CITY of ALBUQUERQUE
SIXTEENTH COUNCIL

COUNCIL BILL NO. F/S R-04-155 ENACTMENT NO. R-2005-033

SPONSORED BY: ERIC GRIEGO

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RESOLUTION

AMENDING THE HUNING HIGHLAND SECTOR DEVELOPMENT PLAN TO ESTABLISH THE SU-2/CRZ CORRIDOR REVITALIZATION ZONE; AMENDING THE ZONING MAP FROM SU-2/NCR TO SU-2/CRZ FOR LOTS FRONTING ON CENTRAL AVENUE BETWEEN BROADWAY BOULEVARD AND LOCUST STREET AND FRONTING ON BROADWAY BOULEVARD BETWEEN COAL AVENUE AND CENTRAL AVENUE.

WHEREAS, the Council has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City as authorized by statute, Section 3-19-3, NMSA 1978, and by its home rule powers; and

WHEREAS, the Huning Highland Sector Development Plan was originally adopted in 1978 and amended in 1979 and 1984, and was revised and adopted in 1988, superceding the 1978 plan and its amendments; and

WHEREAS, the Huning Highland Sector Development Plan expresses as its goal the continued development of Huning Highlands into a viable residential and commercial area, building on its unique historical character and location; and

WHEREAS, the Huning Highland Sector Development Plan area contains a segment of Central Avenue from Broadway Boulevard to Locust Street and a segment of Broadway Boulevard from Central Avenue to Coal Avenue; and

WHEREAS, the SU-2/NCR zoning for the lots fronting on Central and Broadway has not furthered the stated goal of the Huning Highland Sector Development Plan to encourage continued development as a viable residential and commercial area for these two corridors; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters relating to planning and zoning, has recommended amending the Huning Highland Sector Development Plan to include a new SU-2/CRZ Corridor Revitalization Zone zoning district, and has approved and recommended amending the zoning map for certain lots on Central Avenue and Broadway Boulevard within the Huning Highland Sector Development Plan from SU-2/NCR to SU-2/CRZ; and

WHEREAS, certain lots zoned SU-2/NCR located in the southeast quadrant of the Huning Highland Sector Development Plan, as shown on the attached map, are not included in the amendment to the zoning map; and

WHEREAS, the SU-2/CRZ zoning district and lots so zoned are intended to encourage revitalization on the Central and Broadway corridors in the Huning Highlands area to further the goal of the Huning Highland Sector Development Plan; and

WHEREAS, the SU-2/CRZ zoning will allow residential development and commercial activity such as retail and service uses that serve the surrounding neighborhood; and

WHEREAS, the City adopts and amends its planning policies by resolution, however, the Council intends that zone map amendments adopted by resolution have the same force and effect as if they were adopted by ordinance; and

WHEREAS, the Council intends, if the provisions in the SU-2/CRZ zone regarding package liquor are not upheld by a court of competent jurisdiction, that there shall be no package liquor sales in the SU-2/CRZ zone in a grocery store that is smaller than 40,000 square feet net leasable area; and

WHEREAS, the Council intends that a "convenience store" selling package liquor for off-premise consumption not be allowed in the SU-2/CRZ zone; and

WHEREAS, the Council intends that the amendment of the NCR zone to the SU-2/CRZ zone shall not be deemed a "changed condition" for the purpose of justifying a zone map amendment for any lots outside the Huning Highland Urban Conservation Overlay Zone.

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

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SECTION 1. Section 1A of the Huning Highland Sector Development Plan text is amended by inserting after the "Neighborhood Commercial Residential Zone" on page 35 the following:

"The CORRIDOR REVITALIZATION ZONE (SU-2/CRZ) corresponds to the C-1 Neighborhood Commercial Zone of the Comprehensive City Zoning Code with the following exceptions:

A. Permissive Uses:

1. Permissive uses of the C-1 zone ; provided, however, signs are regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan.

2. Permissive uses of the R-3 zone as further regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan. Density and floor area ratio shall be regulated by the Huning Highland Urban Conservation Overlay Zone and accompanying Regulatory Plan.

3. Restaurant with full-service liquor for on-premise consumption, including microbrewery.

4. Either:

a. One full service grocery store with package liquor sales for consumption off-premise, provided that the store is 40,000 square feet or greater net leasable area and within a building containing residential and/or office uses, with the following further restrictions:

(1) No sales of broken packages (singles);

(2) No sales of miniatures or distilled spirits in quantities less than 750 milliliters;

(3) No sales of fortified wines with a volume of alcohol of more than 13.5 percent; and

(4) The area for display and sale of liquor shall not exceed 20% of the gross floor area of the grocery store;

OR

b. One full service grocery store with only wine and beer sales for consumption off-premise provided that the store is between 5,000 and 40,000 square feet net leasable area and within a building containing residential and/or office uses, with the following further restrictions:

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(1) No sales of broken packages (singles);

(2) No sales of fortified beer or beer in any single container;

(3) No sales of fortified wines with a volume of alcohol of more than 13.5 percent; and

(4) The area for display and sale of liquor shall not exceed 20% of the gross floor area of the grocery store.

5. Only one full service grocery store with package liquor sales for consumption off-premises or one full service grocery store with wine and beer sales for consumption off-premises shall be allowed in the SU-2/CRZ zone at any time.

6. "Full service grocery store" shall mean a store primarily engaged in retailing a general line of food, such as canned, refrigerated, packaged, baked and frozen foods; fresh fruits and vegetables; and fresh and prepared meats, fish, and poultry.

B. Conditional Uses:

1. Conditional Uses of the C-1 zone, as further regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan.

2. Conditional Uses of the R-3 Zone, as further regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan.

C. Building Heights: As regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan.

D. Parking Requirements: Shared parking of all uses is encouraged. The following specific ratios are required:

1. Retail: 3 spaces per 1,000 square feet of net leasable floor area.

2. Other commercial uses: 3 spaces per 1,000 square feet of net leasable floor area.

3. Residential or "live-work": 1.5 spaces per bathroom but not more than 2 spaces.

4. Restaurants: 1 space per 4 seats.

5. Hotels and motels: 1 space per room.

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6. A 25% mixed-use district reduction in required parking will be taken for all properties.

7. A further 10% reduction in required parking will be taken for projects which have frontage on a transit corridor designated by the Comprehensive Plan.

8. On-street parking spaces abutting the site and within the Huning Highland Urban Conservation Overlay zone may be used in calculating parking requirements.

9. Off-site parking spaces in parking structures within the Huning Highland Urban Conservation Overlay zone may be used in calculating parking requirements.

10. Parking spaces shall be within 900 feet of the use they serve, measured by walking distance between the nearest sides of the lots.

E. Setbacks: All building setbacks are as regulated by the Huning Highland Urban Conservation Overlay Zone Regulatory Plan.

1. Lot Size: There are no restrictions on lot size.

F. Private Open Space: Thirty square feet per dwelling unit, which may be satisfied in balconies, shared private roof-top gardens, and similar open space.

G. The SU-2/CRZ Corridor Revitalization Zone shall not be classified as a 'residential zone' for purposes of applying prohibitive Zoning Code provisions.

H. The SU-2/CRZ Corridor Revitalization Zone shall not be applied to lots in the Huning Highland Sector Development Plan area that are outside the SU-2/CRZ boundaries at the time the resolution establishing this zone is adopted."

SECTION 2. FINDINGS ACCEPTED. The Council accepts the findings of the Environmental Planning Commission regarding the amendment of the text of the Huning Highland Sector Development Plan to establish the SU-2/CRZ zone, as amended by this resolution and supplemented by the additional policies set forth herein.

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SECTION 3. ZONE MAP AMENDED. The zone map adopted by Section 14-16-1-1 et seq. ROA 1994 is hereby amended, establishing the SU-2/CRZ zoning for these properties:

Block 1, Lots 1-2 and Lots 7-12 Brownewell and Lail's Highland Addition

Block 44, Lots 4-6 and Lots 10-12, Huning's Highlands Addition

Block 25, Lots 4-6 and Lots 9-12, Huning's Highlands Addition

Block 22, Lots 5-6 and Lots 10-12, Huning's Highlands Addition

Block 43, Lots 1-3 and Lots 7-9, Huning's Highlands Addition

Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning's Highlands Addition

Block 21, Lots 1-2 and Lots 7-9, Huning's Highlands Addition

Block 9, Lots 1-3 and Lots 7-12, Huning's Highlands Addition

Block 8, Lots 7-12, Huning's Highlands Addition

Block 7, Lots 7-12, Huning's Highlands Addition

Block 6, Lots 7-12, Huning's Highlands Addition

SECTION 4. FINDINGS ACCEPTED. The Council accepts the findings of the Environmental Planning Commission regarding the zone map amendment for the lots designated in Section 3 of this resolution to establish the SU-2/CRZ zone, as amended by this resolution and supplemented by the additional policies set forth herein. The Council finds that the proposed zone map amendment is more advantageous to the community than the existing zoning as articulated by the Huning Highland Sector Development Plan goals and policies. The Council finds that the proposed zone map amendment meets the requirements of R-270-1980.

SECTION 5. SUPPLEMENTAL POLICIES.

A. Section 1C, page 37, of the Huning Highland Sector Development Plan regarding conditions for a parking variance is amended on line 4 to state that the provisions apply in any zone in the Huning Highland Sector Development Plan area "except the SU-2/CRZ zone".

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B. Section 3D, page 40 of the Huning Highland Sector Development Plan regarding parking is amended by inserting the following subsection:

"Neighborhood Permit Parking. Residents of the Huning Highland Neighborhood are concerned that redevelopment within the SU-2/CRZ Corridor Revitalization Zone will result in insufficient on-street parking in residential areas such that it will become very difficult for residents and their guests to find available parking. The Huning Highland Historic District Association or the residents of any block within the Plan area may initiate a petition and establish a Neighborhood Permit Parking system in the Huning Highland Neighborhood without regard to the percentage of on-street parking spaces used by persons who are not residents of the area. The City shall evaluate, in consultation with neighborhood residents, whether the number of visitor passes should be increased to two passes and whether a system of additional day passes should be put in place."

C. Section 3, page 39 of the Huning Highland Sector Development Plan regarding Traffic and Parking is amended by inserting the following section and relettering the subsequent section:

"D. Traffic Mitigation. Residents within the Huning Highland Neighborhood are concerned that more intensive redevelopment within the SU-2/CRZ Corridor Revitalization Zone will result in "cut-through" traffic, traffic congestion, and an increase in accidents in their neighborhood. The Metropolitan Redevelopment Agency of the Planning Department shall conduct a Traffic Impact Study of the Huning Highland Sector Development Plan area and the immediately adjoining neighborhoods, under build-out conditions of the SU-2/CRZ zone. The results of this study shall be presented at a public meeting of the Huning Highland Historic District Association and the Broadway Central Corridors Partnership. If a majority of the participants at this meeting support the development of a traffic calming/traffic management plan, under the provisions of the Neighborhood Traffic Management Program, CPTED (Crime Prevention Through Environmental Design) program, or the Traffic Code the Metropolitan Redevelopment Agency shall complete, a traffic management design study. The results of this traffic management design study shall be presented at a meeting of the Huning

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Highland Historic District Association and the Broadway Central Corridors Partnership. If a majority of the participants at this meeting support the traffic management plan, the City shall attempt to obtain CIP, state, and federal funds to implement the plan."

D. Section 4, page 41 of the Huning Highland Sector Development Plan regarding Redevelopment Strategies is amended by inserting the following new subsection C:

"C. Business Improvement District and Tax Increment Financing. The City may establish a Tax Increment Financing (TIF) district within the boundaries of the Huning Highland Sector Development Plan Area. The funds raised through the TIF mechanisms shall be used, according to a plan to be adopted by the City Council, for the following purposes: gap financing, if needed, to implement City affordable housing policies; acquire sites and develop public civic space; and other purposes as needed. The City Council shall encourage the property owners to establish a Business Improvement District (BID) within the boundaries of the East Downtown Master Plan area. The funds raised through the BID mechanisms shall be used, according to a plan to be adopted by the City Council, for the following purposes: gap financing, if needed, to meet the affordable housing goals established in this legislation; acquire sites and develop public civic space; construct shared public parking structures; personnel costs to enforce the Neighborhood Permit Parking system, if implemented, established to address neighborhood parking problems resulting from the redevelopment of the UCOZ area; security services similar to those provided by the Downtown Action Team (such as Ambassador Program and APD over-time costs); and other purposes as needed."

E. Section 4A, page 41 of the Huning Highland Sector Development Plan is amended by inserting the following subsection:

"Affordable Housing. The City affordable housing creation goals within the Huning Highland Sector Development Plan area are that: (1) 20% of the new owner-occupied housing should be affordable to households earning 80% or less of Area Median Income (AMI) spending no more than 30% of household income on housing costs defined as PITI (principal and interest as

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well as taxes and insurance), (2) 20% of new renter occupied housing should be affordable to households earning 60% or less of Area Median Income (AMI) spending no more than 30% of household income on housing costs defined as PITI (principal and interest as well as taxes and insurance), (3) all affordable housing so defined that are lost through rehabilitation or replacement of existing residential units be replaced, and (4) housing developments are "mixed-income". There should be little discernible difference between the appearances of affordable units and market rates units from the public right-of-way. In the Huning Highland Sector Development Plan, these goals should be achieved either as a result of gap financing incentives such as federal CDBG funds, Low Income Housing Tax Credits, HOME funds, TIF/BID revenues, affordable housing trust funds, tax exempt housing bond financing, and other means, or through the establishment of City-wide inclusionary zoning standards."

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

SECTION 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word or phrase of this resolution, other than Section 1.A.4, which establishes as a permissive use one full service grocery store with package liquor sales for consumption off-premise, is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this resolution. The Council hereby declares that it would have passed this resolution and each section, paragraph, sentence, clause, word or phrase thereof, with the exception of Section 1.A.4, irrespective of any provisions being declared unconstitutional or otherwise invalid.

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PASSED AND ADOPTED THIS 7th DAY OF March, 2005
BY A VOTE OF: 8 FOR 1 ABSTAIN.

Yes: 8

Abstain: Winter

Brad Winter

Brad Winter, President

City Council

APPROVED THIS 23rd DAY OF March, 2005

Bill No. F/S R-04-155

Martin J. Chavez, Mayor

City of Albuquerque

ATTEST:

City Clerk

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CITY OF ALBUQUERQUE
SIXTEENTH COUNCIL

COUNCIL BILL NO. R-05-383 ENACTMENT NO. R-2005-185

SPONSORED BY: Eric Griego

RESOLUTION

AMENDING BILL NO. F/S R-04-146 (ENACTMENT NO. R-2005-032), WHICH DESIGNATED THE HUNING HIGHLAND HISTORIC OVERLAY ZONE; AMENDING BILL NO. F/S R-04-155 (ENACTMENT NO. R-2005-033), WHICH AMENDED THE HUNING HIGHLAND SECTOR DEVELOPMENT PLAN TO ESTABLISH THE SU-2/CRZ COMMUNITY REVITALIZATION ZONE; CORRECTING TECHNICAL ERRORS IN ORDER TO MAKE THE PLAN AREA DESCRIPTIONS CONSISTENT WITH THE ADOPTED MAPS AND ATTACHING A MAP OF THE SU-2/CRZ ZONE.

WHEREAS, Bill Nos. F/S R-04-146 (Enactment No. R-2005-032) and F/S R-04-155 (Enactment No. R-2005-033), related to the Huning Highland-EDO area, were adopted by the City Council on March 23, 2005 and require technical amendments to make the text of the boundaries in both pieces of legislation conform to the adopted maps.

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

Section 1. Section 4 of Bill No. F/S R-04-146 (Enactment No. R-2005-032) is deleted in its entirety and replaced with the following in lieu thereof:

"SECTION 4. URBAN CONSERVATION OVERLAY ZONE ESTABLISHED. The City Council hereby establishes the Huning Highland-East Downtown Urban Conservation Overlay Zone and its associated regulations for the lots adjacent to Central Avenue between John Street and Locust Street and lots adjacent to Broadway Boulevard between Coal Avenue and Central Avenue, and more particularly described as follows:

Block 1, Lots 1-2, 7-12, Brownewell and Lail's Highland Addition
Block 44, Lots 4-6 and Lots 7-12, Huning Highlands Addition
Block 25, Lots 4-6 and Lots 9-12, Huning Highlands Addition

Block 22, Lots 5-6, and Lots 10-12, Huning Highlands Addition
Block 43, Lots 1-3 and Lots 7-9, Huning Highlands Addition
Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning Highlands Addition
Block 21, Lots 1-2, the western 40' of Lot 3, and Lots 7-9, Huning Highlands Addition
Block 14, Lots 1-2 and Lots 7-8, Huning Highlands Addition
Block 9, Lots 1-3 and Lots 7-12, Huning Highlands Addition
Block 8, Lots 7-12, Huning Highlands Addition
Block 7, Lots 7-12, Huning Highlands Addition
Block 6, Lots 7-12, Huning Highlands Addition
Block 5, Lots 1-6, Huning Highlands Addition
The Eastern 160', Lot 1, USFS (the portion of this lot that is currently zoned C-2)
Block 3, Lots A, B, and 3, Huning Highlands Addition
Block 2, Lots 1-6, Huning Highlands Addition
Lots 1, 2A, 4A, and 5, Union Square Addition."

Section 2. Section 3 of Bill No. F/S R-04-155 (Enactment No. R-2005-033) is deleted in its entirety and replaced with the following in lieu thereof:

"SECTION 3. ZONE MAP AMENDED. The zone map adopted by Section 14-16-1-1 et. Seq. R.O.A. 1994 is hereby amended, establishing the SU-2/CRZ zoning for these properties:

Block 1, Lots 1-2, 7-12 Brownewell and Lail's Highland Addition
Block 44, Lots 4-6 and Lots 7-12, Huning Highlands Addition
Block 25, Lots 4-6 and Lots 9-12, Huning Highlands Addition
Block 22, Lots 5-6, and Lots 10-12, Huning Highlands Addition
Block 43, Lots 1-3 and Lots 7-9, Huning Highlands Addition
Block 26, Lot A (replat of Lots 1-3 and Lots 7-9), Huning Highlands Addition
Block 21, Lots 1-2 and Lots 7-9, Huning Highlands Addition
Block 14, Lots 1-2 and Lots 7-8, Huning Highlands Addition
Block 9, Lots 1-3 and Lots 7-12, Huning Highlands Addition
Block 8, Lots 7-12, Huning Highlands Addition
Block 7, Lots 7-12, Huning Highlands Addition
Block 6, Lots 7-12, Huning Highlands Addition."

