and Cesar Chavez to slow traffic and improve north-south pedestrian connectivity and vehicular crossing.

Provide pedestrian scale lighting along Cesar Chavez.

Complete the sidewalk and landscaping along the north side of Cesar Chavez.



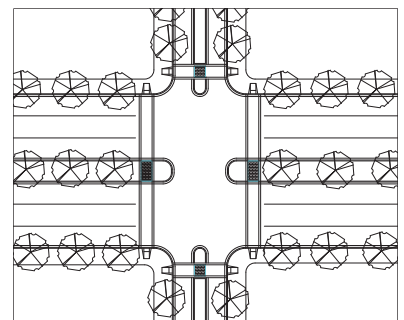
Median landscape design on University Blvd.



Art in median, Cesar Chavez at Yale



Alternative crosswalk paving material



Pedestrian refuges at medians

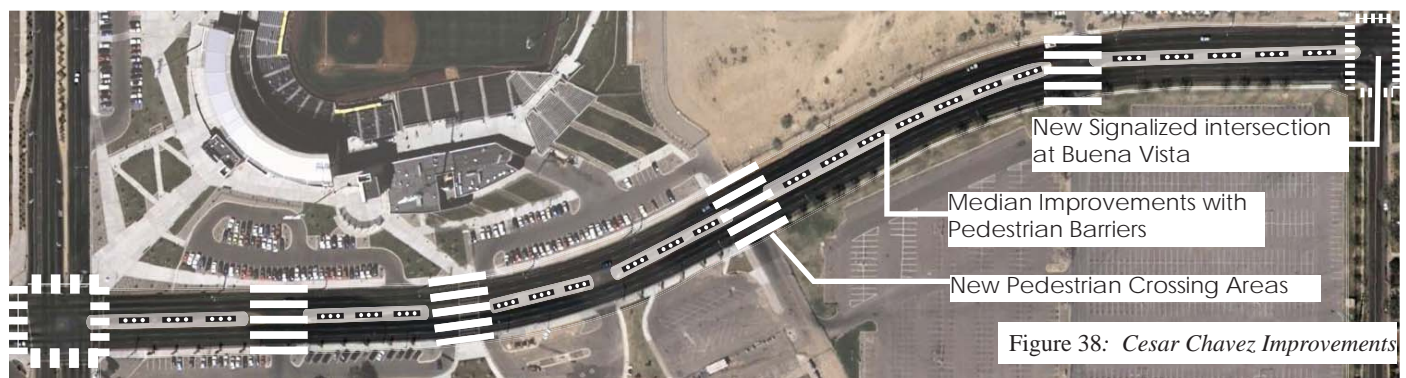


Figure 38: Cesar Chavez Improvements

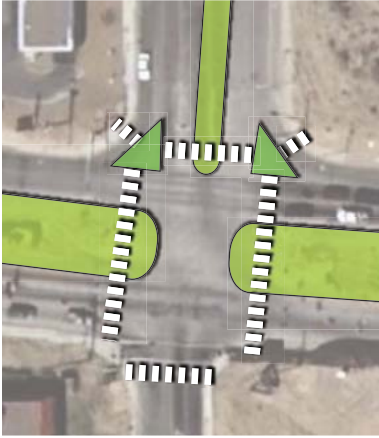


Figure 39: Gibson and University Intersection with Pedestrian Refuges

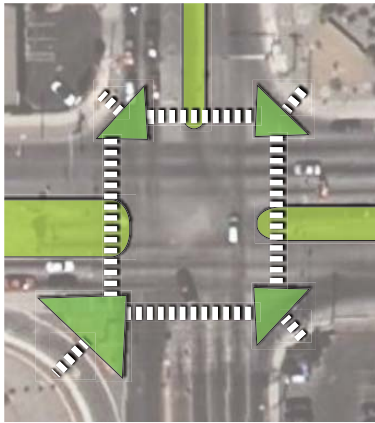


Figure 40: Gibson and Yale Intersection with Pedestrian Refuges

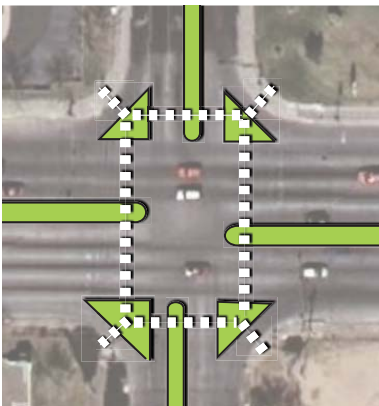


Figure 41: Gibson and Girard Intersection with Pedestrian Refuges

4.2 Gibson Boulevard Improvements

Gibson Boulevard is a six to eight lane limited access principal arterial. While it may move vehicles efficiently, the width of its right-of-way and the excessive speeds of vehicular traffic, make for extremely difficult and uncomfortable pedestrian crossings. Aesthetically and physically connecting the Yale corridor across Gibson is an important component of the area's redevelopment. To encourage pedestrian crossings and to develop a more pedestrian accessible and visually pleasing environment, this Plan recommends streetscape and pedestrian safety improvements at the Gibson intersections to reduce the massive scale of the roadway and enhance pedestrian connectivity.

A. Pedestrian Refuges at University, Yale and Girard

Intent: To improve pedestrian connectivity and pedestrian safety across Gibson Boulevard and reduce pedestrian/vehicular conflicts. Refuges enable pedestrians to focus on crossing each direction of traffic separately and provide a safe place in the middle of the street to wait. Refuges provide for a better view of oncoming traffic and allow motorists to clearly see pedestrians.

Standards

Where possible, triangular refuge islands shall be placed adjacent to free-right turn lanes to separate right-turning vehicles from through lanes and to provide a refuge for pedestrians to cross the free-right lane before crossing the through lanes.

Median refuges shall be provided to lessen the crossing distance and provide islands to physically separate the pedestrian from traffic.

B. Median Improvements

Intent: To create an intersection environment that is visually pleasing and inviting to the crossing pedestrian and motorists, and which provides sense of place.

Standards

Provide landscape improvements in unimproved Gibson medians.

4.3 Girard Avenue Improvements

Girard Boulevard is a designated collector street whose primary function is to serve the residential neighborhoods which border it. It is a two lane street which widens to accommodate four lanes between Thaxton and Gibson.

A. Streetscape Improvements

Intent: To enhance commercial node at Gibson and provide for an attractive gateway into the residential neighborhoods.

Standards

Widen and landscape existing median.
Provide street trees along Girard, from Gibson to Vail.

B. Posted Speed

Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce posted travel speeds along Girard to 30 mph.

C. Reduced Travel Lane Width

Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce travel lane width to 10 feet wide.

Where a lane incorporates a bike lane, stripe bike lane.

4.4 Wilmore and Buena Vista Improvements

Wilmore and Buena Vista are residential streets which extend from Gibson to Cesar Chavez. Due to their location in close proximity to UNM and City's venues, these streets are frequently used by significant numbers of thru-travelers. Through improvements which tighten vehicular lane widths at intersections, much of this thru-traffic, as well as future traffic generated by the Yale corridor redevelopment, will be deterred from using these residential streets.

A. Intersections along Wilmore and Buena Vista

Intent: To reduce speed and discourage through traffic in residential areas and facilitate pedestrian access to Yale.

Standards

Enhance four-way stops with landscaped curb extensions at all intersections (between Cesar Chavez and Gibson)

Introduce four-way stops at all intersections along Wilmore and Buena Vista.

Align striping on Wilmore and provide curb and gutter on entire length of Wilmore.

4.5 Area Street Signage/Wayfinding

The South Yale area's unique location -- along a major transportation corridor, between the airport, UNM, Nob Hill and Downtown -- warrants a comprehensive wayfinding program which will clearly and easily guide visitors, residents, pass-through travelers and airport hotel guest to significant area destinations.

A. Wayfinding Program

A wayfinding program should be developed for the area as part of the area's overall redevelopment strategy. Wayfinding signage should present information in a logical sequence, and should have an appropriate level of detail at appropriate locations. It should be distinct, uniform in graphic design and materials and in scale to a pedestrian friendly environment. Signage should enhance the local community identity without adding unnecessary visual clutter.

The Wayfinding program should incorporate the following signage for the area:

Directional signage

Directional signage shall be used to identify connections to important destinations and to signify arrival and include:

- Smaller, more frequent signs to provide directions to facilities, schools, parking, UNM, Parks, CNM Library, etc.
- Larger and more prominent signs to signify arrival/proximity to a place (UNM, Veloport, South Yale Corridor).

Regulatory Signs

Street signs that regulate traffic and parking, including parking hours and transit locations.

Informational Signs

Pedestrian oriented signs that include interpretive signs and location directories. Content can include, images, maps and text.

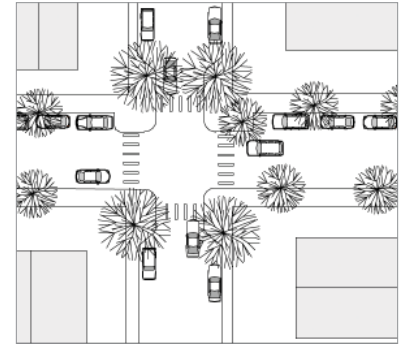


Figure 42: Typical Intersection Improvements



Wayfinding signage



Wayfinding signage

5.0 TRANSIT

Transit plays a vital role in the South Yale area. Yale, Gibson, University, Cesar Chavez and Kathryn are currently designated transit routes. In addition, the UNM Shuttle services the area sports facilities, housing and south campus parking. Improving transit service to the area and providing services and housing with easy access to transit is vital to the redevelopment of the area.

5.1 Transit Network

The following recommendations have been made to enhance the existing transit network:

1. Increase bus frequency along Yale to 15 minute intervals.
2. Increase length of bus service during the day.
3. Increase bus service on Sunday.
4. Increase evening and early morning service to the Sunport.

5.2 Transit Stops

Transit stops should be designed to provide comfort and safety to riders and contribute aesthetically to the streetscape. The following recommendations have been made to improve the existing transit stops:

1. Lighted shelters with seating should be provided at all stops.
2. Transit stops shall be ADA accessible.
3. Transit stops should incorporate area wayfinding signage where possible.
4. The design of transit shelters should contribute to the area's local identity.

5.3 Long Range Transit Plan: The Modern Streetcar

The City's Modern Streetcar project has been in planning since 1999, when it was initially envisioned as a light rail system. Unlike light rail, streetcar systems cost substantially less and are designed for local, shorter trips with slower speeds and more frequent stations. Streetcars are able to share a lane with automobiles, allowing them to fit into a lane of traffic without altering traffic flow. Because the streetcar flows with the traffic, like a bus, and is subject to the same traffic signals as other vehicles, it operates safely in high-pedestrian areas.



Albuquerque Modern Streetcar

University Boulevard, Cesar Chavez Boulevard, and Yale Boulevard have been designated as part of the future modern streetcar routing. The routing was selected because of its proximity to multiple sports related venues, the availability of underutilized land along Yale Boulevard with significant redevelopment potential, and for the nearby park and ride facilities including the UNM student parking lots and the Loma Linda Community Center.



Streetcar in a lane of traffic

Within the Plan area, proposed stops identified in a 2006 Stop Study Report, are located approximately ¼ mile apart and occur along Cesar Chavez at University, at the UNM Football stadium and at the Veloport. Along Yale Boulevard, stops are located at Cesar Chavez, Kathryn and north of Gibson. A potential stop was also identified at Ross. Street car stops will occur at bulbouts equal in length to about 2-3 parking spaces. Stops are programmed to include: benches, shelter/canopy, platforms, bike racks, trash cans, landscaping, and public art.

The Yale Boulevard design improvements proposed by the Plan take into consideration the improvements required to support the Modern Street Car including maintaining usable lane widths, turning radii and designated loading platforms at bulbouts.

After further study of streetscape and proposed development patterns, as well as the proximity to the potential shared parking facilities at Loma Linda Com-

munity Center, the following modifications to the Stop Study Report are proposed:

1. Consolidate proposed Ross and Kathryn northbound stops at Loma Linda Community Center.
2. Consolidate proposed Ross and Kathryn southbound stops at Anderson.

5.4 Shared Parking Opportunities/Park and Ride

The City-owned Loma Linda Community Center and the BMX/Veloport facility provide opportunities for shared parking. They can absorb overflow parking in the area as it redevelops, providing relief to area residents and ease of parking access for area visitors. Future parking structures can also provide joint-parking opportunities for area events and daily commuter parking needs as well as provide parking for local area businesses.

6.0 BICYCLE AND PEDESTRIAN TRAIL NETWORK

Intent: To increase connectivity in the South Yale area through the development of a comprehensive bicycle and pedestrian trail network.

The Bicycle and Pedestrian Trail Network Plan (see Page 76 for map) depicts a network of on-street bicycle lanes and routes combined with an off-street walking/bicycle trail system which utilizes existing area alleys, arroyos, pedestrian paths and access easements. Trail Network recommendations include:

1. Preserve existing area Bike Routes on Buena Vista, Columbia and Stanford and a Bike Lane along Gibson.
2. Development of existing access easements to Sunport Pool.
3. Development of pedestrian and bicycle connections for Ash and Mesa.
4. Development of pedestrian and bicycle connections along Geneva's Arroyo.
5. Development of East-West pedestrian connections through UNM South Campus.

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CHAPTER FIVE

Plan Implementation: Projects

CHAPTER FIVE

Projects

1.0 INTRODUCTION

This section identifies key projects whose implementation would significantly advance the redevelopment of the area as envisioned by this Plan. The following project recommendations range from those which create the necessary impetus for redevelopment investment to those which improve the overall quality of life in the area by enhancing existing amenities. The projects are divided into two categories: those which are prioritized for City CIP funding and those which are general recommendations to be implemented by the community.

2.0 CIP PROJECTS

The following is a list of potential City CIP projects identified as part of the South Yale public planning process.

2.1 South Yale Streetscape Improvements

In order to create an environment that is pedestrian-friendly, attractive to retailers and visitors, and generally improves the aesthetic characteristics of the area, it is important to upgrade existing pedestrian infrastructure on South Yale Boulevard. The following improvements are recommended:

- **Streetscape Landscape** – Streetscape Landscape should provide shade, interest and definition to the pedestrian realm. Introduction of street trees in grates along the sidewalk spaced a minimum of 25 feet on center. New bulb-outs and curb extensions should be landscaped. Plant materials should follow recommended plant palette for this plan.
- **Street Furnishings** – Street Furnishings should add comfort for the pedestrian and character to the street. Street furnishing should be durable, consistent in material and design and secured permanently. Street furnishings should include trash containers, kiosks, transit shelters and public art.
- **Street Lights** – Street lights should add a comfortable level of light for pedestrians for safety and visibility. Street lights should be pedestrian in scale and oriented to light the sidewalk. Pedestrian lighting should follow lighting standards in this plan.
- **Curb extensions and bulbouts** – Curb extensions and bulbouts should reduce crossing times for pedestrians at intersections, provide refuges for transit stops, define street parking and create additional usable space in the pedestrian realm for street furnishings and landscaping. Curb extensions and bulbouts should be landscaped in an attractive manner.
- **Crosswalk articulation** – Crosswalks should be clearly legible by vehicular traffic as a defined space for the pedestrian.
- **Median and Streetscape Improvements south of Ross** – In order to improve the pedestrian and vehicular safety, improve area character and provide opportunities for gateway elements, a landscaped median should be introduced south of Ross on Yale. The median should be utilized for a linear public art piece which acts as a gateway to the South Yale area.
- **Street trees in grates** should be introduced in existing sidewalk areas along Yale Blvd. south of Ross.

2.2 Gateway at Yale and Ross and Gateway at Cesar Chavez

In order to define the pedestrian zone of South Yale, the intersections on Yale at Ross and Cesar Chavez should be improved as north and south gateways. Four way traffic signals should be introduced at both intersections to reduce traffic speed, improve pedestrian crossing safety and to provide a visual cue to the entrance to a pedestrian zone. Intersections should include bulb-outs to increase pedestrian safety and reduce crossing times and should include public art elements which act as a gateway to the South Yale area.