Section 3. Bill No. F/S R-04-155 (Enactment No. R-2005-033) is amended by adding the map attached to this legislation of the location of the SU-2/CRZ Community Revitalization Zone.

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PASSED AND ADOPTED THIS 21st DAY OF November, 2005
BY A VOTE OF: 5 FOR 0 AGAINST.

Excused: Cummins, Gomez, Mayer, O'Malley

Brad Winter

Brad Winter, President
City Council

APPROVED THIS 14th DAY OF December, 2005

Bill No. R-05-383

Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:

Millie Santillanes

City Clerk

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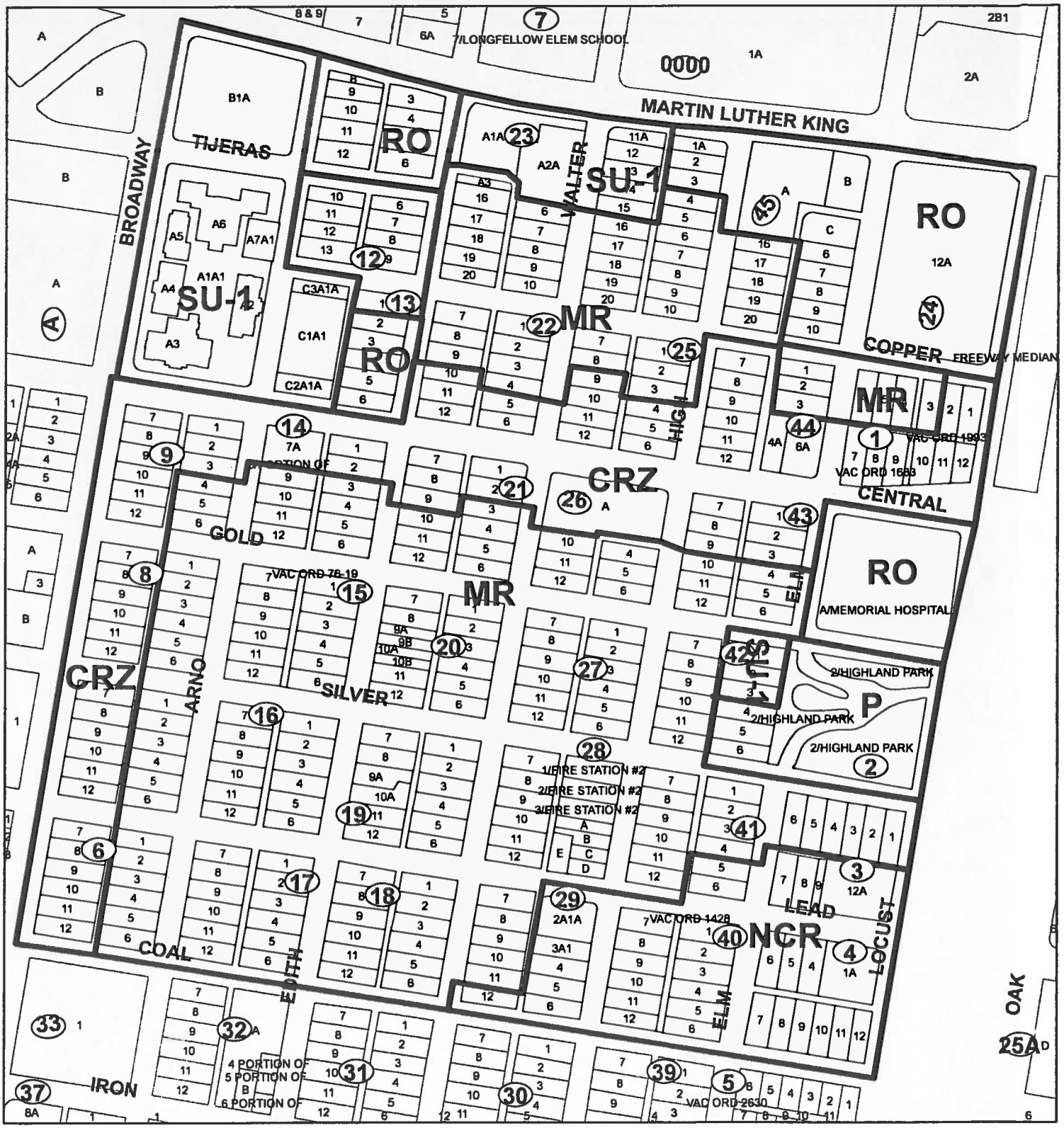
Huning Highland Zoning Map (Resolution 2005-185)



MR Mixed Residential Zone

SU-1 Special Use Zone

RO Residential/ Office Zone

Park

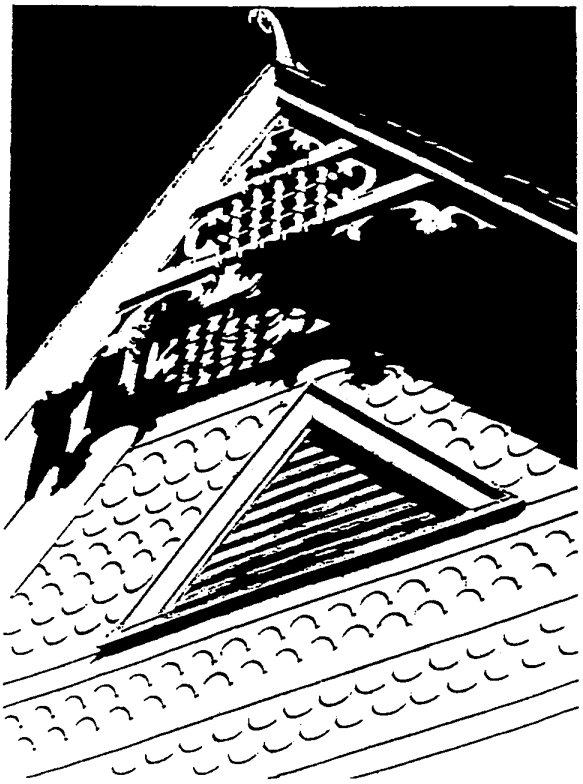
NCR Neighborhood Commercial/ Residential Zone

CRZ Corridor Revitalization Zone

Block

Lots

N



Huning Highland Sector Development Plan

January, 1988

City of Albuquerque • Planning Department • Redevelopment Division

Ken Schultz, Mayor, City of Albuquerque

Gene Romo, CAO, City of Albuquerque

Larry Larranaga, Deputy CAO, City of Albuquerque

Dan Weaks, Deputy CAO, City of Albuquerque

City Council

Patrick J. Baca, President	Michael Wiener, Vice President
Vincent Griego	Nadyne Bicknell
Steve D. Gallegos	Fran Hill*
Thomas Hoover*	Richard D. Mather*
Pete Dinelli	

*These Councillors were serving on the City Council when the Huning Highland Sector Development Plan was approved and adopted by the Council November 30, 1987. Herb H. Hughes, Richard J. Chapman and Hess Yntema were elected to fill these positions in November, 1987 and were sworn in December 1, 1987.

Environmental Planning Commission

Fred Sanchez, Chairman

Annette Anaya	Max Findell
Joe Boehning	Pauline Gubbels
Judy Chreist	Michael Lebeck
John Davis	Barbara Seward

Huning Highland
Sector Development Plan
1988

January, 1988

City of Albuquerque
Planning Department/Redevelopment Division

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ACKNOWLEDGEMENTS inside back cover

CITY of ALBUQUERQUE
SEVENTH COUNCIL

COUNCIL BILL NO. R-336 ENACTMENT NO. 3-1988

SPONSORED BY: Steve D. Gallegos

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RESOLUTION

ADOPTING THE HUNING HIGHLANDS SECTOR DEVELOPMENT PLAN; SUPERCEDING THE SIMILARLY NAMED PLAN ADOPTED BY RESOLUTION 4-1977; REPEALING THE SIGN PORTION OF THE HUNING HIGHLAND HISTORIC OVERLAY ZONE GUIDELINES.

WHEREAS, the Council, the Governing Body of the City of Albuquerque, has the authority to adopt plans for the physical development of areas within the platting jurisdiction of the City authorized by statute, Section 3-19-5 NMSA 1978, and by its home rule powers; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, Huning Highlands as shown on the attached maps and described in the attached text, is a designated Community Development Area; and

WHEREAS, the Huning Highlands Sector Development Plan, Resolution 4-1977, was originally adopted in 1977 and substantial changes in the plan are necessary; and

WHEREAS, subsequent amendments, Resolution No. 2-1979, Resolution No. 223-1984, Resolution No. 127-1984 amended the Huning Highland Sector Development Plan of 1978; and

WHEREAS, the Huning Highlands Sector Development Plan has been developed with the assistance of area residents, property owners, business people, and institutions; and

WHEREAS, recent community meetings in Huning Highlands indicated

significant concern for neighborhood issues, including clarity of language, zoning, traffic, parking, commercial revitalization, crime, population turnover, and historic preservation; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters related to planning, zoning and environmental protection, has approved and recommended the adoption of the Huning Highlands Sector Development Plan; and

WHEREAS, the Landmarks and Urban Conservation Commission, the body mandated to oversee the Huning Highland Historic Overlay zone, has approved and recommended the changes to the Huning Highland Historic Overlay Zone Guidelines.

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

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Section 1. The Huning Highlands Sector Development Plan is hereby adopted as a Rank Three Plan, attached hereto and made a part hereof, and as a guide to partial implementation of Albuquerque/Bernalillo County Comprehensive Plan, the administration of the U.S. Housing and Community Development Act of 1974 funds, and the investment of other public and private funds. The Huning Highlands Sector Development Plan adopted by Resolution 4-1977 and the amendments thereof adopted by Resolution No. 2-1979, Resolution No. 223-1984 and Resolution No. 127-1984 are hereby superceded by the 1987 Huning Highlands Sector Development Plan.

Section 2. All redevelopment activities within the area, including housing rehabilitation, land acquisition, and public improvements, shall be guided by the attached Huning Highlands Sector Development Plan.

Section 3. The Huning Highlands Sector Development Plan shall guide City actions and regulations with respect to City actions regarding future land use, landscaping and building requirements, and design guidelines.

Section 4. Section III.F, Signage, is repealed from the Huning Highland Historic Overlay Zone Guidelines, which guidelines were

adopted by Council Resolution 132-1980.

PASSED AND ADOPTED THIS 30th DAY OF November, 1987.

BY A VOTE OF 9 FOR AND 0 AGAINST.

Patrick J. Baca, President
City Council

APPROVED THIS 5th DAY OF January, 1988.

Ken Schultz, Mayor
City of Albuquerque

ATTEST:

City Clerk

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Introduction

Goal

The goal of the 1987 Huning Highland Sector Development Plan is the continued development of Huning Highlands into a viable residential and commercial area, building on its unique historic character and location.

Conformance with the Comprehensive Plan

The City of Albuquerque and the County of Bernalillo has adopted three ranks of plans to help guide the conservation and development of the City and County: the Comprehensive Plan designated a Rank One plan, the Facility and Area Plan designated Rank Two plans and the Sector Development Plan designated Rank Three plans. Subordinately ranked plans are required to be consistent with plans of higher rank.

Goal A. 2. Urban Areas in the Policies Plan of the Albuquerque/Bernalillo County Comprehensive Plan, states:

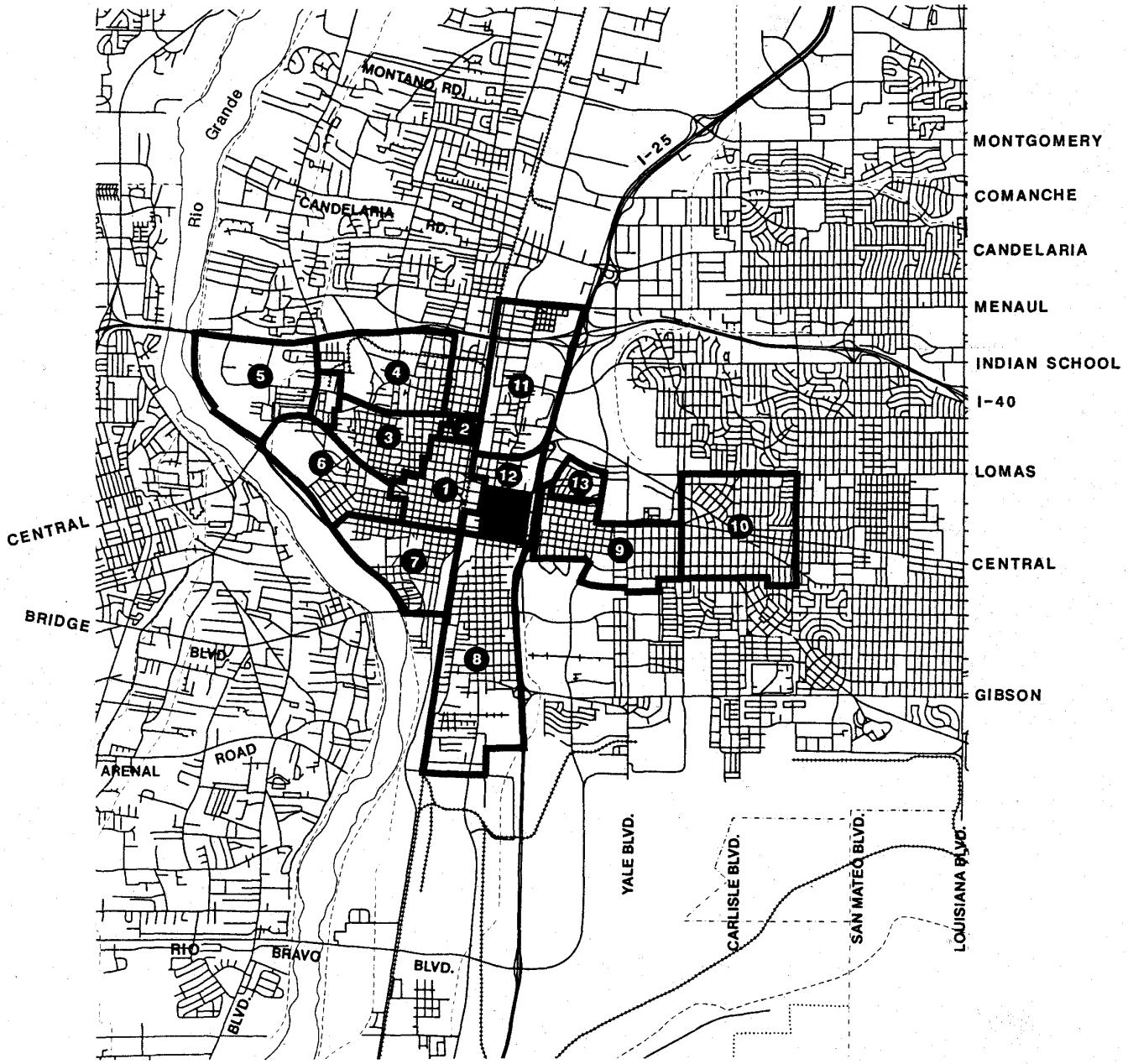
> "The goal is a quality urban environment which perpetuates the tradition of identifiable, individualistic communities within the metropolitan area and offers variety and maximum choice in housing, work areas and life styles, while creating visually pleasing architecture, landscaping and vistas to enhance the appearance of the community."

Policies A. 2. a. and A. 2. b. are particularly applicable to the Huning Highland Sector Plan area:

> "a. Redevelopment and rehabilitation of older neighborhoods should be continued and expanded.
>
> b. Selected buildings and areas which explain our past and which give Albuquerque identity, individuality and cultural richness shall be preserved, enhanced and reused where appropriate.

The Huning Highland Sector Development Plan is a rank three plan. The area is designated as a Redeveloping Urban Area within the Comprehensive Plan. The Plan is in conformance with the goal and policies for Redeveloping Urban areas and will serve as an official guide for new development, redevelopment and conservation of the Huning Highland area.

The 1987 Huning Highland Sector Development Plan replaces the Huning Highland Sector Development Plan adopted in 1977 and all amendments to the 1977 Plan.



NORTH ▲ **HUNING HIGHLAND** / Area & Vicinity

Map 1

- Huning Highland
1. Downtown Core
2. McClellan Park
3. Downtown Neighborhoods
4. Sawmill
5. Old Town
6. Huning Castle/Raynolds
7. North Barelas
8. South Broadway
9. University Neighborhoods
10. Nob Hill
11. Santa Barbara/Martineztown
12. Martineztown
13. Spruce Park

Boundaries

The following area, as shown on Map 2, is the area within which this Plan is to be implemented. The Plan is a review and revision of the 1977 Huning Highland Sector Development Plan and the boundaries are the same as those in the 1977 Plan.

Beginning at the intersection of the south right-of-way line of Coal Avenue SE and the east right-of-way line of Broadway Boulevard SE;

Thence, northerly along the east right-of-way line of Broadway Boulevard SE to the south right-of-way line of Grand Avenue NE;

Thence, easterly along the south right-of-way line of Grand Avenue NE to the west access control line of Interstate Highway 25;

Thence, southerly along the west access control line of Interstate Highway 25 to the east right-of-way line of Locust Street NE;

Thence, southerly along the east right-of-way line of Locust Street NE/SE to the south right-of-way line of Coal Avenue SE;

Thence, westerly along the south right-of-way line of Coal Avenue SE to the point and place of beginning.