2.3 Loma Linda Master Plan Update

Loma Linda Community Center is a valuable community asset located in the heart of the South Yale Commercial Corridor. The existing master plan should be revisited and updated to assess the needs of the current community and to complete the original program of the community center to include a library, gym, and community garden, as well as the completion of the existing veterans' memorial. New program elements should be considered such as a dog park, skate park, and police substation which have been requested by the community. In addition, the existing alley should be incorporated as part of a larger community trail system connecting the community center to Sunport Pool to the south and the open space of Geneva's Arroyo.

A master plan update for Loma Linda Community Center should evaluate the potential of the community center as the heart of a pedestrian commercial corridor and its relationship to the street. Opportunities exist for community center land to be utilized for a Park and Ride facility or shared parking for community businesses and services. In addition, the community center land located adjacent to Yale could be developed at the street to mask parking areas, provide a

street wall and to create additional opportunities for area services. These structures could be used for community center program or leased as café and retail space to the public at a prime location adjacent to a park setting.

2.4 Cesar Chavez Improvements

Cesar Chavez between University Boulevard and Yale Boulevard is the site of heavy pedestrian traffic during area events and daily student traffic. Several designated crossing points should be introduced between major intersections in order to improve pedestrian safety and to reduce vehicular speed in the area. Existing medians should be improved to accommodate pedestrian refuges and should have well designed pedestrian barriers to controlling crossing points to designated areas. Pedestrian areas should be aesthetic and are opportunities for public art. Pedestrian street crossings should be well articulated and clearly visible to vehicular traffic.

In addition, to improve pedestrian mobility in the area, sidewalk areas along the north side of Cesar Chavez should be completed. New sidewalk area should include street trees and street furniture such as benches, kiosks and trash receptacles. Street trees should be introduced along existing sidewalks on Cesar Chavez to provide a buffer for pedestrians and improve the character of the street.

A new Intersection at Cesar Chavez and Buena Vista should be provided. Buena Vista is a designated north/south bike route and is heavily utilized by student and local traffic. In addition, the UNM south parking area is located on the south side of Cesar Chavez and thousands of students parking here daily to attend the University to the north. In addition to pedestrian and bicycle crossing needs, vehicular egress from the UNM south lot is forced to migrate through the south Yale residential areas due to difficulty crossing Cesar Chavez at Buena Vista. A Four way light is needed at this intersection to improve traffic flow, increase pedestrian safety and reduce impact of event traffic on area residents.

2.5 Gibson Improvements

Gibson Boulevard is a designated limited access roadway traffic travelling at high speeds and in high volumes. However, opportunities exist for improving pedestrian safety and comfort, making the south Yale area accessible to residents south of Gibson as well as airport hotel visitors. Pedestrian refuges are recommended in Gibson medians and at triangles adjacent to the right turns lanes, for the intersections at Yale and Girard. Refuges should be at minimum, large enough to accommodate a wheelchair or stroller with an accompanying pedestrian.

2.6 Wrapping the BMX facility

The community has expressed concern with the noise, air-quality, smell and visual impact of the BMX facility. In order to address these concerns, this plan recommends that the BMX facility be wrapped along Cesar Chavez and Buena Vista with pedestrian scale retail and residential buildings. The introduction of the new structures will provide additional opportunities for much needed housing and services in the area, provide a comfortable pedestrian street edge, and mask the scale of the structure.

2.7 Yale Rear Drive Aisle (alley) and Drainage Improvements

Should the City require rear drive aisles along the properties adjacent to Yale in order to improve area drainage and facilitate vehicular movement in the area, the standards in Chapter 4 are recommended as CIP projects. See also CIP project 2.12 Drainage Study.

2.8 Traffic Study

South Yale neighborhoods are heavily impacted by area event traffic and vehicular circulation moving through the area to access the freeway and airport. A study of traffic and parking problems is recommended as well as improved traffic coordination and security on event days.

2.9 Area Trail Improvements

In order to improve area pedestrian and bicycle connectivity in an area with limited access, the existing arroyo, alley east of Yale and the dead-end streets such as Mesa and Ash should be developed as part of a greater comprehensive pedestrian and bicycle trail system. In addition, pedestrian linkages should be developed to Centre Ave and to Loma Linda Community Center via the existing alley and dedicated easements between Kathryn and Ross. This path has the potential to be developed as an exercise trail or art trail which would provide much needed linking elements between Loma Linda Community Center and Sunport Pool.

2.10 Sunport Pool Improvements

The community has expressed a desire to see the existing infrastructure at Sunport pool improved to include rehabilitation of the existing tennis and basketball courts and improvements which would make the facility usable year rounds. In addition, access to and from the community should be improved through development of neighboring alleys and access easements.

CHAPTER FIVE

Projects

2.11 Residential Traffic Calming Projects

Event traffic heavily impacts the Clayton Heights neighborhood. Speeding and parking problems impact the daily lives of the residents with event parking on game days block access to driveways. This plan recommends the introduction of four-way stops at all intersection in the Clayton Heights neighborhood with bulbouts to slow vehicular movement and increase pedestrian safety. In addition, area residents have expressed concerns with the traffic circle at Santa Clara and Columbia which due to its small size frequently fails in calming traffic.

2.12 Drainage Study

There currently exists significant east-west grade changes on the commercial lots running along the west side of Yale Boulevard. These grade changes cause surface water to flow down onto adjacent residential properties, often flooding basements and yards. The lack of a comprehensive drainage solution will require individual commercial lot owners along Yale Boulevard to pond on-site, significantly limiting the development potential of these lots. A master drainage study should be conducted to facilitate the most cost effective and developmentally efficient drainage solution for the commercial parcels.

3.0 Non-CIP Projects

The following is a list of projects identified as part of the South Yale public planning process for the community to pursue with the appropriate City agency.

3.1 Permit Parking

Permit parking is recommended for the Clayton Heights neighborhood on an as needed basis to mitigate impact of event and UNM parking.

3.2 Transit Improvements

In order to improve access to transit in the south Yale area, this plan recommends an increase in the frequency of area transit service to 15 minute intervals and provides later service and Sunday service as the area develops. Extended service should be implemented to the airport and sporting venues.

The introduction of the Modern Streetcar would be an important component of the area's redevelopment and should be pursued vigorously.