NORTH ▲ **HUNING HIGHLAND** / Sector Plan Area

Map 2

Sector Plan Boundary

Planning Process

The purpose of the planning process was to review the existing conditions in the Huning Highland area and recommend amendments to the 1977/79 Sector Development Plan as well as recommending City and neighborhood actions which would further the goal of the Plan. The planning process followed the adopted Neighborhood and Community Citizen Participation Plan for designated Community Development areas.

Planning began in November, 1985, with a series of neighborhood meetings to which all property owners in the Plan area were invited. A "master list" of the issues raised in these meetings was prepared by Redevelopment staff. A task force representative of Plan area interests was formed to address these issues and help develop the Plan. Members of the task force included local property owners, businessmen and residents, representatives of the Banner Square project, Immanuel Lutheran Church and Memorial Hospital, the chairman of the Landmarks and Urban Conservation Commission, and a professor from the planning program at the University of New Mexico School of Architecture, who served as facilitator (see inside back cover for list of task force members). The task force met with Redevelopment Division staff for approximately three months. Staff supplied analyses of issues and arranged for representatives of relevant City departments to speak to the task force on issues which required special knowledge. The task force and Redevelopment staff agreed on a series of objectives for the group; these are given on the following page. Based on the objectives, the Plan was jointly developed by the task force and Redevelopment Division staff planners.

Since extensive rewriting of the zoning language was thought necessary to clarify zone requirements and because of the many specific recommendations developed in response to changing conditions in the area and to neighborhood issues, staff determined that a new Plan should be prepared rather than an attempt made to amend the existing Plan.

Objectives

- To protect and enhance the unique residential character of the area.
- To encourage and support appropriate commercial development.
- To clarify zoning language for easier use.
- To facilitate understanding and use of the regulations of the Huning Highland Historic Overlay Zone.
- To propose changes to transportation facilities to enhance the viability of the residential and commercial areas of the neighborhood.
- To promote housing rehabilitation programs for low-income property owners.
- To encourage and support local employment and local business development.
- To encourage appropriate neighborhood-oriented use of vacant lands and buildings.
- To develop programs to reduce crime in the area in cooperation with City agencies.
- To develop better communication between the City and the neighborhood.
- To represent fairly all interests in the Huning Highland Sector Plan area.

Background

History & Existing Conditions

Growth and Development

Huning's Highland Addition (now usually called Huning Highlands or the Huning Highland Addition) was platted in 1880, the first of the new railroad-era subdivisions. It quickly became one of Albuquerque's most popular residential areas and remained a solid and attractive neighborhorhood through the 1930's. The Huning Highland section of Central, originally a residential street, began to change after World War I to a retail and institutional strip. Many neighborhood-oriented stores moved in, including two drug stores, several beauty and barber shops, three grocery stores, a shoe shop, a dress shop, dry cleaners and two cafes. The Women's and Children's Hospital was located at Central and Walter and in 1926 the Santa Fe Railway built its large new hospital at Elm and Central. During the Depression and the World War II years residents began to move to the new Heights subdivisions and many homes were divided into rental units. Stores on Central gradually changed to businesses oriented to tourist or citywide markets such as contractors' supply stores and gas stations.

After the war, the demands of a growing modern city hastened the neighborhood's decline. The development of Lead and Coal as major one-way arterials divided the area in the south. In the early 1960's, Interstate 25 was built along the neighborhood's eastern edge, dividing it from the residential areas to the east and encouraging construction of motels on Central Avenue. The motels intensified the growth of the non-neighborhood related commercial development, which had begun with the designation of Central Avenue in 1937 as Route 66. Pedestrian access to downtown, the neighborhood's "shopping center," was made more difficult by the reconstruction of the railroad underpass on Central in the 1960's. This reconstruction realigned Copper and Gold Avenues, which were also made into one-way streets, across the usual pedestrian route along Central. The sidewalks were rebuilt along the sides of the new one-ways and thus away from Central. The pedestrian walkways under the railroad tracks were darkened by the placement of solid barriers between the walkway and Central.

Much of the neighborhood was zoned for office use in 1959 when planners foresaw the expansion of downtown to the east. Construction of the new shopping malls in the northeast heights, however, slowed downtown expansion and the neighborhood's residential character remained, but continued to decline.

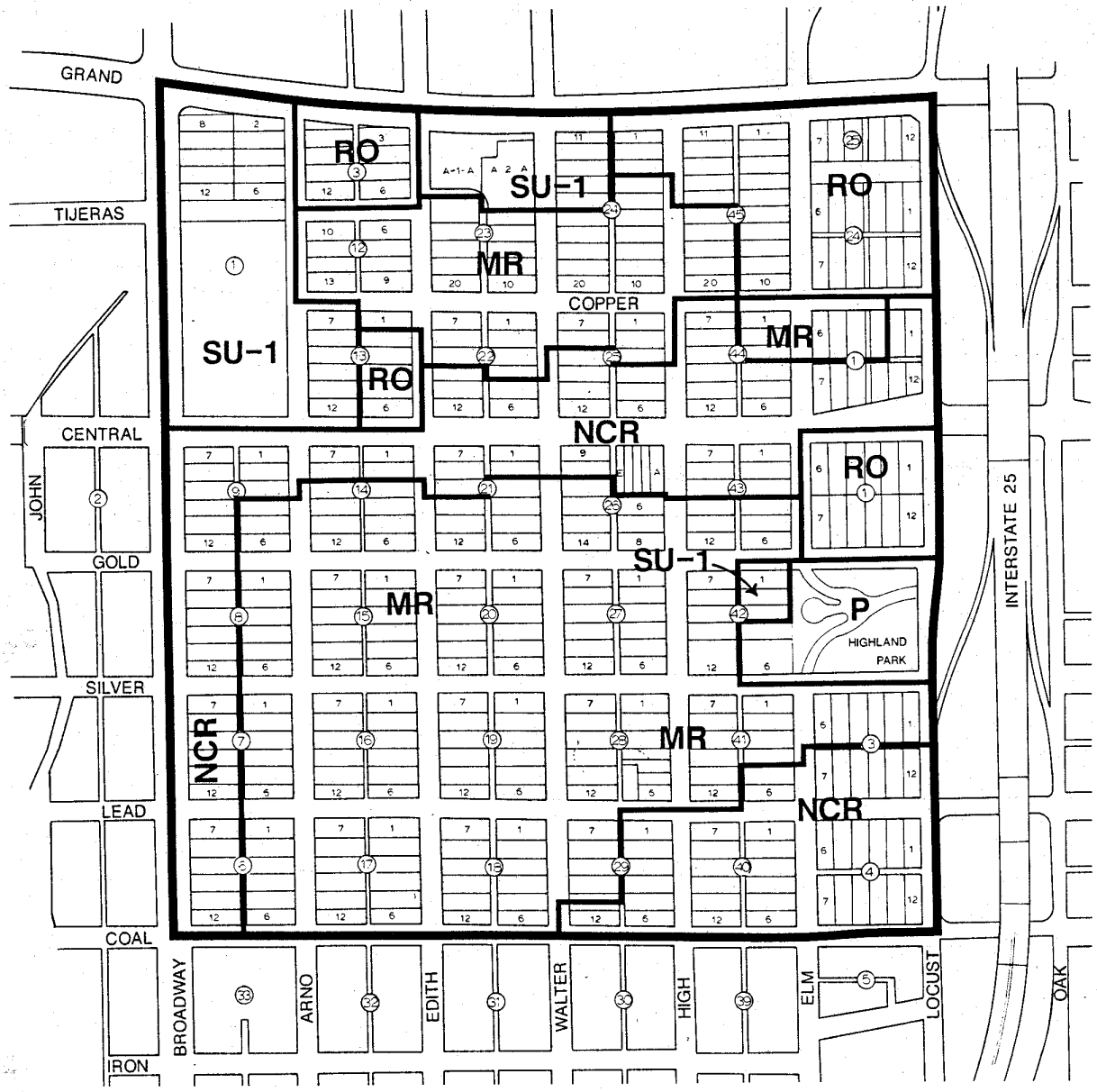
In the 1970's, high energy costs, Huning Highlands' proximity to downtown, and new appreciation of historic older homes spurred interest in this and other older neighborhoods. One of the initial challenges for the residents was the presence of two liquor stores on Central; continued pressure from the neighborhood resulted in their closing. In 1978, the Historic Landmarks Survey of Albuquerque successfully nominated the Huning Highland Historic District to the state and national historic registers. As a result of the new interest in older homes, the departure of the liquor stores, and supportive City actions (see zoning history section), Huning Highlands is slowly changing from a predominantly rental, deteriorating lower-income area into a renovated middle-income neighborhood with a growing number of owner-occupants.

Zoning History/Current Zoning

Current zoning is shown in Map 3. As noted in the previous section, prior to adoption of the 1977 Plan, the Huning Highland area was zoned O-1 and C-2 for office and commercial uses. The 1977 Huning Highland Sector Development Plan rezoned the entire area to Special Neighborhood Zone (SU-2), which allowed establishment of zoning specially tailored to the problems and opportunities of specific neighborhoods. Under the SU-2 zoning, much of the neighborhood was zoned to Mixed Residential (SU-2/MR) use which corresponded to the single family homes, duplexes and apartments found throughout the residential blocks.

The 1977 Sector Development Plan has been amended three times. In 1979, City Council approved changes in the Neighborhood Commercial Residential (SU-2/NCR) and Residential Office (SU-2/RO) zones which removed sale or service of alcoholic beverages as a conditional use; the 1979 amendments also lowered allowable residential densities in all zones in the Plan. Several blocks zoned Residential Office (SU-2/RO) in the 1977 Plan were rezoned to Mixed Residential (SU-2/MR). In 1984, the Neighborhood Commercial Residential (SU-2/NCR) zone was amended twice; first to allow service of beer and wine with meals as a conditional use, and second to rezone the Old Albuquerque High School property to Special Use for Planned Unit Development (SU-2/SU-1 for PUD).

In 1980 the nationally registered Huning Highlands Historic District was designated by the City Council as the first City Historic Overlay Zone, which protects the historic architecture and streetscape of the neighborhood, but does not control uses. The Historic Overlay Zone boundaries (see Map 7) are the same as those of the registered Historic District, but are not the same as the Sector Plan boundaries. They extend beyond the Sector Plan boundaries on the south to include the south side of Iron Avenue and on the west to include the west side of Broadway Boulevard. Zoning in the southern portion of the Overlay Zone is covered by the South Broadway Sector Development Plan; zoning in the western portion of the Overlay Zone lies partially within the Downtown Plan area, and partially in an area which is presently not controlled by a Sector Development Plan, but which is recommended as a transition area in the draft Downtown Action Plan.



NORTH ▲ **HUNING HIGHLAND** / Zoning Prior to 12/87

Map 3

MR Mixed Residential

RO Residential/Office

NCR Neighborhood Commercial/Residential

SU-1 Special Use

P Park

Boundary SU-2 Zoning

Existing Conditions

Population Characteristics

Demographic statistics for the area are from the 1980 Census; detailed statistics will be unavailable until the 1990 census. Since they are now seven years out of date, these statistics probably do not accurately reflect conditions in Huning Highlands and could not be safely used as a basis for detailed analysis of current conditions. They are included here only to give an approximate idea of the composition of the area's population. 1980 census figures indicate that Huning Highlands had a higher percentage of older people, of persons with some college education and of new residents (identified as having lived in the same house fewer than five years) than the city as a whole. Nearly 40% of the population was bilingual in English and Spanish.

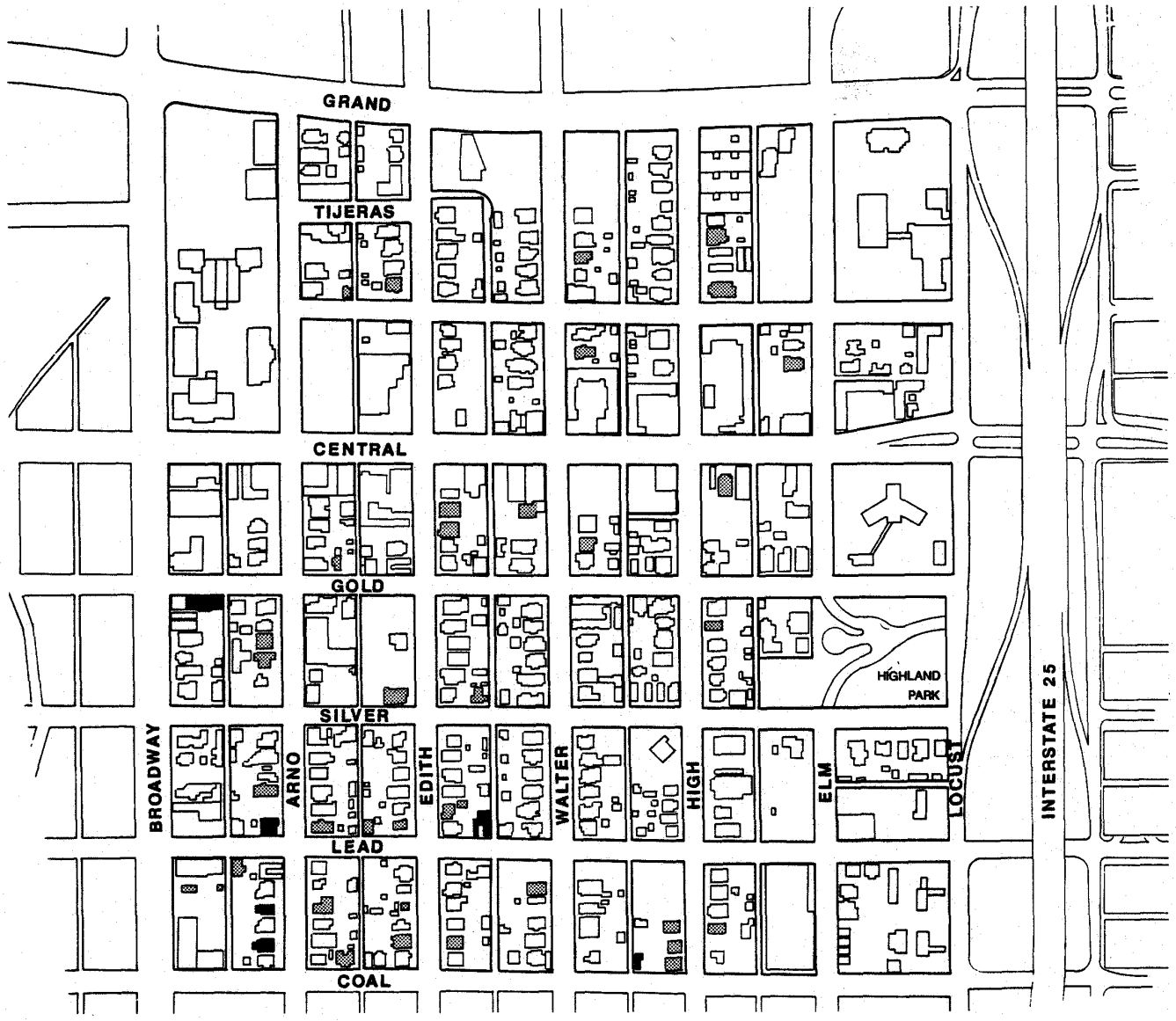
The population profile was similar to that of the city with two notable exceptions: a smaller teenage population and a larger elderly population (this latter figure may have been skewed by three elderly housing complexes in the area). Half of the population over 25 had either some college education or had graduated from college, slightly higher than the city average.

In 1980 the number of Huning Highlands residents was 1112. Only a third of the population had lived in their present dwelling for five years (compared to 41% for the city and 50.5% in the similar neighborhood directly to the south).

Seventeen percent of the total number of households (unrelated and related persons living in the same dwelling unit) had incomes below the poverty level in 1980. Forty five percent of the families (related persons living in same dwelling unit) had incomes below the poverty level.

Physical Characteristics/Land Use

The Huning Highland Sector Development Plan area encompasses 37 blocks between Broadway Boulevard and Interstate 25, Grand and Coal Avenues. The neighborhood lies on both sides of Central Avenue and is immediately adjacent to downtown and less than a mile from the University of New Mexico. The building stock ranges in age from over 100 years to one year, with the majority (84%) of the buildings built before 1940. Vacant buildings and land make up a little less than 10% of the total area. According to 1980 Census data, dwelling units are smaller here than elsewhere in the city: 3.7 rooms per unit as compared to 5.2 rooms per unit in the city as a whole.