CHAPTER SIX

A r e a C h a r a c t e r a n d C o n d i t i o n s

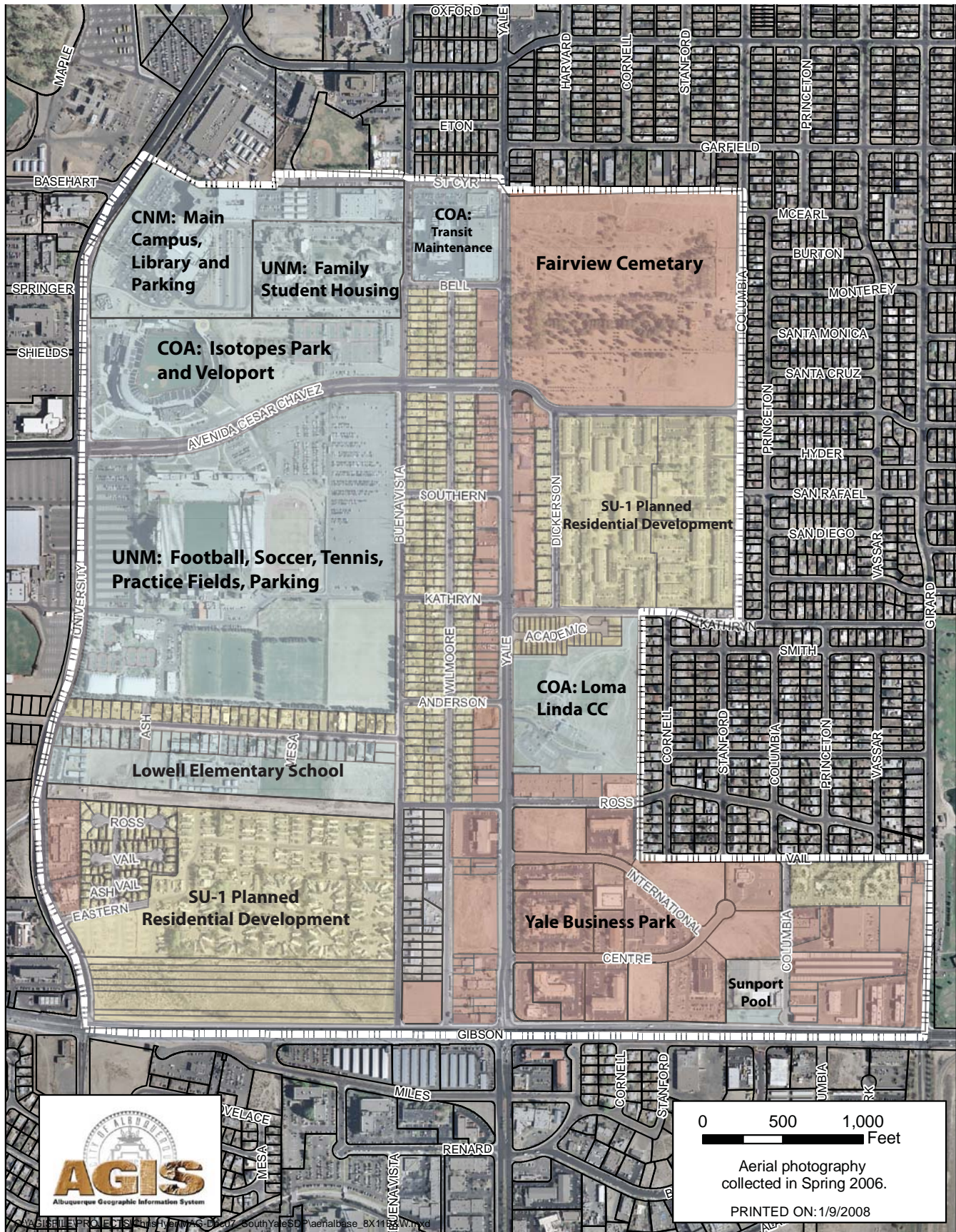


Figure 43: South Yale Sector Development Plan Area

1.0 Area Overview

The South Yale Sector Development Plan includes approximately 519 acres and generally covers the area north of Gibson Boulevard SE, east of University Boulevard, south of St. Cyr Ave. and generally west of Columbia Drive. The Plan's boundary includes the Clayton Heights neighborhood on the west side of Yale Boulevard and a portion of the Victory Hills Neighborhood on the east. The area is within close proximity to UNM, Nob Hill, the Ridgecrest Neighborhoods, Downtown and the Albuquerque Sunport. The South Yale corridor is an important transportation route between the Sunport and the University of New Mexico area. Yet despite its strategic location, the area suffers from stagnant commercial development characterized by large areas of land with underutilized commercial zoning.

2.0 Public and Institutionally Held Land

The Plan area is unique in that it encompasses large areas of land held by public institutions and local government. Of the 519 acres contained within the Sector Plan, a combined 180 acres (35%) are held by the City of Albuquerque, the University of New Mexico, CNM and Albuquerque Public Schools.

2.1 University of New Mexico, South Campus

The University of New Mexico holds approximately 98 acres within the Plan area, which includes Family-Student housing on Buena Vista, the football stadium, soccer fields, indoor practice fields and associated parking lots. According to UNM's South Campus Masterplan (See page 82 for more details on the masterplan) the University has plans to grow the existing football stadium, create a more campus-like atmosphere within the stadium and adjacent practice area and work to increase the safety for pedestrian circulation in the South Campus area.



UNM Football Stadium

2.2 Central New Mexico Community College (CNM)

A large portion, 15 acres, of CNM's (formerly TVI) main campus also lies within the plan boundary. Approximately 20,000 students attend the main campus which has over 1,000 employees. CNM is in the process of expanding its campus and enrollment in the area. They recently acquisitional APS administration property across University and the APS-owned baseball field behind the Heights Community Center, where they are building a 100,000 sf student services building. CNM has also entered into a short term lease for a portion of the City of Albuquerque Veloport property which is has improved for student parking. The main campus will be undergoing a major master planning effort beginning in 2009.



CNM Main Campus

2.3 City of Albuquerque

City of Albuquerque properties cover approximately 50 acres and include: Isotopes Park, home to the City's Triple A Baseball team; the City Veloport which includes the new BMX facility and vacant land for a proposed Velodrome; the Yale Transit Facility; the Sunport Pool; and, the Loma Linda Community Center and Korean War Veteran Memorial Park located on the site of the former Cactus drive-in. The 14 acre site is also home to the City's first 100% ADA accessible playground structure, the Korean War memorial and a community garden. Large portions of the community center land remain undeveloped with no proposed plans currently under consideration. The eastern portion of the site has environmental issues and an abandoned alley. Sunport Pool, located off Gibson and Columbia, was the City's first public pool. In addition to an outdoor pool, the facility is in possession of tennis courts and basketball courts which are in need of renovation.



Award winning ADA playground at Loma Linda Community Center

2.4 Albuquerque Public Schools

APS holds several parcels covering roughly 14 acres of land within the Plan area, including Lowell Elementary School which is currently close to capacity. In the next few years, Lowell will also be receiving children from the new Mesa del Sol development until their population warrants a new school on the Mesa.



Lowell Elementary School

CHAPTER SIX

Area Character and Conditions



APS Charter Schools along Ross



Isotopes Park



City Veloport's BMX Facility



Single family homes in the Clayton Heights neighborhood



Single family house in the Clayton Heights neighborhood



Multi-family units in the Clayton Heights neighborhood

Adjacent APS land is used for administrative use, storage, and parking. APS has plans to develop much of its vacant land in the area in order to expand the school. In addition, three APS charter schools are located at Ross and Yale: the Cesar Chavez Community School, a high school, provides afternoon & evening classes for non-traditional working students; La Resolana Leadership Academy, a junior high school, provides a mix of traditional and computer assisted instruction; and, the Ralph J. Bunche Academy, a k-7 school, provides a multicultural curriculum based on strong parental support and community partnerships.

2.5 Community Concerns related to Event Venues

The large sports and entertainment related venues have both negative and positive impacts on South Yale neighborhoods and businesses. Large areas of land dedicated to parking have a strong physical influence on the area's appearance, while parking by fans and tailgaters for UNM and City events overflows into the adjacent residential community, often wreaking traffic havoc. UNM game day activities have a strong impact on the neighboring residential areas, causing traffic congestion, illegal parking, excessive trash, and overnight camping and UNM's park and shuttle service operates every 15 minutes daily on residential streets during the school year. The City's BMX facility, which opened in 2006, has been received with mixed feelings by the community. Originally sited further to the west, residents state that the new location is noisy, introduces dirt and pollution into area homes.

At the same time, as one of Albuquerque's primary sports and event venue locations, significant numbers of visitors come to the area on a regular basis, unleashing a still un-captured market of consumers for future retail and restaurant services. With continued City and UNM improvements and investment, the area should continue to draw significant populations.

3.0 Privately Held Land

3.1 Analysis of Residentially Zoned Land

The Sector Plan boundary includes a comparatively smaller area of residentially zoned land, roughly 150 acres comprised of approximately 50 acres of single family zoning and 100 acres of multifamily zoning. The residential areas consist primarily of the Clayton Heights neighborhood located on the west side of Yale which is mostly built out with 1950's single family homes and a few multi-family apartments and the large multifamily parcels located along Santa Clara and at Gibson.

The housing in the Clayton Heights Neighborhood is mixed, with a larger portion of single-family residential, a smaller concentrated mix of parcels zoned R-2, R-3, RG, and RT on Wilmore and Sunshine Terrace, a mobile home park, University Village, zoned SU-1 Planned Residential Development and the large undeveloped SU-1 Planned Residential Development site at Gibson. The Gibson tracts received EPC site plan approval in 2006 for 240 du and a 1.7 acre retail component.

The majority of the Plan area's single family residential land is developed, with a few vacant parcels located in the most southern block of Buena Vista Drive and some scattered lots along Sunshine Terrace Avenue. The majority of the residential development is located on narrow, deep lots, with the majority of the blocks oriented to the east/west. However, along Sunshine Terrace Avenue the orientation shifts to north/south. A subdivision adjacent to University Blvd., Lomas Del Cielo, built in the 1980's, is developed in a cul-de-sac form. The community has voiced concerns about the upkeep of properties, particularly related to landscaping and walls, as well as front yards being used as driveways despite the City's ordinance banning such use.

Only a small portion of the Victory Hills residential neighborhood lies within the designated boundary and is primarily multi-family. A small development adjacent to Loma Linda Community Center consists of a single street of duplexes on

land zoned C-1 and O-1. An older, multi-family housing complex on 30 acres and zoned SU-1 PRD is located along Santa Clara. It currently consists of three parcels with 566 dwelling units. The site includes surface parking, two-story apartment buildings and a small playground. A block of four-plexes is located along Dickerson on land zoned C-2.

3.2 Analysis of Commercially Zoned Land

Commercial development in the area is limited and disjointed. A result of the significant lack of commercial development in the Sector Plan boundary is that area residents must drive to other areas for restaurants, stores and other neighborhood services. Much of the land zoned for commercial use within the Plan area is located along Yale Boulevard, but many of these C-2 zoned parcels have never been developed and remain vacant. These lots are narrow and deep with no alley access. The southern portion of Yale toward Gibson, in the SU-1 zoned Yale Business Park, has seen recent development with the introduction of several national hotel chains and an Applebee's frequented by airport travelers as well as area residents and local work force.

One of the issues with the current retail development pattern along south Yale is the abundance of similar services and the lack of retail diversity. Within the seven block section of Yale included in the Plan area, are three convenience stores, several auto repair shops and related services. Most residents in the area express a need for more restaurants, neighborhood services and post-event entertainment venues. Some unique businesses in the area include a Mosque, an upscale clothing retail store, Quarter's restaurant and liquor store, Project Share and the Yale Art Center. The southern portion of Yale, between Ross and Gibson, has developed as a hotel/office node with two new hotels planned for the large vacant parcels along Yale, south of Ross.

Other pockets of commercial land exist within the Plan boundary. A small commercial area is located at the northwest corner of Girard and Gibson. Currently this area is zoned C-3 and includes a business park, self storage units, apartment complexes and a vacant grocery store. Another area of commercial land is located along Gibson in the south west portion of the Plan area. The majority of this land is currently vacant. A large portion of the land, which was approved for residential development and a small commercial component in 2006, is now under construction.

The area bounded by Yale/Gibson/Columbia/Ross, the Yale Business Park, is zoned SU-1 for Permissive O-1, C-2 and IP uses. The majority of the land has been built out with hotels, offices, an Elks Lodge and the State Laboratory, or has been recently permitted for hotels. Two vacant parcels in this area are state owned land and are not affected by the applied zoning.

The Fairview Memorial Cemetery, located on 43 acres at the northwest corner of Yale and Santa Clara is zoned for SU-1 for Cemetery. The Cemetery is the burial site for several Spanish American war veterans, and is home to the Jewish Cemetery, dating to the early 1800s, located in the site's Northwest corner. The cemetery was recently purchased by Daniels Family funeral services, which has long term plans to restore the Cemetery.

CHAPTER SIX

Area Character and Conditions

Retail Modeling:

One household supports 10sf of retail

Transit stops can support 2,000-5,000sf of retail (Portland, OR supports 100,000sf/stop)

Lifestyle retailers (bookstores, clothiers) look for 7,500 households that make over \$75,000

AbqUptown: breaks model so that national retailers are beginning to look at NM differently

Trade imbalance in Plan area (more sales than should be generated by local population) indicates that businesses are being supported by outside visitors to the area.

3.3 Retail Opportunity: South Yale's Market Study

A market study for the South Yale Sector Development Plan area was commissioned in 2007 to analyze the existing and future retail opportunities of the area and to provide policy guidance related to the type of development the Plan should foster. The analysis was based on the current demographic data, area sports and entertainment event venue attendance, area employment (including the UNM Science and Technology Park), CNM student and staff populations, hotel and airport traffic, and overall trade area data.

According to the market study, based on the existing South Yale demographic makeup and the larger trade area forces, the following commercial and residential demands were determined:

Residential Development - Future demand:

2012: One mile radius will demand 500 new units (200 owner occupied, 300 renter)

2012: Trade Area will demand 1,850 new units

Commercial/Retail - Future demand:

Under current conditions, South Yale area can support only 28,100sf of new retail by 2008.

However, the retail potential is significantly greater with a transit-oriented, higher density, mixed use redevelopment.

Any new retail will compete with existing retail in the South Yale Trade Area.

The Market Study also made specific recommendations for improving South Yale's commercial demands, including:

- New mixed-use development along South Yale should incorporate medium density housing (15-25 units/acre)
- New single family residential should strive to be 1-2 story townhouses 15'-20' wide
- New single family residential should be priced under \$300,000 and be sized between 1,800-2,200 sf
- New rental units should be townhomes or garden style apartments, 600-1000 sf each
- A full service hotel complex (with mixed use retail services) should be encouraged
- Retail success is more likely with a City/UNM partnership to increase development along Cesar Chavez.

The results of the Market Study were used to guide design standards which allow for increased density, a mix of uses and compact development along the South Yale corridor in order to generate the rooftops and retail setting necessary to attract new commercial and service providers the area.

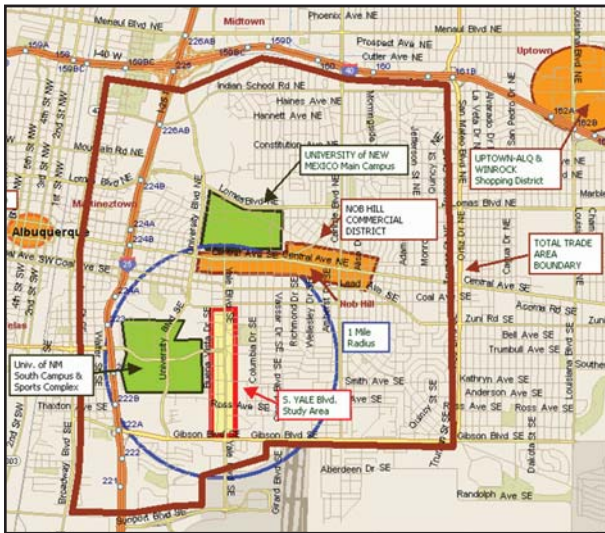


Figure 44: Trade Area

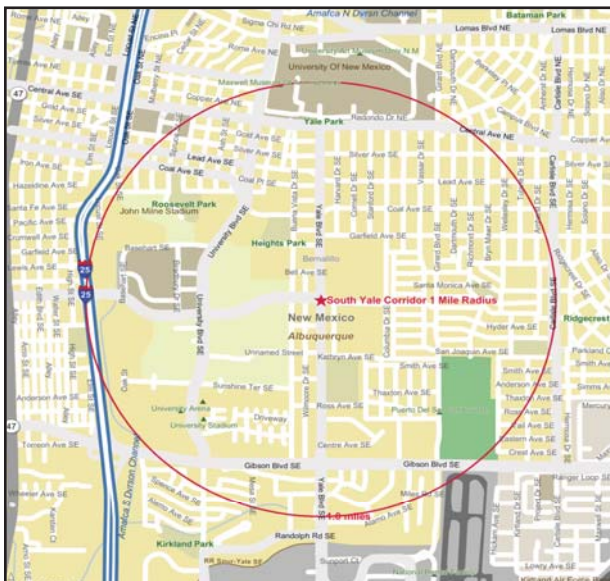


Figure 45: 1-Mile Radius

Area Event Attendance Numbers 2007

UNM Athletics: approximately 180 +/- events each year

The Pit (basketball):