NORTH ▲ **HUNING HIGHLAND** / Structural Conditions

Map 4

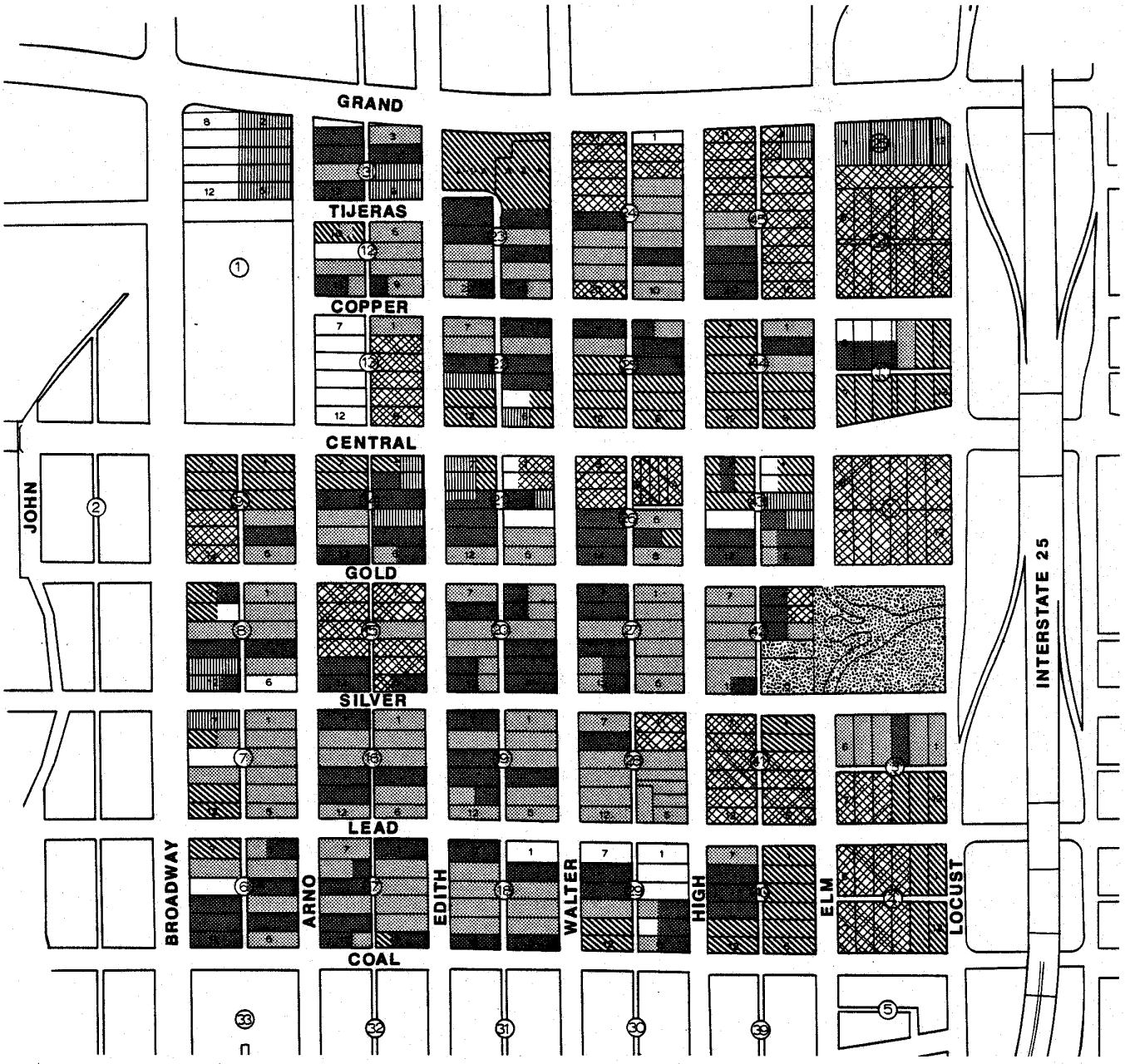
Good Condition or Slight Deterioration*

Moderate Deterioration

Severe Deterioration

*Only need paint, trim repair

Source: Housing Division, Human Services Dept./Windshield survey, Nov. 1986



NORTH ▲ **HUNING HIGHLAND** /Land Use

Map 5

- Single Family
- Multi-Family
- Commercial
- Office
- Institutional
- Park
- Vacant

Residential: The Plan area is primarily residential, a mixture of single family owner-occupied dwellings, rental homes and apartments. Sixty three per cent of the housing units were rentals in 1980. Although there are no figures available regarding the percentage of owner-occupied homes in 1987, residents contend that the number has risen. The condition of the housing units has improved since 1977 when a windshield survey classified 53% of the units as moderately or severely deteriorated*; a 1986 survey classified only 17% (41 structures) in these categories. Rehabilitation projects are evident on nearly every block in the residential area; four new townhouses were recently completed on Edith SE. Community Development Block Grant monies have funded seven rehabilitations in the area.

Commercial: Commercial activity in Huning Highlands is located primarily along Central and Broadway, with some offices and a drive-in bank on Grand. A few commercial structures are located on Coal and on Locust near Interstate 25.

Commercial uses on Central are varied and include motels, restaurants, drive-ins, professional offices and a few small businesses. Only one commercial structure has been fully renovated - the restaurant/office at Central and Edith. Memorial Hospital at Central and Elm is currently being renovated. There has been no new commercial construction on Central in the Huning Highland area for several years.

On the east side of Broadway, four turn-of-the-century homes have been recently renovated and two are currently used as offices; two commercial buildings have also been renovated, one for use as retail and apartments and another as law offices. The first commercial new construction in Huning Highlands for many years is an office building located just south of Grand on Edith.

On the north side of Coal is a bakery distribution center at Elm and a vacant gas station at Walter. Older buildings on Coal which were earlier converted to commercial uses or had commercial structures added, have since been reconverted to residential use. At Locust and Lead, a former gas station is being remodeled into offices.

Health care facilities in the Plan area include a major complex of eye specialists, a psychiatric hospital, dentist's office, and counseling facilities. Two major hospitals and various medical office complexes are immediately adjacent to the area's boundaries.

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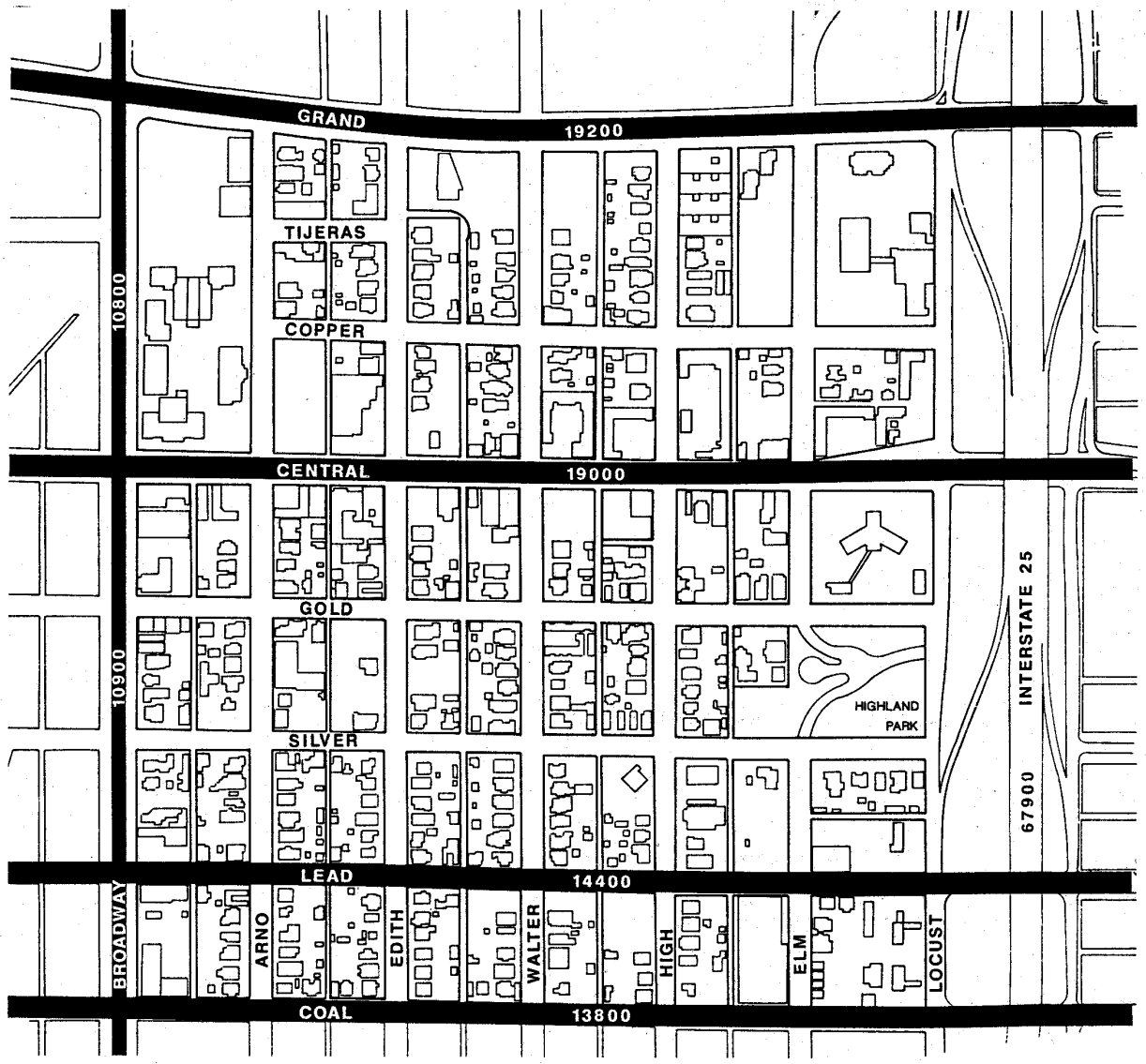
*Houses in the category of moderate deterioration have roofing problems, major structural cracking, woodwork in poor condition, old electrical services and improper vent caps on plumbing. Houses defined as severely deteriorated have failing structural roof members, walls listing and out of plumb indicating major structural problems, totally deteriorated roofing material and electrical hazards evident; demolition should be considered.



NORTH ▲ **HUNING HIGHLAND** / Arterials

Map 6

Principal Arterial

Minor Arterial

19200 Average Daily Traffic

Source: July 1986 Long Range Major Street Plan, 1986 Traffic Flow Map (Middle Rio Grande Council of Governments)

Institutional: Institutions are numerous in the Plan area and include four churches, a church school, a church day nursery, the Press Club, Police Athletic League facilities, two homes for the elderly, a Lutheran retirement home and the Baptist Convention headquarters.

Facilities serving the disadvantaged include a clothing bank and a meal site on Broadway. Immediately adjacent to the Plan area, on the west side of Broadway, are other shelter and feeding facilities for the homeless. Several group training homes which were located in the residential area have relocated.

Traffic: Four principal arterials traverse the area: Central, Grand, Lead, and Coal; the last three directly connect with Interstate 25. Average daily traffic counts are shown on Map 6. No major north-south arterials divide the neighborhood, but it is bounded by Broadway on the west and Interstate 25 on the east. Grand, Broadway, and Central have been recently improved: medians were renovated and landscaping added.

Parking: As in most older neighborhoods, off-street parking for commercial and multi-family uses is limited. Off-street parking lots are numerous in the area, but few are available for public use or are located near active commercial areas. Private paved parking lots are mainly located on Grand (hospital and bank parking), High NE (medical complex and church parking), Central (motels, restaurant and drive-ins, medical office and hospital parking) and on Elm SE (church and office parking). There are no general public use lots in the area. Parking meters are located on Central and on Broadway.

A parking study completed in spring, 1986, for the Redevelopment Division (Appendix G), found that although uses on twenty blocks in Huning Highlands did not provide all of the off-street parking spaces required by law, off-street parking was available on all but four of the twenty blocks. The study also identified seven blocks within the study area with little available on-street parking. These problems are usually caused by established uses for which parking demands have grown, such as a school or apartments, or by new uses in old buildings with limited space for off-street parking.

City Services/Facilities

Municipal facilities within the Plan area include the fire station at 301 High SE, Highland Park, recently expanded to include a children's playground, and the Special Collections Library at Central and Edith. City bus routes are located on Central, Grand and Broadway. See Appendix F for service facilities surrounding the Plan area.

NORTH ▲ **HUNING HIGHLAND**/Historic District/Overlay Zone

Map 7

BOUNDARY

CONTRIBUTING

SIGNIFICANT

NON-CONTRIBUTING

Historic Designations/Regulations

Registered Historic District: The Huning Highlands Sector Development Plan area is the heart of a historic district listed on the State Register of Cultural Properties and the National Register of Historic Places. The district was listed because it is the City's largest and most intact turn-of-the-century neighborhood, with excellent examples of the architectural styles of the period, including Queen Anne, World's Fair Classic, period revival styles and many scaled-down local builders' interpretations of these styles. Listing on the historic registers does not regulate what an owner can do with his/her property; it does require review and mitigation of adverse effects of federally-funded activities, such as highway or federal facility construction. Owners of listed buildings can take tax credits on state and national income taxes for percentage of approved rehabilitation expenses (see Appendices D and E for further information on tax credits).

Overlay Zone: The Huning Highland Historic Overlay Zone (see Map 7) has the same boundaries as the Historic District.governs design in the area. Property owners in the Overlay Zone are required to obtain "Certificates of Appropriateness" from the Landmarks and Urban Conservation Commission (LUCC) or Commission staff for demolition, new construction and additions. The LUCC is a City Commission appointed by the Mayor. A Huning Highlands property owner/resident presently serves on the Commission, although this is not required by law.

The Commission and its staff evaluate applications for Certificates of Appropriateness using Design Guidelines approved by the Commission and the City Council (see Appendix C for complete text). Staff, according to law, can approve changes not requiring a building permit. Exterior changes to all buildings in the Overlay Zone are addressed in the guidelines, which also regulate new signs, changes in the streetscape, and new construction. In general, the Design Guidelines address: 1) protection of historic buildings and historic elements of the streetscape; 2) continued use of materials compatible with historic construction in the district and 3) retention of the overall relationship of one building to those on its block, and to the pattern created by building fronts and setbacks and by similar roof shapes, building configuration, windows, etc. The Commission has approved 76 Certificates of Appropriateness in the Overlay Zone since the zone was established in 1980.

Crime

The Albuquerque Police Department Crime Analysis Unit prepared an informational report on crime in the Huning Highland area. The crimes analyzed are termed Part One crimes, which include homicide, rape, robbery, assault, burglary, larceny and motor vehicle theft. The report did not include analysis of prostitution in the area; citizens have reported noting solicitations on Central Avenue near the Interstate and on the blocks just north and south of Central. The APD findings are summarized below and reprinted in full in Appendix A with accompanying charts.

a) When adjusted for population (incidents per 10,000 of population), the crime rate in Huning Highlands is more than twice that of the city.

b) The Huning Highland area shows a significantly lower percentage of assaults than the city as a whole.

c) The most frequent crimes in the Huning Highland area are burglary and auto theft.

d) A higher than normal rate of burglaries and larcenies between six p.m. to midnight was indicated.

e) Monthly crime rates are highest during the summer months.

f) The Central Avenue area, especially near the freeway, attracts more crime than the rest of the Plan area.

Issues

The issues in this section were first identified at a series of public meetings to which all property owners, residents and merchants in Huning Highlands were invited. Following the meetings, Redevelopment Division staff grouped the problems raised into general issue categories (crime, zoning, commercial development, traffic, etc.) and submitted these to the Huning Highland task force for further discussion and identification of concerns which the Plan could address.

Zoning

Redevelopment Division staff recommended clarifying some of the zoning language (see Appendix B for existing zoning language). Staff and the task force agreed that some changes in the existing zoning language and some re-zoning were needed to 1) reduce the potential for development which could adversely impact neighborhood residential quality, and 2) provide areawide regulations for parking in residential areas. The lack of a neighborhoodwide policy on parking uses was cited by the Environmental Planning Commission when it denied a request for a zone change to allow a parking lot on a residentially-zoned lot at Silver and Arno. A staff zoning concern was that the sign regulations in existing zoning allows signs which are incompatible with the historic character of the area and which differ from the Historic Overlay Zone Design Guideline sign regulations.

Issues Identified

MIXED RESIDENTIAL ZONE (SU-2/MR) In the residentially zoned blocks, the current regulations do not address several problems which have become apparent during the past nine years.

a) Conversions of garages and other non-living quarter accessory structures to dwelling units are allowed under a conditional use provision in the MR zone. Each such conversion destabilizes the area by creating multi-family densities in inappropriate structures.

b) There are no criteria for granting conditional use permits for bed and breakfast establishments, which are allowed in this zone as boarding or lodging houses. The neighborhood is not protected from the parking and traffic impacts of B & B's. City environmental health regulations (Albuquerque Food Sanitation Ordinance, Chapter 6, Article 25) address all types of food service use, requiring B & B's to meet standards for full service restaurants. These requirements cannot be easily complied with in most residential situations, thus virtually eliminating a viable re-use for larger historic homes in residential areas.

c) Conditional uses include R-2 development which could require demolition of historic buildings, would place more traffic on the residential streets, and increase off-street parking demands.

d) Densities are based on density per acre which is difficult to interpret and enforce in a developed area.

e) Rehabilitation of residentially zoned properties on Lead and Coal is slower than elsewhere in the area. The proximity of the structures to these streets makes stable low-density residential uses difficult to maintain. Nine properties in the MR zone along Coal and Lead are in substandard condition. An additional issue, however, was that commercial zoning on Lead would further split off the residential area between Lead and Coal from the residential area to the north.

f) Some commercial properties on Broadway and Central now need additional off-street parking, which in many cases can only be found in adjacent residential areas. If commercial redevelopment increases, this need will also increase. Parking use, however, could have a severe negative impact on the residential quality of the area and require demolition of historic homes.

g) Signs in this zone are regulated as under Residential R-1 zoning, which allows only a foot-square sign placed in a window. These existing regulations are too restrictive for allowed uses such as existing apartments and Bed and Breakfast establishments.

RESIDENTIAL/OFFICE ZONE (SU-2/RO) RO zoning in the Huning Highland Sector Plan area was written to allow limited commercial use in existing residential dwellings and to encourage appropriate (defined as "does not alter the residential character of the neighborhood") residential and office development.

a) The issue with this zone is the need for a clearer definition of appropriate uses: several of the activities included as conditional uses in the Residential Office Zone, such as group training homes, medical supplies and services, restaurants and even some office uses, could generate traffic and noise which would adversely affect adjacent residential areas.

b) Signs in this zone are controlled as under the Office O-1 zone in the City Comprehensive Zoning Code. This zone allows wall, canopy, free-standing and projecting on-premise signs which can be up to 75 square feet or 15 percent of the facade; these sizes could negatively impact the existing residential character of most of the areas zoned RO. The existing sign regulations in the Historic Overlay Zone Guidelines do not provide sufficient information to property owners wishing to place signs in the area. They control "all signs in areas zoned residential," but do not specify if the Residential Office zone falls in this category.

NEIGHBORHOOD COMMERCIAL/RESIDENTIAL ZONE (SU-2/NCR) Concerns regarding this zone were with its wording and with an area zoned NCR in the southeast corner of the neighborhood.

a) The current Huning Highland Sector Development Plan states that the NCR zone corresponds to R-3 or medium density residential in the Comprehensive City Zoning Code. Since the NCR zone is located almost exclusively on principal arterials and the uses within these areas are predominantly commercial, the zone does not fit the character of the area zoned.

b) The southeastern corner of the neighborhood (between Lead and Coal from the west side of High to Locust and including the southern half of the block north of Lead between Elm and Locust and the two lots at the southeast corner of the block between Lead and Silver, Elm and High) is currently zoned NCR. Land uses in this NCR pocket include single family, multi-family, institutional, office, service commercial, and the old Mead's bakery, now used as a bakery distribution center.