Men: 19 games (14,500, avg attendance)
Women: 19 games (10,500, avg attendance)

Lobo Field at Isotopes Park:

40 baseball games (3,000/game)

Football Stadium:

8 games (30,000)
10 graduations

UNM Soccer:

Men: 10 games (3,629 avg attendance/game)
Women: 10 games (1,848 avg attendance/game)

UNM Softball:

10 games

Other events:

2 PowWow (15,000 attendees)
30 to 40 "special events" as well as special summer "camps"

City Isotopes Park (April-Sept):

72 Games (8,500 avg. attendance/game)

City BMX Park:

Practice sessions: 3x/week: 100 riders, plus 2.5 persons per rider
Nationals (2/year): 2,500-5000/day, 3 days, plus 2.5 persons per rider
State Championship (1/year): 325 riders, plus 2.5 persons per rider
ABA camps (June through August): 200 riders/week

South Yale Trade Area Incomes:

Median Household Income (Trade Area):
\$36,200 (moderate)

Average Household Income (Trade Area):
\$65,200 (moderate)

25% (5,750) of households in trade area earn over \$75,000 (high)

South Yale Populations:

UNM's 26,000 students and employees

CNM's 20,000 students (15,000 FTE) and 1,000 employees

Strong **residential population** density in proximity to Plan area:

13,725 persons within 1 mile;
54,600 within larger trade area

23,000 housing units within the Trade Area (50% renter occupied)

7,550 housing units within one mile area (60% renter occupied)

Albuquerque Sunport:

6.5 million passengers per year/1,000 flights per week

Area hotels:

Over 2,000 hotel rooms within 1 mile of Plan area, with occupancy rates of 100%



Figure 46: Trade Area Incomes

4.0 Transportation and Traffic

4.1 Street Connectivity and Pedestrian Accessibility

Connectivity within the plan area is problematic. Due to large portions of institutionally held land and a local cemetery, many streets in the area are not through-streets. Access to Yale from the Victory Hills neighborhood is limited to Ross and Kathryn. The only direct access from University Blvd to Yale occurs along Cesar Chavez and Gibson. Residents of the University Village trailer park and Lomas Del Cielo housing area only have access to University Blvd. Area bicycle and pedestrian routes are not clearly marked and are not part of a cohesive neighborhood network. An abandoned alley runs north/south from Kathryn behind the Loma Linda Community Center site to International Blvd.

4.1.1 Pedestrian Crossings on Cesar Chavez

Pedestrian access to City sports venues from UNM parking lots requires crossing Cesar Chavez, a heavily traveled minor arterial. Currently, the only crossing points with a traffic signal are located at the University intersection and the Yale intersection. As a result, large groups of pedestrians cross mid-block on event days, creating unsafe conditions for pedestrians and traffic snarls for both visitors and residents.

4.1.2 Community Center and Sunport Pool Access

Pedestrian access from the adjacent community is limited to the Loma Linda Community Center and Sunport Pools. Residents on the west side of Yale must cross at the off-set intersection at Kathryn to access Loma Linda Community Center and have no direct access to Sunport pool.

4.1.3 APS School Crossing Zones

The Lowell Elementary School boundary is bisected by Yale which, with its current speeds and limited pedestrian crossings, makes access to the school by young children dangerous. There are currently two school crossings on Yale: an intersection crossing at Kathryn and a marked crossing and crosswalk at Ross. According to APS, the high-speed traffic conditions along Yale are hazardous enough to warrant busing children less than 1/2 mile from the school.

4.2 Traffic Speeds

Traffic moves quickly along Yale Blvd from Gibson until it narrows above Avenida Cesar Chavez. Although this provides convenient access from the Airport to the UNM area, fast moving traffic creates an unfriendly and sometimes dangerous environment for pedestrians, resulting in limiting appropriate neighborhood scale commercial growth for nearby residents and visitors alike. Currently, there are three separate speed zones along Yale from Gibson to St. Cyr: a 45 mph zone, a 40 mph zone, and 35 mph zone north of Cesar Chavez. Traffic speeds along Cesar Chavez are posted at 45 mph, however traffic travels significantly faster.

4.3 Problematic Intersections

The existing street patterns on the west side of Yale are not in alignment with the existing street grid on the east side of Yale. As a result, streets do not align as they cross Yale. Of particular concern is the signalized intersection at Kathryn where it is unclear where to stop for the light heading southbound. In addition, this intersection is problematic in that the access to the service station on the southwest corner is located in the middle of the intersection and exiting traffic does not have to respond to the traffic signal. The intersection at Ross and Yale also has alignment problems. Though there is no signal, it is a designated school crossing and difficult for pedestrians to navigate. An existing pedestrian refuge interferes with vehicular movement through the intersection.

5.0 Drainage Issues

There currently exists a significant east-west grade change on the commercial lots running along the west side of Yale Boulevard. This grade changes causes surface water to flow down onto adjacent residential properties, often flooding basements and yards. The lack of a comprehensive drainage solution requires individual commercial lot owners along Yale Boulevard to pond on-site, significantly limiting the development potential of these lots.

6.0 South Yale's Regulatory Framework

In developing the South Yale Sector Development plan, adopted City plans were reviewed for their policies and goals guiding development in the area. The Sector Development Plan (or Plan) complies with and furthers the goals and policies of other adopted plans, including:

6.1 Albuquerque/Bernalillo County Comprehensive Plan

The Comprehensive Plan provides general policy framework for development in the City and County. It designates the South Yale area as part of the City's Established Urban Area with directives for compact mixed-use and higher density development along its primary streets. The goal of the Plan's Centers and Corridors policies is to create market conditions which support development of activity centers and corridors that contribute to the redevelopment of these designated areas. By developing and connecting transit corridors with activity centers vehicle needs are balanced with other forms of transportation that reduce the auto dependency, trip times, and increase citizens usage of multi-modal transportation services, including public transit, bicycle and pedestrian opportunities.

The Yale Sector Development Plan represents an opportunity to create the mix of land uses and densities that promotes the use of transit and links designated enhanced transit corridors with connections to major activity centers.

Nearby Comprehensive Plan designated "Major Activity Centers":

Sunport
University of New Mexico
CNM
Downtown
Nob Hill

Comprehensive Plan designated "Special Activity Centers":

UNM Sports Complex
Isotopes Park, City Veloport

Comprehensive Plan designated "Enhanced Transit Corridors":

University Blvd
Gibson Blvd
Yale Blvd (south of Gibson)

6.2 Planned Growth Strategy

The Planned Growth Strategy was adopted in 2002. It proposes a strategy for creating new vitality in existing neighborhoods by developing various regulatory and non-regulatory mechanisms to encourage quality community-based infill development and redevelopment. As part of its overall implementation strategy, the PGS encourages the adoption of Smart Growth and Traditional Neighborhood Development principles, codes and processes for inclusion into local governing plans, such as Sector Development Plans like the South Yale Sector Plan and Metropolitan Redevelopment Plans. The Traditional Neighborhood Development principles advocated by the PGS include: Creating economic and social vitality by allowing a mixture of complementary land uses including housing, retail, offices, commercial services, and civic uses; developing commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians; reinforcing streets as public places that encourage pedestrian and bicycle travel; encouraging efficient land use by facilitating compact, high-density development and minimizing the amount of land that is required for surface parking; and facilitating development (land use mix, density and design) that supports public transit.

6.3 The City of Albuquerque Comprehensive Zoning Code

The Zoning Code regulates land uses, densities, and building location and height. The South Yale Sector Development Plan utilizes the Zoning Code's land use zones as an organizing element, but tailors the permitted and prohibited uses to meet the goals of the South Yale community.

6.4 Transportation Plans

6.4.1 Long Range Bikeways System Map

The Middle Region Council of Governments Long Range Bikeway Plan designates Buena Vista Drive as a Bike Route sharing the street with the traffic lane, and University and Gibson Boulevard as Bike Lanes, with a designated lanes separated from the vehicular traffic lane.



Figure 47: Long Range Bikeways System Map

6.4.2 Long Range Roadway Plan

The Middle Region Council of Governments' Long Range Roadway map designates Yale Boulevard, University Boulevard and Cesar Chavez as minor arterials, Girard Boulevard and Santa Clara as Collectors, and Gibson Boulevard as a limited access Principal Arterial. As the Sector Plan proposes no modifications to area street designs which would impact capacity, no changes to the streets classifications are required.

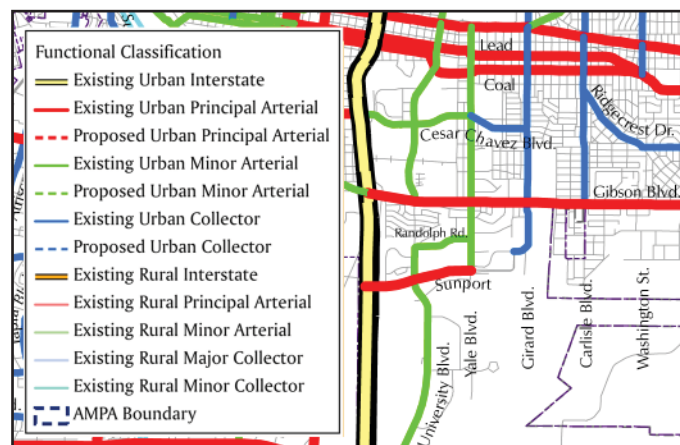


Figure 48: Long Range Roadway Map

6.4.3 Albuquerque Modern Streetcar

The City's modern streetcar project has been in planning since 1999, when it was initially envisioned as a light rail system. Unlike light rail, streetcar systems cost substantially less and are designed for local, shorter trips with slower speeds and more frequent stations. Streetcars are able to share a lane with automobiles, allowing them to fit into a lane of traffic without altering traffic flow. Because the streetcar flows with the traffic, like a bus, and is subject to the same traffic signals as other vehicles, it operates safely in high-pedestrian areas.

Streetcar systems have the potential to activate urban spaces and attract economic development. As seen in cities across the country, modern streetcars have historically acted as a catalyst to higher density, mixed-use, pedestrian-oriented development along their routes and support long-term economic growth and development due to their fixed nature. A primary principle of streetcar systems is their capacity to reduce the amount of parking required by users from 30-50%. Decreasing parking allows for more efficient use of land, allowing more building per sf, and creating greater financial feasibility for parking structures in the long-term.

The proposed routing for Albuquerque's modern streetcar will take the streetcars along Cesar Chavez and Yale Boulevard in their "Downtown – Sunport" route. This routing was identified for its proximity to multiple sports related venues, for the availability of underutilized land along Yale Boulevard with significant redevelopment potential, and nearby park and ride facilities, including UNM student parking and the Loma Linda Community Center. Within the Plan area, proposed stops identified in a 2006 Stop Study Report are located approximately ¼ miles intervals and occur along Cesar Chavez at University, at the UNM Football stadium and at the Veloport. Along Yale Boulevard, stops are located at Cesar Chavez, Kathryn, Ross and north of Gibson.

Along Yale, streetcar stops will occur at bulbouts equal in length to about 2-3 parking spaces for a single streetcar stop. Stops are programmed to include: Benches, Shelter/ Canopy, Platforms, Bike Racks, Trash Cans, landscaping, and public art.

6.5 Other Plans Influencing the Sector Plan's Development

In addition to the existing adopted plans and policies guiding development in the area, South Yale is uniquely located in an area where the master plans of large institutional landholders, including the City of Albuquerque, UNM, CNM and Albuquerque Public Schools, play a significant role in shaping the urban character of the area.

6.5.1 South Yale MRA Designation and Plan

The South Yale Plan area received a Metropolitan Redevelopment Area designation in early 2007. It received this designation from the Albuquerque City Council upon recommendation by the Albuquerque Development Commission, based on findings that "the presence of a substantial number of deteriorated structures, unsafe conditions, deterioration of site and other improvements, obsolete and impractical planning and platting and low levels of commercial activity and redevelopment which substantially impair and arrest the sound growth and economic well being the area." The designation allows the area to receive funding for metropolitan redevelopment projects to assist in the area's redevelopment, based on the development and approval of a Metropolitan Redevelopment Plan. In addition, the designation allows Albuquerque Public Schools to solicit additional state funding for educational programs at Lowell Elementary School, and potentially allows developers building within the MRA Plan area to receive reductions in their City Impact Fee assessments.

6.5.2 UNM South Campus Masterplan

The 2007 UNM South Campus Masterplan covers the large parcels of land owned by the University of New Mexico. The plan divides the South Campus

into two areas: The Research Park, located within the northwest portion of the South Campus and the Athletics South Campus. The masterplan list of potential projects for Research Park include a hotel development, parking garage development, as well as continued Research Park development. According to the masterplan, the large area of vacant land located south and west of the Pit was not included in the planning effort; instead the plan identified the area as an opportunity for future expansion of the Athletics South Campus.

Recognizing that the existing character of the area is defined by isolated facilities surrounded by parking, the masterplan identifies as its primary objective “unifying the South Campus in a manner similar to the main academic campus through an emphasis on the pedestrian oriented design.” The plan sets out circulation concepts and landscape concepts to improve pedestrian navigation in the area, create a more pleasurable walking experience and establish a campus identity. The plan also addresses aesthetic modifications to the structures in the area as a mechanism for creating a more visually pleasing environment and creating a unique South Campus identity.

The masterplan acknowledges neighborhood concerns related to the current aesthetic character as well as event impacts and neighborhood livability. Some of the masterplan’s suggestions for addressing those concerns as well as larger South Campus improvement issues include:

- Enhancing area landscaping

- Removing and replacing chainlink fencing with attractive fencing material and landscape

- Introducing additional enhanced crossing zones to handle pedestrian traffic

- Developing the corner property that fronts on Buena Vista and Avenida Cesar Chavez with a use that can both serve the neighborhood and the thousands of students who use the shuttle service from the east parking lot to the main campus

- Introducing an area wayfinding system

- Developing opportunities for pedestrians to linger after a game including daily use restaurant, additional meeting places and some hospitality areas

APPENDICES

GLOSSARY

Access. Permission or ability to enter, approach or pass to and from public and private property.

Access Easement. Easement for vehicular or pedestrian access across private property.

Accessibility. Approachability and usability by people with disabilities. Degree of compliance with the federal Americans with Disabilities Act.

Amenities, pedestrian. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of a particular area and contribute to a walkable district. Typical amenities include extra wide sidewalks, street trees, sitting spaces, weather protection (awnings or canopies), pedestrian scale lighting, bus stop seating, etc.

Articulation. Off-sets, projections, recessed walls, windows, doors, etc. that provide variation to a building façade.

Automobile-dependent uses or activities. Land uses that contain automobiles and/or motor vehicles as integral parts of the uses.

Big box store. Large retail store, usually over 35,000 square feet, offering wide choice, often at reduced prices.

Bollard. A post of metal, wood, or masonry that is used to separate or direct traffic (vehicles, pedestrians and/or bicycles). Bollards are usually decorative and may contain sidewalk or pathway lighting.

Build-to-Line. An alignment established a certain distance from the curb line to a line along which the building shall be built. Front porches and handicap ramps are exempt. Front porches and handicap ramps are exempt.

Building mass. The aggregate size of a building, or the total height, width, and depth of all its parts.

Building orientation to the street. Primary facade of building fronting/facing street.

Building Type. The category of a building, as described on pages 41-46.

Bulb Out or Curb Extension. This is a traffic calming measure, intended to slow the speed of traffic and increase driver awareness. They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility. A curb extension comprises an angled narrowing of the roadway and a widening of the sidewalk. This is achieved using the addition of pavement.

(CIP). Capital Implementation Program

Clear Height. Unobstructed vertical distance between two objects.

Compact development. Buildings, parking areas, streets, driveways, and public spaces are developed in a way that shortens trips, and lessens dependence on the automobile; thereby reducing levels of land consumption, energy use, and air pollution. Compact development promotes full utilization of urban services such as water lines, sewers, streets, and emergency services, by taking advantage of existing public facilities and minimizing the need for new facilities.