   The Task Force was concerned that the western edge of this area on High Street, which is now residential, could develop with permissive NCR uses (hotel/motel, furniture store, car wash, auto supply store, automobile repair) that would negatively impact the adjacent residential area. The current NCR zoning does not reflect the differing land use potentials of properties on the freeway frontage and those in the interior of this area. Rezoning the currently residential area in the 400 block of High Street from NCR to MR to reflect its residential quality could be challenged by property owners as too severe.

c) Signs allowed in the NCR zone are controlled by both the existing Huning Highland Sector Development Plan, the sections of the Comprehensive City Zoning Code refered to the Sector Development Plan and the Historic Overlay Zone guidelines, with the more stringent provisions prevailing. The zone in the City Comprehensive Zoning Code which corresponds to NCR is C-1 or Neighborhood Commercial. This allows free-standing or wall off-premise signs as large as 78 square feet and up to 18 feet high and free-standing and projecting on-premise signs up to 100 square feet or building mounted signs which take up 20 per cent of the building facade. Signs as large as this could overwhelm the historic buildings on the commercial streets. The existing sign regulations in the Historic Overlay Zone Guidelines do not provide sufficient information to property owners wishing to place signs in the area, and are too limiting for a commercial strip. Since this commercial development is historically valid in itself, as well as contributing to the overall well being of Huning Highlands, the Overlay Zone Guidelines should be amended to allow better guidance and more realistic sign coverage.

Historic Overlay Zone

The major issues in the historic overlay zone revolved around requirements which are difficult to enforce and burdensome to property owners, and not necessary to maintain the historic fabric and integrity of the area. An additional concern was lack of public awareness of the Overlay Zone regulations.

Issues Identified

a) Control of paint colors is hard to enforce and places an unnecessary burden on property owners. In addition, paint color may be changed without damaging the basic historic architectural features of the structure, the protection of which is the main goal of the Historic Overlay Zone regulations.

b) The sign regulations in the Historic Overlay Zone were prepared without adequate recognition of the frankly commercial nature of some of the Overlay Zone area. In addition, they were not prepared in conformity with overall Comprehensive City Zoning Code sign requirements, and therefore do not provide adequate guidance (i.e., placement, size, number, etc.) to individual property owners wishing to receive approval for new signage (see above for discussion of zoning issues and see Design Guidelines, Appendix C for sign regulations in the Historic Overlay Zone).

c) Some owners lack adequate training or resources to submit required graphics when applying for Certificates of Appropriateness for remodeling or renovation.

d) Demolitions and alterations have been done without Landmarks Commission approval.

e) Required landscaping is difficult to enforce.

Effects of Traffic

With the high number of major and minor arterials, including Interstate 25, dividing or adjacent to the Plan area, traffic was identified as a very important issue affecting the stability of the neighborhood.

Issues Identified

a) The priority traffic issue identified in Huning Highlands was the width of the one-way pair of Lead and Coal at the south end of the neighborhood and lack of buffering between the traffic and the residential areas.

Huning Highlands is the City's most extensive and best-preserved railroad-era historic district. Its unique homes and tree-lined streets have attracted much new investment, particularly in residential rehabilitation. The width of Lead and Coal and their unimproved streetscape creates a particularly fragile area in the southern portion of the district which is predominantly residential.The continued rehabilitation and stability of the Huning Highland area not only protects current investment in the area, but also contributes to the City's sense of place. Attendees at the neigborhood meetings and members of the task force acknowledged that since these streets are integral and important parts of the city's street plan, a major reduction in traffic and impact was unfeasible. However, since Lead and Coal are wider in Huning Highlands than elsewhere in the city, residents felt that this section of Lead and Coal offers a unique opportunity for narrowing to make them somewhat less difficult to cross and to allow for landscaping to soften their visual impact on the neighborhood.

BACKGROUND INFORMATION: Lead and Coal were predominantly residential two-way streets until after World War II. The Coal viaduct over the railroad tracks, the presence of the military base south of Gibson, the rapid growth of the Heights subdivisions, and congestion on Central supported their designation as one-way arterials in the City's first traffic plan in 1949. They served as the major entries to downtown from the southeast and the new interstates and by 1971 they were so congested that their widening to four lanes between Sixth Street and I-25 was proposed and accomplished. They now function as major east-west arterials in the southeast quadrant of the city between Central and Gibson Boulevard.

The four lanes on Lead and Coal in Huning Highlands were put in place in 1971-72 to facilitate traffic into downtown, much of it from the freeway. New facilities built after Lead and Coal were widened have provided new routes to the Interstate. The development of the northern sections of downtown and the construction of the Grand Overpass has generated more traffic coming into the north end of downtown, particularly on Grand. In 1971 Grand between Locust and Broadway carried 11,300 cars in a 24-hour period; in 1986 Grand had an average daily traffic flow of 19,200. Another factor which has lessened use of Lead and Coal between downtown and Interstate 25 is the construction of the Guadalupe Overpass between Bridge and Stadium. Prior to the overpass construction, motorists wishing to reach the Interstate from Bridge Boulevard had to follow a difficult route which involved turning south on Second Street and crossing the railroad tracks at an at-grade railroad crossing at Trumbull. Many drivers preferred to use Lead and Coal. In 1971 Stadium between Broadway and I-25 had a 24-hour volume of 5,540. The 1986 daily traffic count on Stadium between Broadway and I-25 is 20,300.

These new access routes to the freeway are partially responsible for the minimal rise in daily traffic volume on Lead and Coal. A 1971 study, A Measure of Urban Mobility, prepared by the Middle Rio Grande Council of Governments (MRGCOG), showed a daily traffic count on Lead between Broadway and Locust of 14,200 and on Coal of 12,900. Fifteen years later, the 1986 average daily traffic count on Lead and Coal between Broadway and Interstate 25 (as shown on the 1986 Traffic Flow Map prepared by the MRGCOG) was 14,400 vehicles on Lead and 13,800 vehicles on Coal. A second factor in the minimal growth of the number of cars on these streets would be the fact that the southeast heights residential and employment patterns have changed little since 1971 according to Planning Department demographic data..

ROADWAY CAPACITY: The maximum flow traffic capacity of Lead and Coal Avenues (600 vehicles per lane per hour, or 2,400 cars on each street) as they traverse the Huning Highland area is greater than the current and projected daily traffic counts and peak hour traffic flows on these streets. MRCOG projections for the year 2010 are an average daily traffic flow through Huning Highlands of 16,000 cars on Lead and 14,100 cars on Coal.

The greatest concern for the capacity of Lead and Coal is that they must be able to accommodate peak hour traffic in both current and projected volumes. The table below gives current peak hour traffic flow; existing volume is from a 1985 document prepared for a study of the southbound access roads for Interstate 25; the projected figures are taken from the Year 2010 Base Case Traffic Forecast prepared by MRCOG in Spring, 1987.

	1985	2010
Lead Avenue		
A.M.	1,430	1,650
P.M.	1,340	1,150
Coal Avenue		
A.M.	910	1,880
P.M.	1,240	1,640

Four lanes on each arterial can accommodate 2010 traffic (4 x 600 = 2400 vehicles per hour); a reduction in lanes may cause minor congestion on Coal during the morning peak hour.

CONCERNS FROM OTHER NEIGHBORHOODS: The issue of heavy fast one-way traffic flowing through residential areas has generated concern in all the older neighborhoods through which Coal and Lead travel, including the University Neighborhoods and Nob Hill as well as Huning Highlands and South Broadway. Both the University Neighborhoods Sector Development Plan, which was approved in August 1986 and the draft Nob Hill Sector Development Plan state that the City should examine ways to mitigate such concerns on Coal and Lead as high traffic speed, excessive noise, air pollution, and dangerous pedestrian crossing conditions.

CURRENT STUDIES: In response to these concerns, in June, 1987, the Transportation Division of the Planning Group of the Public Works Department inititiated a study of Lead and Coal between Broadway Boulevard and Washington Street. The study will include definition of existing conditions, evaluation of neighborhood concerns, transportation needs, environmental analysis, scoping of possible solutions, neighborhood meetings and final evaluation and recommendations.

b) The proposed design of new I-25 southbound entrance and exit ramps between Central and Lead will close the freeway entrances from Lomas and Grand and route southbound freeway entry traffic on a new access road parallel to Locust and onto a new on-ramp immediately south of Central (ramp to be elevated over Lead off-ramp). These new freeway access facilities are projected to handle nearly 19,600 cars per day, with a peak hour evening traffic of 1680 cars. They will have a substantial impact on the neighborhood, particularly on Memorial Hospital and Highland Park.

As required by federal law, this federally funded project requested review of possible adverse affects on properties on the National Registered Huning Highland Historic District; the State Historic Preservation Division and the National Advisory Council on Historic Preservation have found that the proposed ramps will have "No Adverse Affect" on the built environment of the historic district. However, no landscaping or noise barriers are included in the plans to buffer residents, the park and the hospital from increased noise and pollution or to provide a visual barrier.

c) A bike route is in place on Silver Avenue east of the Interstate, but no route exists for cyclists who wish to continue west of the Interstate through Huning Highlands into downtown. The only existing route under the Interstate and into the downtown area in the area is on Grand. There is presently a bike route on Edith south of Grand. An additional bike route in Huning Highland was proposed in the 1977 Plan on Silver between Locust and Edith. If a route under the Interstate at Lead is developed and extended into downtown, this new route through Huning Highlands could be a less dangerous connection between the University area and downtown than existing routes on Grand and Stadium.

Parking

A Parking Study was completed for the Redevelopment Division in Spring 1986 in response to neighborhood and task force concerns with lack of parking in certain areas of the neighborhood. The study divided parking problems into on-street and off-street parking issues; an on-street parking problem was noted when more than eight cars were parked on one side of a standard length block, with few or no parking spaces left available. Off-street parking problems were noted when there were off-street parking Code deficiencies with no unused off-street parking. Few areas with such parking problems were identified; the more usual case was available on-street parking and/or unused parking spaces. Where parking congestion was identified it usually was a result of traffic-generating uses with little available and convenient parking. The neighborhood and the task force were interested in having the problem areas addressed, both to alleviate current problems and to provide means which could be used to address potential parking congestion elsewhere in the Plan area. See Map 8 for block numbers referred to and for location of problem areas.

Issues Identified

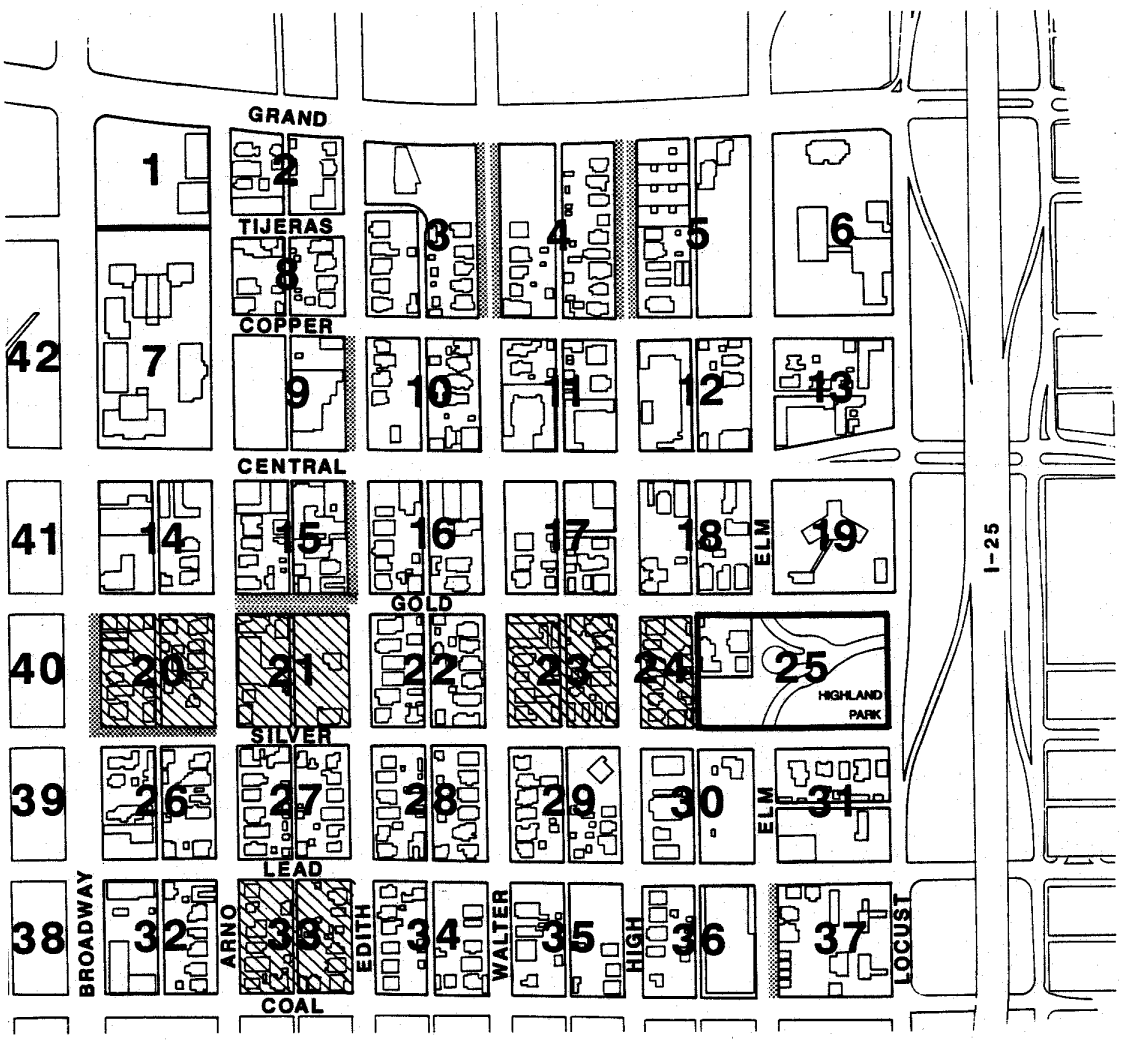
a) On-street parking was identified as a problem on seven blocks by the Parking Study completed in Spring, 1986. In some of these blocks, there were no off-street parking deficiencies. Problem areas include:
   1) both sides of Walter and High between Copper and Grand (blocks 3, 4 and 5 on map) - probable cause: overflow parking from St. Joseph's Hospital;

   2) Edith just north and south of Central (blocks 9 and 15) - probable cause: parking for the Special Collections Library on the northwest corner of Edith and Central and, at midday, parking for a restaurant on the southwest corner of the same intersection;

   3) the east side of Broadway between Gold and Silver and Silver between Broadway and Arno (block 20) - probable cause: parking for the commercial/service uses in the 200 block of the east side of Broadway, which have little off-street parking;

   4) Gold between Arno and Edith (block 21) - probable cause: parking for the church and church school, which has no off-street parking;

   5) Elm between Coal and Lead (block 36) - probable cause: parking related to the bakery distribution center at Lead and Elm.



NORTH ▲ **HUNING HIGHLAND**/Parking Study (Block Numbers)

Map 8

Off-Street Parking Problems

On-Street Parking Congestion

b) Off-street parking There are substantial code deficiencies on several blocks, but off-street parking spaces were available except on the following blocks:

1) three blocks between Gold and Silver, Broadway and Highland Park (blocks 21, 23 and 24) and the block between Coal and Lead, Edith and Arno (block 33) - problems probably caused by the existence of established uses (apartments, a school and a church) which need parking but provide few off-street parking spaces;

2) the block between Broadway, Arno, Gold and Silver (Block 20) - problems probably caused by insufficient off-street parking for new offices on Broadway.

The off-street parking deficiencies on Broadway and the on-street parking congestion on Edith are problems which are possible on or near any of the commercial streets in the area and would worsen as the commercial areas redevelop. If three or four additional high-traffic businesses or offices become established, lack of convenient off-street parking and overflow parking in the residential blocks north and south of Central and east of Broadway will become greater problems. New surface lots might require demolition of existing historic buildings and would need special design guidelines to avoid detracting from a pedestrian-oriented streetscape; construction of a parking structure is unlikely without 1) a significant growth of private commercial activity in the area and 2) public subsidies.

Commercial/Residential Revitalization

The health of the neighborhood is undermined by the continued presence of deteriorated structures and by lagging commercial revitalization.

Issues Identified

a) Deteriorated structures, although far fewer than the number identified ten years ago, can still be found throughout the neighborhood. These structures blight the surrounding area, do not provide adequate heating, ventilation and plumbing for tenants and increase the likelihood of arson. The issue is what programs can be developed to assist owners in rehabilitation of their property, now that Community Development Block Grant funds are limited.

b) An analysis of the issue of slow commercial redevelopment revealed a number of contributing factors. These are given below.

1) The design of many of the modern structures on Central, with

their large parking areas along the street front, could require extensive adaptation to create attractive retail businesses or offices. Small buildings built to the sidewalk which might more easily be used as retail or offices comprise only 18 per cent of the street frontage on Central in this area.

2) According to local business owners, there is a perception of little or no parking for businesses on Central and Broadway. Even though on-street parking is available on Central Avenue, patrons of local businesses appear reluctant to walk more than a block to reach their destination. An additional issue is that other projects, such as the redevelopment of Old Albuquerque High School or improvement of the railroad underpass, would increase the need for parking spaces.

3) The area on the west side of Broadway between Huning Highlands and downtown, with the exception of the Union Square development and Slade's Dairy, is deteriorated and unattractive. The pedestrian connections to downtown, a potential market for this section of Central, are poor. The Central underpass in particular is dirty and perceived as dangerous. The west side of Broadway south of the Slade Dairy Building is unplanned and has received little attention regarding redevelopment potential.