Density. A measurement of the number of dwelling units in relationship to a specified amount of land.

Development intensity. The amount or magnitude of a use on a site or allowed in a zone. Generally, it is measured by floor area. It may also be measured by such things as number of employees, amount of

production, trip generation, or hours of operation.

Dimensional Standard. Standards relating to numerical measurement, including but not limited to setback, lot area, height, required open space, etc.

(DRB). Design Review Board

Drive aisle/Driveway. An improved (e.g., paved) driving surface for one line of vehicles.

(EPC). Environmental Planning Commission.

Façade. The face or front of a building.

Fenestration. The openings which form a part of a building façade.

Forecourt. The outer or front court of a building or of a group of buildings which may contain a vehicular drop-off or parking.

Frontage Types. The category of building facades, as described on pages 47-48.

Full Service Grocery. A retail establishment which occupies at least 5,000 square feet, where most of the floor area is devoted to the sale of food products for home preparation and consumption, which typically also offers other home care and personal care products, and which is substantially larger and carry a broader range of merchandise than convenience stores.

Human scaled. Site and building design elements that are dimensionally related to pedestrians, such as: small building spaces with individual entrances (e.g., as is typical of downtowns and main street developments); larger buildings which have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas or parking areas broken up into small components with landscaping; and pedestrian amenities, such as sidewalks, plazas, outdoor seating, lighting, weather protection (e.g., awnings or canopies), and similar features. These features are all generally smaller in scale than those which are primarily intended to accommodate automobile traffic.

Infill and redevelopment. The development of vacant, bypassed or under utilized lands in an area that is mainly developed.

Mixed use development. Development in which multiple land uses are permitted such as retail and residential.

(MRCOG). Mid-Region Council of Governments.

Node. An area of concentrated activity, often involving higher densities and a mix of uses, that encourages alternatives to automobile travel.

Package Liquor Sales: Retailing of Alcoholic drink, for off premise consumption.

Pedestrian-friendly/pedestrian-oriented. Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building façades which face the street. Typically, buildings cover a large portion of the site. When parking areas are provided, they are generally limited in size and they are not emphasized by the design of the site.

Plaza. A public square or extra-wide sidewalk (e.g., as on a street corner) that allows for special events, outdoor seating, sidewalk sales and similar pedestrian activity.

APPENDICES

Glossary

Primary entrance. The entrance to a building that most pedestrians are expected to use. Generally, each building has one primary entrance. It is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, primary entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a primary entrance. In single-tenant buildings, primary entrances open directly into lobby, reception, or sales areas.

Right-of-way (ROW). Land that is owned in fee simple by the public, usually for transportation facilities.

Streetscape. The portion of the right-of-way that is between the lot line and the edge of the vehicular lanes. The principal streetscape components are curbs, sidewalks, planters, street trees and street lights.

Structured parking. A covered structure or portion of a covered structure that provides parking areas for motor vehicles. It includes parking on top of a structure where there is gross building area below the parking, but nothing above it. The structure can be the primary structure for a Commercial Parking facility or be accessory to multi-dwelling residential, commercial, employment, industrial, institutional, or other structures.

Transportation mode. The method of transportation (e.g., automobile, bus, walking, bicycling, etc.)

Urban. Relating to, characteristic of, or constituting a city.

Urban design. The conceptualization of the built environment in response to human needs and desires.

Velodrome. A venue for bicycle races on an elliptical track. May include stadium seating.

(ZHE). Zoning Hearing Examiner

Definition Sources:

CABQ Form Based Code

Model Development Code and User's Guide for Small Cities, 1999 (Oregon TGM Program)

Lexicon of the New Urbanism, Duany Plater-Zyberk & Company, Version 2.1 (1999)

Webster's New College Dictionary (1995)

A Planners Dictionary, APA Planning Advisory Service (2004)

SOUTH YALE PLANT LIST

Street Trees and Parking Lots

Native:

Netleaf Hackberry/*Celtis reticulata*
Arizona White Oak/*Quercus arizonica*
Fragrant Ash/*Fraxinus cuspidata*
Chinkapin Oak/*Quercus muhlenbergia*
Texas Red Oak/*Quercus texana*
Arizona Walnut/*Juglans major*
Arizona Sycamore/*Platanus wrightii*
Soapberry/*Sapindus drummondii*
Thornless Honey Mesquite/*Prosopis glandulosa*

Non-Native:

Common Hackberry/*Celtis occidentalis*
Purple Robe Locust/*Robinia ambigua* "Purple Robe"
Chinese Pistache/*Pistacia chinensis*
Lacebark Elm/*Ulmus parvifolia*

Small Space Trees:

Native:

Netleaf Hackberry
Oklahoma Redbud/*Cercis reniformis*
Mexican Redbud/*Cercis mexicana*
Desert Willow/*Chilopsis linearis*
New Mexico Olive/*Forestiera neomexicana*
Prairie Flame Sumac/*Rhus lanceolata*
Idaho Locust/*Robinia ambigua*
Mexican Elder/*Sambucus drummondii*
Jujube/*Zizyphus jujube*

Evergreen:

Texas Mountain Laurel/*Sophora secundiflora*
Texas Red Oak/*Quercus texana*

Non-Native:

Chitalpa/*Chitalpa tashkentensis*
Japanese Pagoda/*Sophora japonica*
Golden Raintree/*Koelreuteria paniculata*
Vitex/*Vitex*
Chinaberry/*Melia azedarach*
Russian Hawthorne/*Crataegus ambigua*
Mimosa/*Albizzia julibrissin* Rosea
Crape Myrtle/*Lagerstroemia* sp.

Shrubs

Native:

Fernbush/*Chamaebatia millefolium*
Dalea sp/ *Dalea* sp
Dune Broom/*Parryella filifolia*
Mairoa/*Parthenium incanum*
Scarlet Sumac/*Rhus glabra*
Littleleaf Sumac/*Rhus microphylla*
Threeleaf Sumac/*Rhus trilobata*

Non-Native:

Butterfly bush sp/*Buddleia davidii* sp
Bird of Paradise/*Caesalpinia gilliesii*
Brooms/*Genista* sp.
Texas Sage sp/*Leucophyllum* sp.

Shrubs Continued

Native Evergreen:

Fringed sage/*Artemisa frigida*
Blue algerita/*Berberis* syn. *Mahonia fremontii*
Damianita/*Chrysactinia mexicana*
Jointfir/*Ephedra* sp.
Turpentine Bush/*Ericameria laricifolia*
Texas Sage/*Leucophyllum* sp.
Evergreen Sumac/*Rhus virens*
Mexican Blue Sage/*Salvia chamaedryoides*
Mojave Sage/*Salvia dorrii*
Arizona Rosewood/*Vauquelinia californica* sp.

Non-Native Evergreen:

Purple Rockrose/*Cistus purpureus*
Grayleaf Cotoneaster/*Cotoneaster buxifolia*
Silverberry/*Eleagnus pungens*
Dwarf Ephedra/*Ephedra*
Curry Plant/*Helichrysum angustifolium*
English Lavender/ *Lavandula angustifolia*
Grosso, Alba Lavenders/*Lavandula intermedia* sp.
Lavender Sage/*Salvia lavandulifolia*
Rosemary cultivars/*Rosmarinus* sp.

Accents/Succulents

Agave species/*Agave*
Sotol/*Dasyliirion wheeleri*
Red and Yellow Yucca/*Hesperaloe* sp
Beargrass/*Nolina* sp
Cholla/*Opuntia* sp
Yucca sp/ *Yucca* sp.

Grasses

Native:

Purple Three Awn/*Aristida purpurea*
Bluestem sp/*Andropogon* sp.
Blue Fescue sp/ *Festuca* sp
Muhly sp/*Muhlenbergia* sp
Switchgrass sp/*Panicum virgatum*
Sacaton sp/*Sporobolus* sp

Non-Native Grasses:

Karl Foerster Feather Reedgrass/*Calamagrostis acutiflora*
Hardy Fountain Grass/*Pennisetum alopecuoides*