4) The vacant Old Albuquerque High School buildings blight their surroundings; its redevelopment is seen as crucial to economic revitalization of Huning Highlands, as well as to preserving an important City Landmark.

5) On many evenings the lighting on Central Avenue does not work and broken light standards are not immediately fixed. The recently installed light standards are difficult to repair since they do not have standard parts which the City stocks.

6) Current food sanitation regulations do not distinguish between types of food service. Since Bed and Breakfast establishments serve only breakfast and only to a small number of people, the many regulations unnecessarily discourage owners of historic homes from operating such establishments, thus removing an especially compatible way to keep these homes economically viable without undue disruption to residential areas. This issue and the issue of the possible impact of B & B's on neighborhoods in terms of traffic and parking are not limited to Huning Highlands. The Environmental Health Department is considering modifying the food sanitation ordinance to reduce requirements for limited food service facilities and Planning Department staff is currently examining citywide zoning issues for B & B's.

Crime Rate

Crimes such as burglary and auto theft in the area and the presence of prostitutes on Central Avenue were a major concern voiced at the neighborhood meetings and by the Huning Highland task force.

Issues Identified

a) Residents felt that response time to calls for help was too slow.

b) APD has identified a high incidence of crime in the area, burglary and auto theft in particular. The cruising problem, the bumper to bumper line of slow-moving cars on Central in the Downtown area on summer evenings, prominently mentioned during neighborhood meetings in early 1986, was considerably reduced during summer, 1986.

c) Prostitutes and procurers operating on Central and on the nearby residential blocks create situations in which residents are threatened or solicited as well as a negative image for businesses on Central. According to the APD Vice Squad and residents, illegal activities which are often associated with prostitution, such as drug dealing, also occur in the area.

d) The transients moving through the neighborhood from nearby emergency shelters are cause for concern among some neighborhood residents, who claim that the transients are responsible for a good percentage of property crimes in the area. However, at present no statistics are available to substantiate this claim.

The Plan

This Huning Highland Sector Development Plan replaces the 1977 Huning Highland Sector Development Plan and all amendments to the 1977 Plan which were adopted prior to the adoption of this Plan. Because the earlier land use categories have been substantially rewritten for greater clarity, and because this Plan sets forth action on a number of issues which have emerged since the adoption of the 1977 Plan, a new Plan is clearer and more appropriate than amendments to the 1977 Plan would have been.

1. Zoning

A. Land Use

The Huning Highland Sector Plan Area is zoned SU-2, the Special Neighborhood Zone, which allows a mixture of uses controlled by a Sector Development Plan as described in Section 31 of the Comprehensive City Zoning Code. SU-2 zoning is appropriate for areas where other available zones do not promote conservation of special neighborhood characteristics, or where the land should develop with a mixture of uses which need careful control and coordination, or where there are factors that impair the sound growth and economic health of the area as regulated by zoning. The Huning Highland Sector Development Plan Area meets the first and second criteria. Within the overall SU-2 zone, separate zoning categories are established as shown on Map 9, and are regulated as follows.

The MIXED RESIDENTIAL zone (SU-2/MR) category corresponds to the R-1 Residential Zone in the Comprehensive City Zoning Code with the following exceptions:

A. Setback - Front Yard
   1. The minimum front yard setback is 10 feet except the setback for a garage or carport is 20 feet.

B. Conditional Uses
   1. Dwelling units in an accessory structure, provided the structure was originally constructed as a residence and provided lot size, open space and landscaping requirements in the Townhouse (RT) zone in the Comprehensive City Zoning Code are met.
   2. Uses in the Residential Townhouse (RT) Zone in the Comprehensive City Zoning Code are allowed; development must meet all requirements in the RT zone.
   3. Apartments and churches or other places of worship, legally existing as of the adoption of this Plan, are to be treated as approved conditional uses.

4. Bed and Breakfast establishments* provided
    a. The owner is a permanent resident;
    b. There is one off-street parking space per rentable unit plus one space for the resident owner and each staff person;
    c. One guest room unit may be provided for the first 1000 square feet of heated floor area in the major structure on a lot and one for every additional 400 square feet of heated floor area in the major structure; there may be up to five guest rooms per premises;
    d. Except for a sign as permitted in this zone, no change shall be made to the exterior appearance of the building which would indicate that a Bed & Breakfast is located in the building;
    e. A Site Development Plan showing parking entrances and exits and signage shall be approved by the Zoning Hearing Examiner.

5. Parking lot, provided:
    a. The property abuts properties zoned Neighborhood Commercial Residential (SU2/NCR) on at least one side.
    b. The property is vacant or includes a non-contributing building in the Huning Highland National Register Historic District.
    c. A Site Development Plan has been approved by the Zoning Hearing Examiner which includes an area equal to at least ten percent of the off-street parking area (including related driveways) devoted to landscaping; at least 50% of required landscaping shall be located on or within five feet of the public right-of-way if the location and types of plants and other materials are compatible with utility lines, sidewalks and the safe use of the streets. Parking standards given in Section 40. A. 5. of the Comprehensive City Zoning Code shall be met.
    d. Parking off alleys for activities off site can be provided on any MR-zoned lot adjacent to the NCR zone if no demolition of contributing buildings in the Huning Highland Overlay Zone is required and parking space standards as listed for parking lots in the Office (O-1) section of the Comprehensive City Zoning Code are met.

6. One non-illuminated free-standing or wall sign not to exceed six square feet in area may be approved, where needed, for approved conditional uses.

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*BED AND BREAKFAST means a dwelling unit divided into at least one but not more than five guest rooms where lodging is provided for compensation and where breakfast is provided.

The RESIDENTIAL OFFICE zone (SU-2/RO) corresponds to the R-2 (Low Density Residential) zone in the Comprehensive City Zoning Code with the following exceptions:

A. Permissive Uses

1. A storage structure or yard for equipment, material, or activity incidental to a specific construction project, provided it is of a temporary nature and is moved after the specific construction project is completed or work on the project has been dormant for a period of six or more months, and further provided that it is limited to a period of one year.

B. Conditional Uses

1. Boarding or lodging houses, including Bed and Breakfast establishments as defined in the MR zone, provided the following conditions are met:
    a. The owner is a permanent resident;
    b. There is one off-street parking space per rentable unit plus one space for the resident owner and each staff person;
    c. One guest room unit may be provided for the first 1000 square feet of heated floor area in the major structure on a lot and one for every additional 400 square feet of heated floor area in the major structure; there may be up to five guest rooms per premises;
    d. Except for a sign as permitted in this zone, no change shall be made to the exterior appearance of the building which would indicate that a Bed & Breakfast is located in the building;
    e. A Site Development Plan showing parking entrances and exits and signage shall be approved by the Zoning Hearing Examiner.

2. Parking lot, provided:
    a. The property abuts properties zoned Neighborhood Commercial Residential (SU2/NCR) on at least one side.
    b. The property is vacant or includes a non-contributing building in the Huning Highland National Register Historic District.
    c. A Site Development Plan has been approved by the Zoning Hearing Examiner which includes an area equal to at least ten percent of the off-street parking area (including related driveways) devoted to landscaping; at least 50% of required landscaping shall be located on or within five feet of the public right-of-way if the location and types of plants and other materials are compatible with utility lines, sidewalks and the safe use of the streets. Parking standards given in Section 40. A. 5. of the Comprehensive City Zoning Code shall be met.

d. Parking off alleys for activities off site can be provided on any RO-zoned lot adjacent to the NCR zone if no demolition of contributing buildings in the Huning Highland Overlay Zone is required and parking space standards as listed for parking lots in the Office (O-1) section of the Comprehensive City Zoning Code are met.

3. A conditional use permit for any of the uses listed below may be granted for up to 50% of floor area in new construction of more than 4000 sf gross floor area:
   a. instruction in music, dance, fine arts or crafts
   b. artists' studio
   c. day care center
   d. offices which do not generate high levels of traffic, noise, or litter, including, but not limited to, architects, business and investment consultants, engineers, geologists, lawyers, physicians, psychiatrists, psychologists, and realtors.

4. A conditional use permit for any of the uses listed in item 3 above may be granted for over 50% of floor area in new construction of less than 4000 sf gross floor area, and in existing buildings, provided structurally sound main buildings will be rehabilitated and maintained in a manner which will protect, preserve and enhance their existing architectural character.

5. A Site Development Plan shall be presented and approved by the Zoning Hearing Examiner with any application for conditional use.

6. Existing churches shall be treated as approved conditional uses.

C. Signs
   1. Signs erected after the adoption of the 1987 Huning Highland Sector Development Plan shall be controlled as under the Residential Commercial (RC) zone in the Comprehensive City Zoning Code.

D. Setback
   1. For permissive uses, the minimum front yard setback is 10 feet, except that the front yard setback for a garage or carport is 20 feet.
   2. Setback, height, parking, and landscaping requirements for all conditional uses other than parking lots shall be governed by regulations in the Office (O-1) zone of the Comprehensive City Zoning Code.

The NEIGHBORHOOD COMMERCIAL RESIDENTIAL zone (SU-2/NCR) corresponds to the C-1 Commercial Zone in the Comprehensive City Zoning Code with the following exceptions:

A. Permissive uses
   1. R-3 uses as defined and controlled in the Comprehensive City Zoning Code.
   2. Storage and/or sale of alcoholic drink for consumption on or off premises is not allowed.

B. Conditional uses
   1. Conditional uses in the C-1 Commercial Zone in the Comprehensive City Zoning Code are not allowed.
   2. Hotel/motel uses.
   3. Sale of beer and wine for consumption on restaurant premises with food, under a State of New Mexico Restaurant License, Section 60-6A-4, NMSA 1978.

C. Drive-in restaurants legally existing as of the adoption of this Plan are to be treated as approved conditional uses.

D. Signs
   Signs erected after the adoption of the 1987 Huning Highland Sector Development Plan shall be controlled as under the O-1 Zone in the City Comprehensive Zoning Code.

E. Setback
   The front and corner side yard setback is zero rather than the Code requirement of 5 feet.

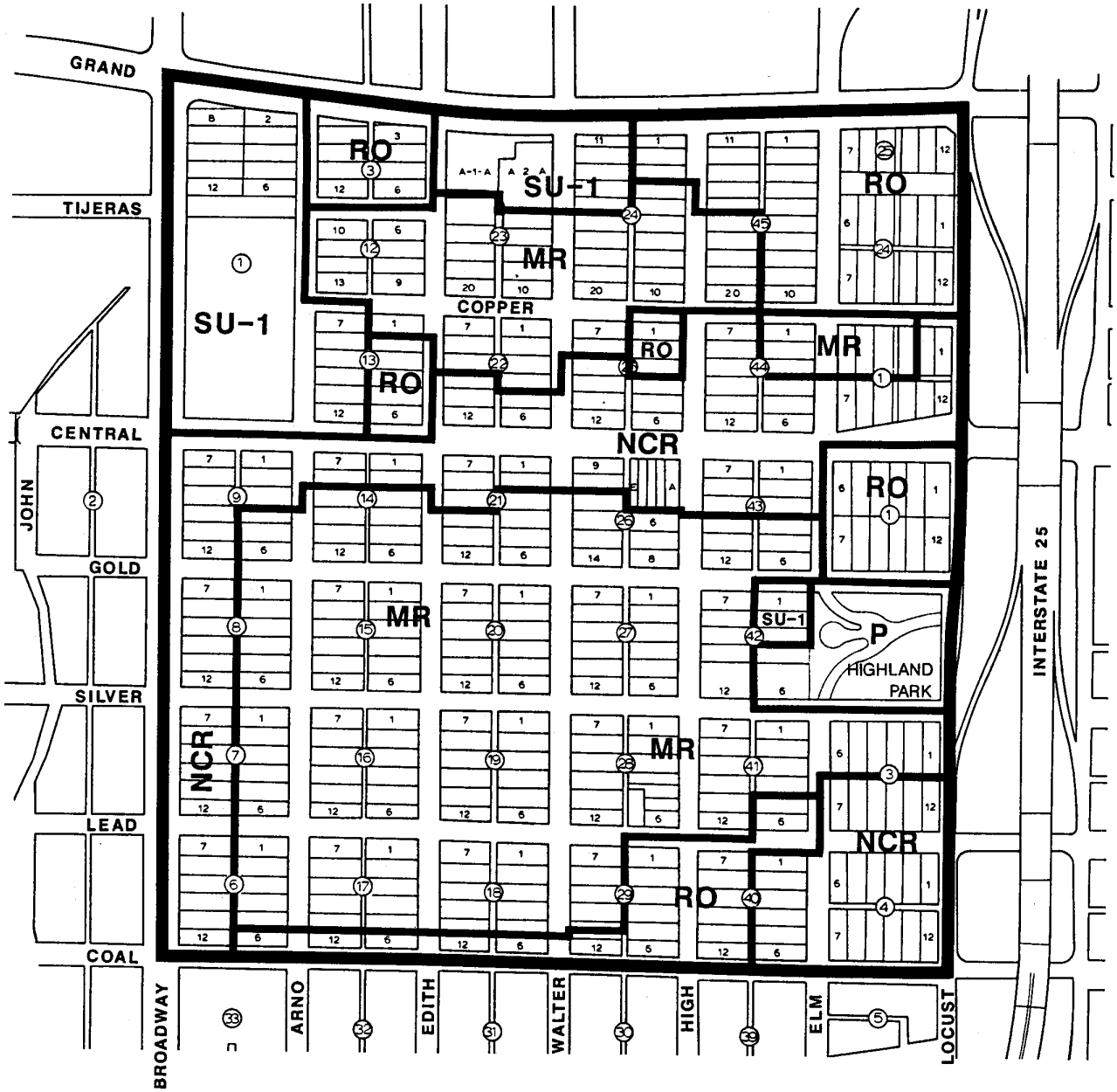
B. Property Rezoned

- Zoning is shown on Map 9. The lots described below were rezoned by the adoption of this Plan:

  a) Lot 6, Block 6; Lots 6 and 12, Block 17; Lots 6 and 12, Block 18, Huning Highland Addition (lots on the north side and immediately adjacent to Coal Avenue between the alley east of Broadway and Walter SE);

  b) Lots 7-12, Block 40; Lots 1-6, Block 29, Huning Highland Addition (lots on 400 block on High Street SE);

  c) Lots 5 and 6, Block 41, Huning Highland Addition (lots at northwest corner of Elm and Lead);



NORTH ▲ **HUNING HIGHLAND** / Zoning 1/5/88

Map 9

MR Mixed Residential

RO Residential/Office

NCR Neighborhood Commercial/Residential

SU-1 Special Use

P Park

Boundary SU-2 Zoning

d) Lot 12 and southern 1/2 of Lot 11, Block 29 (lots on northeast corner of Walter and Coal);

e) Lots 1-3, Block 25, Huning Highland Addition (lots on west side of 100 block of High NE, adjacent to motels).

C. Conditions for Parking Variance

- The Zoning Hearing Examiner may grant a variance, as regulated under Section 42 of the City Comprehensive Zoning Code, in the amount of off-street parking required (Comprehensive City Zoning Code Section 40. A) in any zone in the Huning Highland Sector Development Plan area if the proposed development meets at least two of the following conditions:
    a. The owner/developer has made every attempt to maximize space for off-street parking through such measures as paving and striping, scaling and locating buildings (new construction only) to allow most space for parking, and using a parking design (such as right angle or diagonal parking) which allows for the greatest number of spaces within the requirements for safe ingress and egress and landscaping requirements.
    b. The proposed use is multi-family residential or provides a neighborhood service such as a grocery, hardware, drug store, beauty shop/barber, laundry/dry cleaners.
    c. The owner/developer has either developed shared parking with adjacent uses that have an off-street parking surplus or has made ascertainable efforts to do so.

2. Historic Overlay Zone

A. Amendments to Design Guidelines

- Redevelopment Division staff shall prepare amendments to the Huning Highland Overlay Zone Design Guidelines for Council consideration which remove paint requirements and substitute recommendations for appropriate paint colors as an addendum to the Guidelines.

- Redevelopment Division staff shall prepare amendments to the Huning Highland Overlay Zone Design Guidelines for City Council consideration which remove sign requirements. Sign regulations shall be governed under zoning regulations.

- Redevelopment Division staff shall prepare amendments to the Huning Highland Overlay Zone Design Guidelines for City Council consideration which remove landscaping requirements and substitute recommendations for appropriate landscaping as an addendum to the Guidelines.

B. Public Education

- Redevelopment Division staff, in coordination with the Landmarks and Urban Conservation Commission and the Implementation Committee (see Implementation Section, (p.45), shall develop a design assistance program available to property owners in the Huning Highland Historic Overlay Zone; the program should include provision of free assistance in researching appropriate architectural details and in the preparation of graphics required for application for a Certificate of Appropriateness.

- Redevelopment Division staff, in coordination with the neighborhood association, the Landmarks and Urban Conservation Commission, and the Implementation Committee, shall prepare a handbook on the history of the Huning Highlands area and the design guidelines and regulations in the Huning Highlands Historic Overlay Zone. The handbook shall be mailed to all property owners in the Overlay Zone and shall be available at minimal cost to interested citizens.

3. Traffic and Parking

A. Lead and Coal Avenues

- The Public Works Department 1987 study of Lead and Coal between Broadway Boulevard and Washington Street SE, including recommendations and implementation strategies, shall be completed within a year of adoption of this Plan. It shall include, but not be limited to, consideration and evaluation of the following proposals from Redevelopment Division staff and the Huning Highland task force for mitigation of adverse affects of these arterials in the Huning Highland Sector Plan Area:

  1) Traffic lanes on Lead and Coal between Locust and Broadway shall be reduced to three lanes with the extra lane replaced by buffer landscaping and improved sidewalks.

  2) "No Parking here to corner" signs placed 30 feet north and south of Lead and 30 feet north and south of Coal on the following north-south streets in the Huning Highlands Sector Plan area: Arno, Edith, Walter, High and Elm.

B. Proposed Freeway Ramps

- Plans for the new Interstate 25 southbound ramps between Grand and Lead should include landscaping and noise buffers between the neighborhood and the I-25 southbound improvements. The City, through the appropriate City departments, should coordinate with the State Highway Department to develop a program for a landscaping buffer on the west side of the I-25 southbound on and off ramps between Central and Lead.

C. Bikeways

- The Greater Albuquerque Bicycle Advisory Committee will review a bike route on Silver Avenue east and west of Interstate 25 with a connection under Interstate 25 at Lead. If approved, signs should be placed on Silver between Elm and Edith. The Bicycle Advisory Committee is also requested to investigate alternative bike routes into Downtown from the Huning Highland area.

D. Parking

- Redevelopment staff shall encourage the Huning Highland Neighborhood Association, in cooperation with residents on High and Walter Streets north of Copper Avenue and with St. Joseph's Hospital, to determine what solution to the parking congestion on High and Walter north of Copper would be feasible. Permit parking should be included in their consideration.

- The City shall pave, stripe and landscape the City-owned vacant dirt lot north of the Special Collections Library on Edith and Central for use only by library patrons and employees. A paid parking system for this lot shall be developed by the Library Director and the City Parking Administrator. Parking spaces shall be oriented away from the private home to the north (i.e. facing toward the north wall of the library). Signs indicating that access is via the alley shall be prominently posted, landscaping must screen the lot along the north side, lighting shall not remain on after library hours.

- One-hour parking shall be allowed on the west side of the 100 block of Broadway SE, except at the bus stop if the City Traffic Engineer finds such parking to be in accordance with traffic safety and operations. Signs to this effect will be erected.

4. Redevelopment Strategies

A. Housing

- The Implementation Committee, with assistance from Redevelopment Division staff, and in consultation with planners in the Human Services Department, shall develop programs which encourage housing rehabilitation. Expanded or innovative use of Community Development Block Grant funds which leverage private funds should be included in their considerations (see Appendix D for list of such programs used elsewhere in the country).

B. Commercial Development

- The Implementation Committee, in coordination with Redevelopment Division staff, shall gather information on and publicize funding resources for redevelopment of commercial property (see Appendix E for partial listing of such resources). The Implementation Committee should also contact the Nob Hill Main Street Program for information on its projected study on the re-use potential of older motels.

- The Implementation Committee should work with property owners on Central and Broadway to develop a program of shared parking. City Parking/ Transit Department staff shall be consulted on City regulations which would affect shared parking arrangements. The parking study for the Nob Hill area (completion expected summer, 1987) may assist in developing parking strategies for Huning Highlands.

- Renovation of the Central Avenue railroad underpass as outlined in the draft Downtown Action Plan (DAP) shall be included for consideration in the disbursement of Sector Development Plan funds requested in the 1987-1989 Capital Improvement Program. The DAP recommendation includes new lighting, removing streetside panels and tiling or painting the walls.

- Design guidelines and a study of existing zoning in the Downtown Action Plan's recommended transition area on the west side of Broadway south of Gold should be undertaken within six months of adoption of the Downtown Action Plan.

- The City shall initiate a public-private cooperative approach to redevelopment of the Old Albuquerque High School buildings which will include consideration of the following options or combinations of options:

    1) City purchase, preparation of a Request for Proposals, developer selection, and reimbursement to City of purchase price.

    2) Joint venture between City, private developer and/or property owner under public-private development plan; City would be responsible for public elements.

    3) Public or institutional purchase and re-use.

    Additional information: The Old Albuquerque High School is listed on the State and National Registers, so state and federal tax credits are available for use with its renovation. It also has been designated a Metropolitan Redevelopment Area, which allows MR bonds to be used for its redevelopment. In 1980 the City Council designated the old high school as a City Landmark. Landmark designation requires that rehabilitation plans or proposed demolition of any of the buildings on the site be approved by the Landmarks and Urban Conservation Commission.

- Consider redeveloping the Old Albuquerque High School buildings and site as the site for the performing arts center.

- The Implementation Committee shall coordinate with Redevelopment Division staff, the Traffic Engineering Division and the Public Service Company of New Mexico to establish a program to improve and stabilize the lighting on Central Avenue.

- Environmental Health Department and Planning Department staff currently working on Bed and Breakfast-related issues shall coordinate their efforts to develop policies and regulations which protect public health and safety without placing undue restrictions on the operation of such establishments. A preliminary report on their work shall be submitted to the City Planner by January, 1988.

5. Crime Prevention

- Redevelopment Division staff shall encourage the neighborhood association to expand the "Neighborhood Crime Watch" program to include assignment of block captains, posting of Crime Watch signs, and regularly-scheduled meetings with Police Department representatives to discuss problems. Residents should also be encouraged to promptly report crimes.

- The Implementation Committee working with PNM, Traffic Engineering and the Police Department shall assess the condition of existing lights on neighborhood streets and establish priorities for additional street lighting.

  Additional information: Representatives of the Albuquerque Police Department recommended better lighting as an effective crime deterrent. Increased lighting can include more powerful or additional street lights, alley lighting and residential outdoor lights. Additional street lights on blocks shorter than 500 feet (blocks in Huning Highlands are 300 feet long) must be paid for by the residents, who would have to apply to PNM; the cost of the street light and the monthly electricity usage would be charged to a block resident who would then set up a system to share expenses among all block residents. It is also possible to upgrade the existing street lights by replacing them with high pressure sodium lights which provide more illumination. Extra lighting at the rear of properties at the alley can be rented from PNM for a charge of $14.00 monthly. Another approach is to set up a special assessment district for a greater number of street lights, either on the alleys or on the streets.

- The Implementation Committee, in cooperation with the neighborhood association, shall prepare a written prioritization of concerns about major crimes and prostitution in the area and submit the report to the Police Department. Following the submission of this report, the Police Department and the Implementation Committee shall develop a tactical plan for reduction of crime in the area. The plan should address patterns of occurrence in terms of location, time of day and type of crime, and determine the appropriate courses of action to be taken by the Police Department.

6. Implementation

The realization of the goal of the Plan -- a safer and stabilized residential neighborhood and a more viable commercial area -- must be a process which involves not only City agencies but also Huning Highlands residents, merchants and property owners. Three actions will help make this process workable and successful: a group of residents and property owners who are willing to take responsibililty for monitoring Plan implementation and who will work with the City to implement Plan recommendations, an Implementation Coordinator who will help organize Committee activities and assist them in developing the necessary skills for Plan implementation and, 3) clearly identified implementation priorities.

A. Implementation Committee, Coordinator

- Within six months of the adoption of this Plan, the City shall establish a Huning Highlands Implementation Committee with a full time Implementation Coordinator to assist the Committee for one year.

  a) Its membership shall consist of two representatives from institutions located in the Sector Plan area, three members from a list submitted by the Huning Highland Neighborhood Association and four members to balance representation of residents, merchants and property owners, and of age, gender, and social groups. Members of the Committee shall be appointed by the Mayor, in consultation with the City Councillor for District 3. The Committee shall request the Mayor to appoint other non-voting members to provide expertise as necessary.

  b) Duties of the Implementation Committee shall be to coordinate with appropriate private groups or City departments to monitor and insure implementation of the Huning Highland Sector Plan.

  c) All meetings of the Implementation Committee shall be open to the public and adequately publicized.

  d) The Committee shall be staffed by an Implementation Coordinator hired for a City term position of one year. Duties of the Implementation Coordinator shall be provision of technical advice and organizational support and other duties deemed necessary by the City and the Committee to enable the Committee to operate effectively. In subsequent years, funding for this position should be derived from other sources.

e) An annual report shall be submitted by the Committee to the Mayor, City Council, participating groups, and the neighborhood. The report shall include project status and assess progress toward implementation of the Plan.

f) The Committee shall stay in existence for at least three years.

g) At the end of three years, the Implementation Committee shall submit a final report to the Mayor and City Council which shall include an analysis of the condition of the neighborhood, a summary of Plan implementation, recommendations for any further actions or Plan amendments and a recommendation as to whether the Committee should continue to exist.

B. Implementation Priorities

The Huning Highland Task Force was asked by the Redevelopment Division staff to prioritize Plan recommendations, based on neighborhood needs. The actions given below in order of priority are those which the Task Force feels strongly that the Implementation Committee and appropriate City agencies should implement at the earliest opportunity. This prioritization does not preclude the Implementation Committee's consideration and implementation of other actions in this Plan.

- The Implementation Committee should contact the appropriate agencies within two months of its formation to expedite and monitor the following actions contained in this Plan:

    1) Albuquerque High School re-use

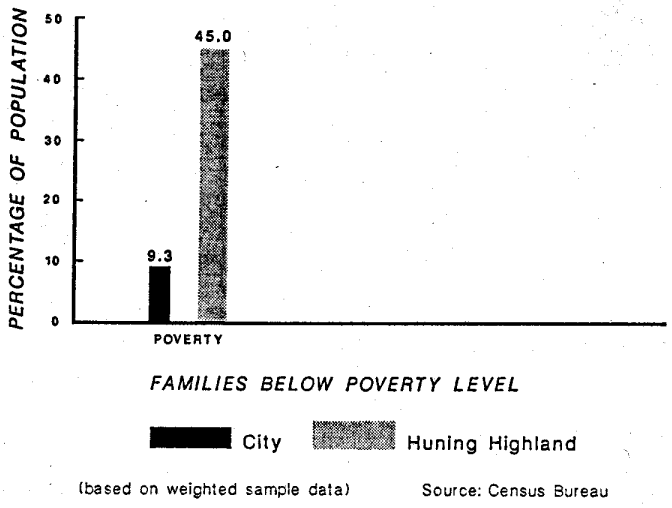
    2) Mitigation of traffic impacts of Lead and Coal

    3) Assistance for commercial redevelopment: publicizing funding sources, investigation of shared parking, renovation of Central Avenue railroad underpass, planning for area west of Broadway, improvement of lighting on Central Avenue

    4) Development of a tactical plan for reduction of crime and prostitution in the area

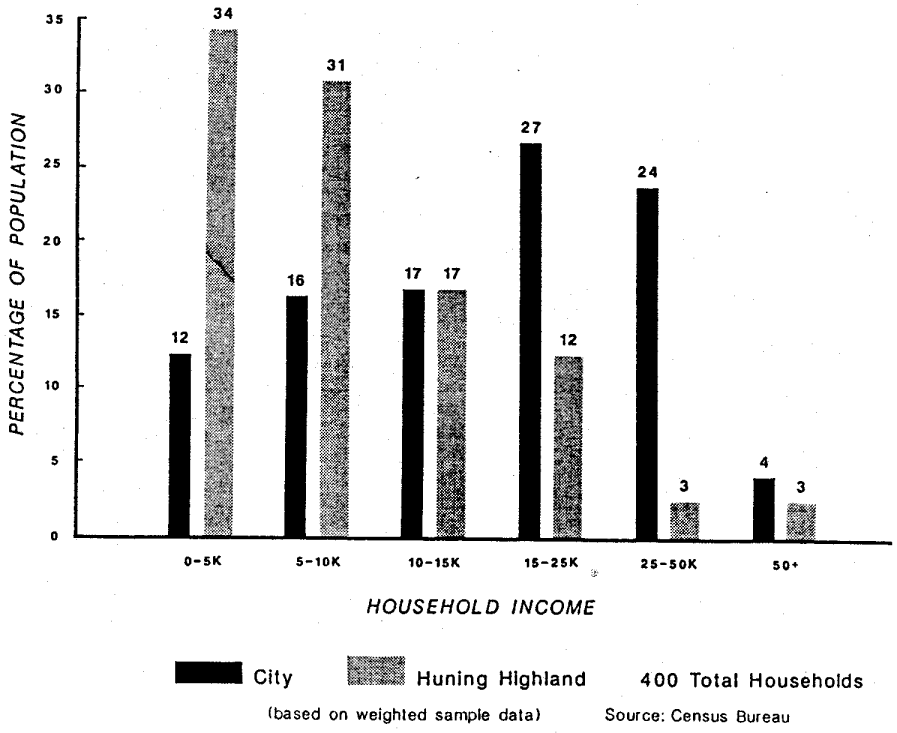
    5) Working with the State Highway Department to provide landscaping to help mitigate any adverse effects on the Huning Highland area from the new Interstate on-ramps

Figures



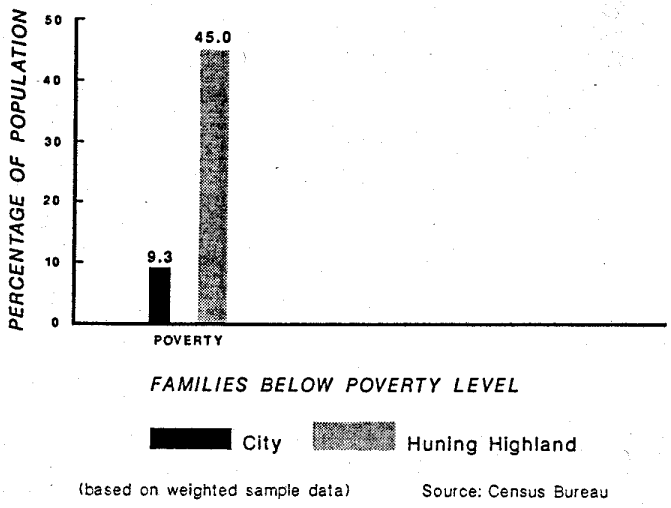
HUNING HIGHLAND: POVERTY LEVELS 1980

Figure 3



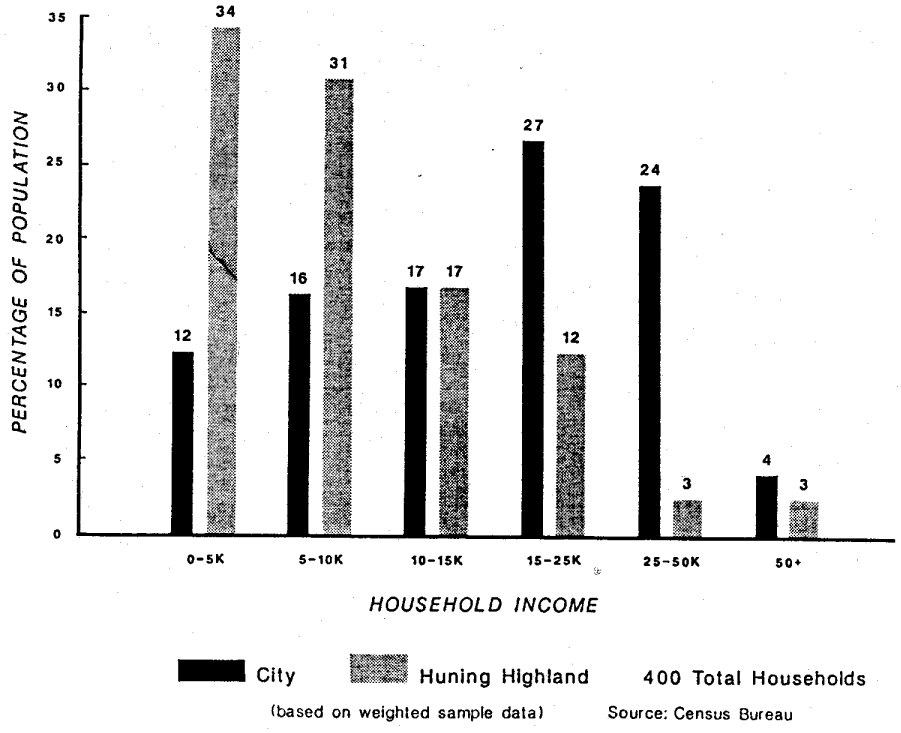
HUNING HIGHLAND: INCOME LEVELS 1980

Figure 4



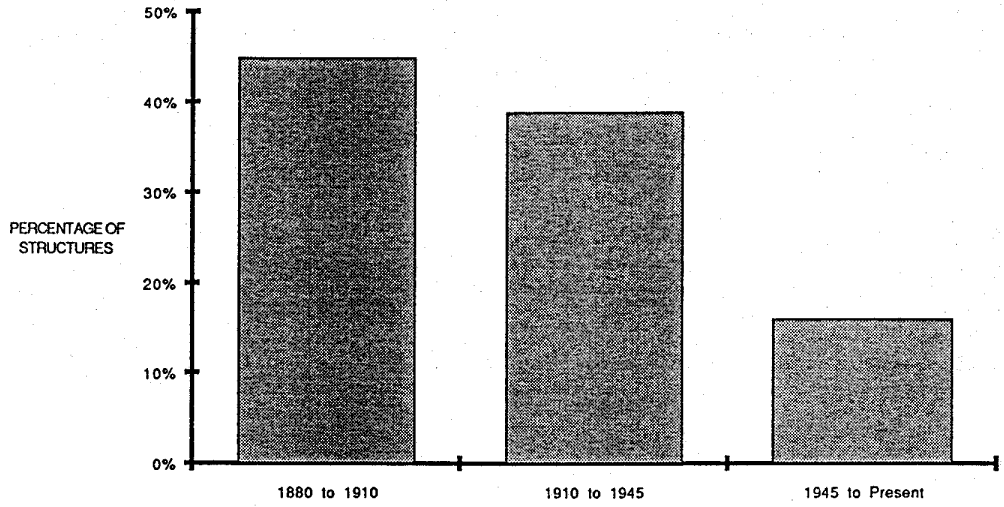
HUNING HIGHLAND: POVERTY LEVELS 1980

Figure 3



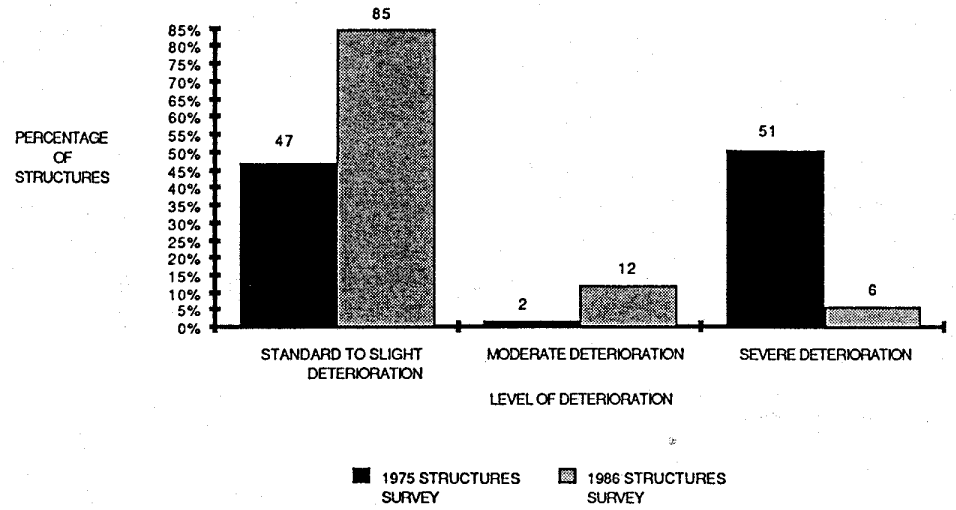
HUNING HIGHLAND: INCOME LEVELS 1980

Figure 4



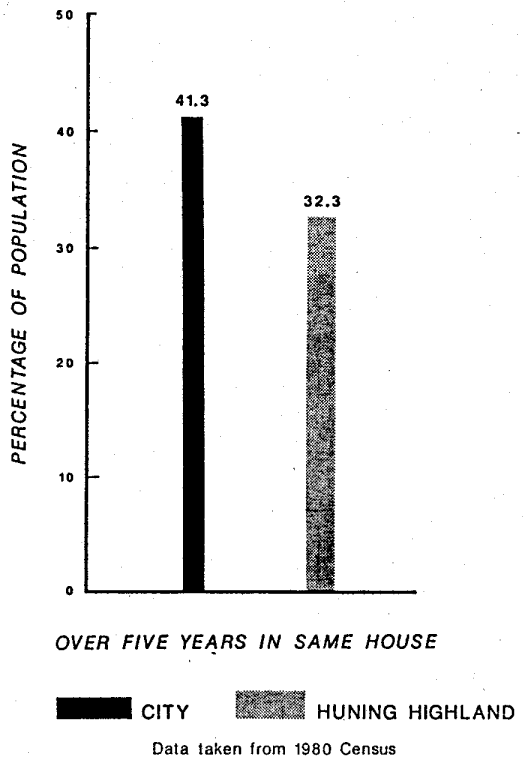
HUNING HIGHLAND: AGE OF STRUCTURES

Figure 5



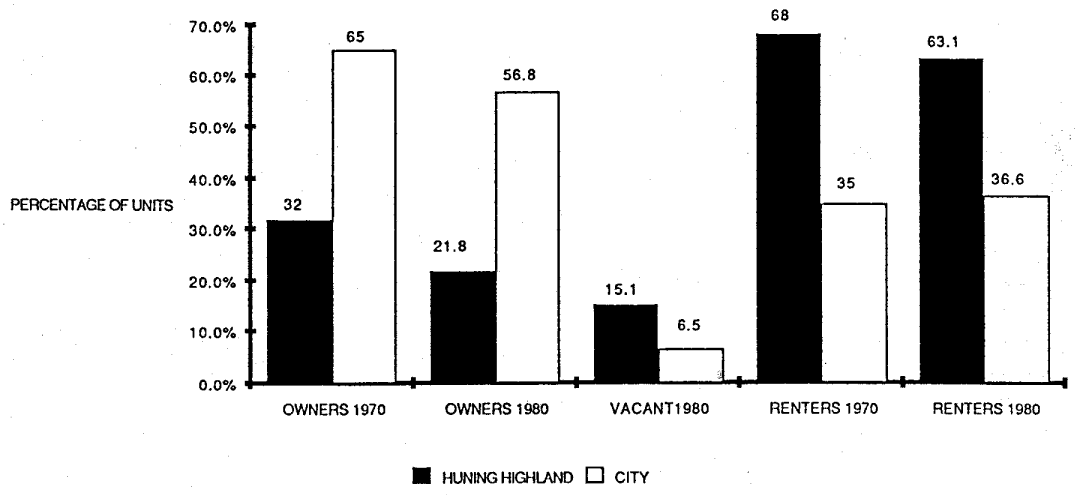
HUNING HIGHLAND: STRUCTURAL CONDITIONS

Figure 6



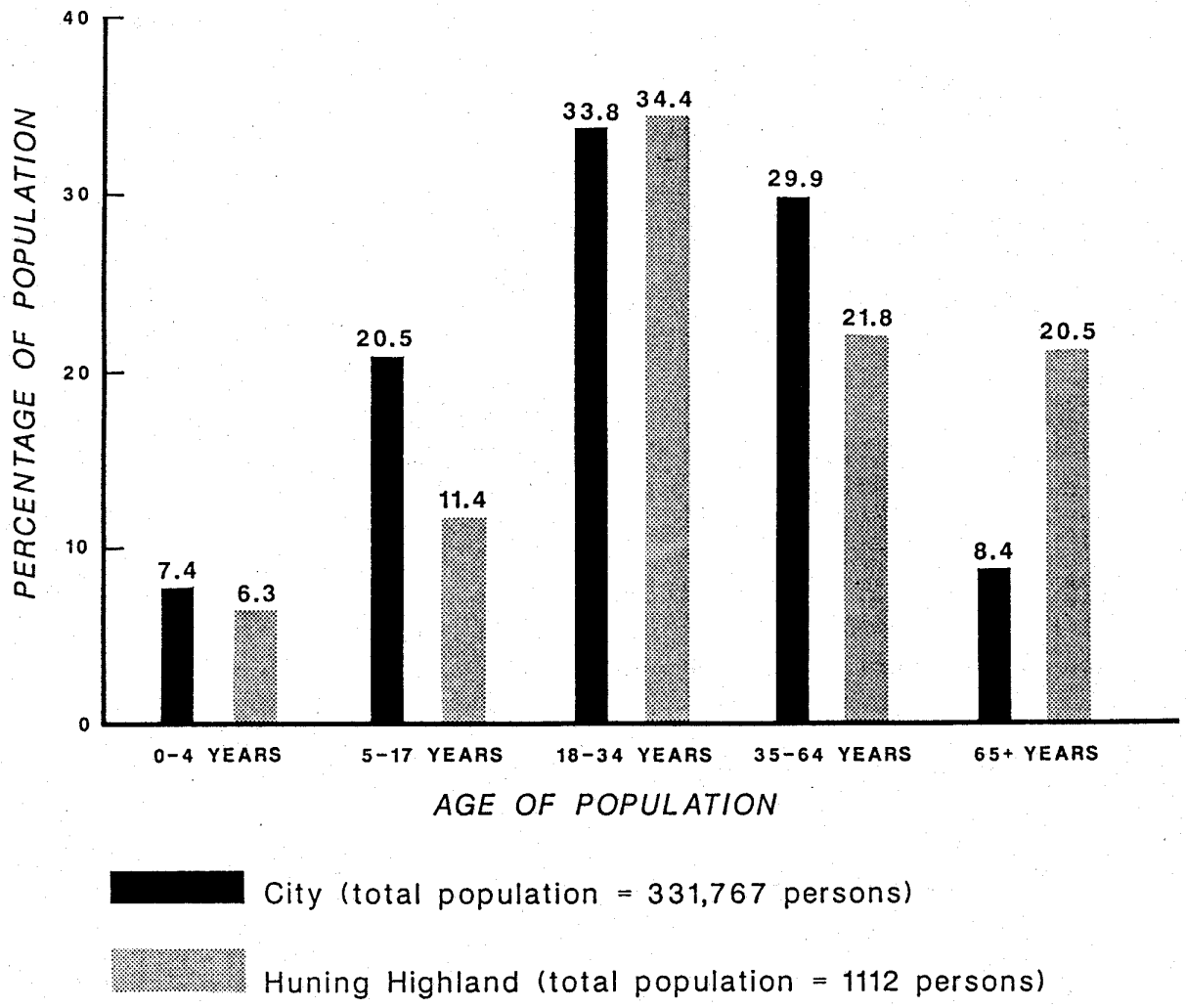
HUNING HIGHLAND: OVER FIVE YEARS IN SAME HOUSE

Figure 7



HUNING HIGHLAND: RESIDENTIAL OCCUPANCY 1970 AND 1980

Figure 8



HUNING HIGHLAND: AGE COMPOSITION

Figure 9

Appendices

Information on Crime in Huning Highland Area
The Albuquerque Police Department Crime Analysis Unit

Methodology

The information in this report came from offense reports. The information was presented in graphic and statistical formats after simple counts were made. These counts included time of day, day of week, monthly and yearly totals.

Several problems with the data should be noted. First, the time of incidents was based upon the beginning time that the crime "may" have occurred. For example a person who leaves for work at eight a.m. and returns at five p.m. to find his/her home burglarized will have the occurrence time of eight a.m. even though the burglary could have occurred at three p.m.

A second problem was the lack of adjustment for size of population. Comparisons between the city as a whole and the Huning Highland area do not factor in population size. While assaults as a percentage may be lower in Huning Highland (7%) to the city's (17%), assaults adjusted for population maybe higher than that of the city as a whole.

A third problem is that annual trends in crime do not include adjustments for population growth.

While the information from the data zones is highly accurate, some information may have been excluded due to clerical errors. This amount is small and does not effect the analysis in any significant manner.

Observations and Analysis

Using a two month time period, geographical occurrence of crimes is fairly evenly distributed throughout the area. However, the Central Avenue area (especially near the freeway) attracts more crime than the rest of the community.

Consistent with normal crime trends, monthly crime rates are highest during the summer months. This may be due to school aged children being out of school, the longer day light hours encouraging activity away from home, vacationing home owners, and/or higher numbers of visitors in motels.

Comparing the Huning Highland area to the rest of the city as a whole, shows an insignificant percentage difference in violent crimes. The only exception is assaults. The Huning Highland area demonstrates a significantly lower assault percentage when compared to the city as a whole.

Property crimes show a marked deviation from the city norm. While larceny is lower as a percentage of all crimes in the Huning Highland area, burglary and auto theft percentages are higher. Since no comparisons to population were made, we may only use this information in a limited fashion.

Auto thefts are significantly higher percentage wise than the city as a whole. Two factors may account for this. One factor is the number of major thoroughfares. A second factor could be the motel businesses in the area. The addition of any new throughfares may increase this type of crime.

Burglaries in the Huning Highland area follow the normal pattern of daytime burglaries. However, a higher six p.m. to midnight rate than normal is noted. It is possible that the six to midnight crime activity is high due to motel occupancy. In fact, a correlation between occupancy and time of crime/time of year is indicated.

In order to implement a successful strategy, an experimental time period is suggested. Copies of the offense report on all arrests occurring during the experimental time period in the Huning Highland area should be forwarded to the crime analysis unit. The arrest information will be used to identify target potentials. Target potentials use victim data to access the uniqueness of crime targets. Additionally, the information will be applied to profile the criminal. This can help to confirm or deny the hypothesis that transients in the area are committing the majority of crimes in the area.

Total Part one crimes for Huning Highland Area by year

1986	325
1985	346
1984	414
1983	238

Total Part one crimes compared to other areas.

	(2 data zones) Huning Highland	NE	SE	12TH ST.
1986	325	149	288	156
1985	346	200	304	165
1984	414	219	337	181
1983	238	217	263	139

Part one crimes by category for Huning Highlands (1986).

Homicide	1
Rape	5
Robbery	14
Assault	23
Burglary	103
Larceny	123
Auto Theft	56

1986 figures are from January 1 to November 30.
Comparisons are difficult to make due to differing demographic information.

Times of Occurence for part one crimes Huning Highland (1986)

1am	10	9am	9	5pm	27
2am	7	10am	11	6pm	17
3am	6	11am	15	7pm	9
4am	6	12noon	12	8pm	22
5am	4	1pm	6	9pm	16
6am	7	2pm	9	10pm	23
7am	10	3pm	15	11pm	33
8am	12	4pm	9	12mid	24

Times of Occurence for part one crimes - Homicide, Rape, Robbery, Assault - Huning Highland (1986)

1am	0	9am	1	5pm	5
2am	3	10am	2	6pm	3
3am	3	11am	0	7pm	1
4am	0	12noon	0	8pm	3
5am	0	1pm	0	9pm	3
6am	0	2pm	0	10pm	4
7am	0	3pm	2	11pm	9
8am	1	4pm	1	12mid	2

Times of Occurance for Burglaries - Huning Highland Area (1986)

1am	3	9am	7	5pm	9
2am	2	10am	3	6pm	5
3am	2	11am	3	7pm	5
4am	2	12noon	6	8pm	9
5am	1	1pm	4	9pm	1
6am	4	2pm	4	10pm	5
7am	2	3pm	7	11pm	7
8am	6	4pm	4	12mid	3

Times of occurence for Larceny - Huning Highlands Area (1986)

1am	3	9am	0	5pm	10
2am	2	10am	4	6pm	9
3am	0	11am	9	7pm	2
4am	1	12noon	3	8pm	7
5am	1	1pm	2	9pm	7
6am	2	2pm	2	10pm	9
7am	6	3pm	6	11pm	11
8am	5	4pm	2	12mid	13

Times of occurence for Auto Theft - Huning Highlands area (1986)

1am	4	9am	1	5pm	3
2am	0	10am	2	6pm	0
3am	1	11am	3	7pm	1
4am	3	12noon	3	8pm	3
5am	2	1pm	0	9pm	5
6am	1	2pm	3	10pm	5
7am	2	3pm	0	11pm	6
8am	0	4pm	2	12mid	6

3 pm to 12 midnight
. 1986

January	23
February	15
March	22
April	27
May	23
June	23
July	20
August	18
September	10
October	7
November	7

3 pm to 12 midnight
Jan. - Nov. 1986

Sunday	17
Monday	20
Tuesday	36
Wednesday	31
Thursday	34
Friday	35
Saturday	22

Information on Crime in Hunning Highland Area
The Albuquerque Police Department Crime Analysis Unit
Supplemental Report

	TOTALS City	Huning Highland
Homicide	44	1
Rape	243	5
Robbery	1249	14
Assault	6335	23
Burglary	9210	103
Larceny	17947	123
Auto Theft	2179	56
TOTALS	37207	325

ADJUSTED BY POPULATION
(incidents per 10,000 population)

	City	Huning Highland
Homicide	1	7
Rape	7	36
Robbery	34	102
Assault	172	167
Burglary	250	750
Larceny	487	895
Auto Theft	59	408
TOTALS	1010	2365

The totals are for 1986, January through December, using data generated from data analysis sub zones. Due to programming anomalies and delays in reporting, minor adjustments may exist. These adjustments should not effect the comparative nature of these figures.

Adjustments for population are based on 1985 socioeconomic estimates for the Albuquerque Urban Area Data Analysis Sub Zones prepared by the Middle Rio Grande Council of Governments. The incidents of crime were divided by the population size to generate a comparative level of crime. Since 1985 population estimates were used on 1986 crime figures, there is a slight bias against the city's growing population favoring the relatively stable neighborhoods selected. Example of formula: The city's 17,948 larcenies were divided by the city's estimated population of 368,492 to generate a measure which was then adjusted for incidents per 10,000 population. This means that approximately 4.9% of the population of the city was victimized by larceny. That statement assumes no one was victimized a second time.

The total population figure for the city required adjustments for boundary problems between data zones and city limits. Therefore, the actual population of the city will be slightly smaller than the figure used. However, this should not effect the figures in any significant way.

Part I Uniform Crime Reporting Offenses

1. Criminal Homicide: Murder and nonnegligent manslaughter: the willful (nonnegligent) killing of one human being by another. Deaths caused by negligence, attempts to kill, assaults to kill, suicides, accidental deaths, and justifiable homicides are excluded. Justifiable homicides are limited to: the killing of a felon by a law enforcement officer in the line of duty and the killing of a felon by a private citizen. Manslaughter by negligence: the killing of another person through gross negligence. Traffic fatalities are excluded. Although manslaughter by negligence is a Part I crime, it is not included in the crime index.

2. Forcible rape: The carnal knowledge of a female forcibly and against her will. Included are rapes by force and attempts or assaults to rape. Statutory offenses (no force used, victim under age of consent) are excluded.

3. Robbery: The taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or putting the victim in fear.

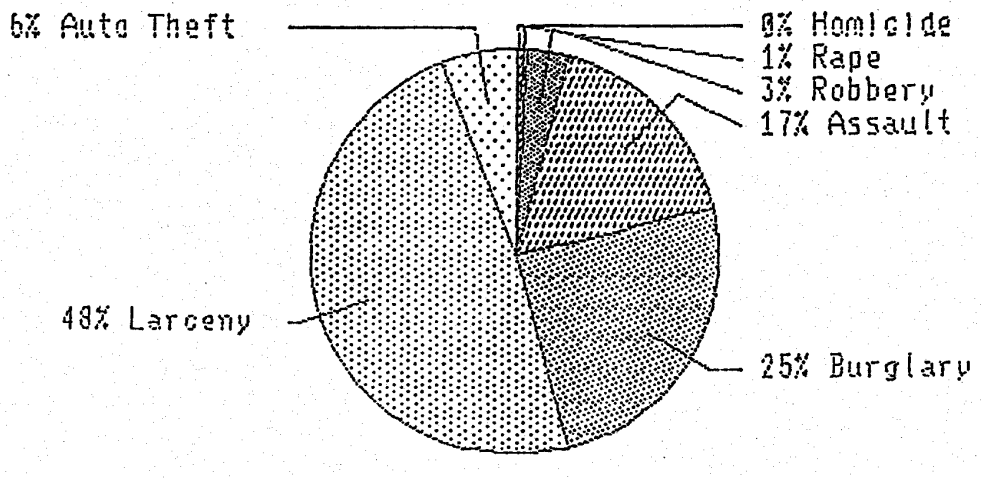
4. Aggravated assault: An unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault usually is accompanied by the use of a weapon or by means likely to produce death or great bodily harm. Simple assaults are excluded.

5. Burglary-breaking or entering: The unlawful entry of a structure to commit a felony or a theft. Attempted forcible entry is included.

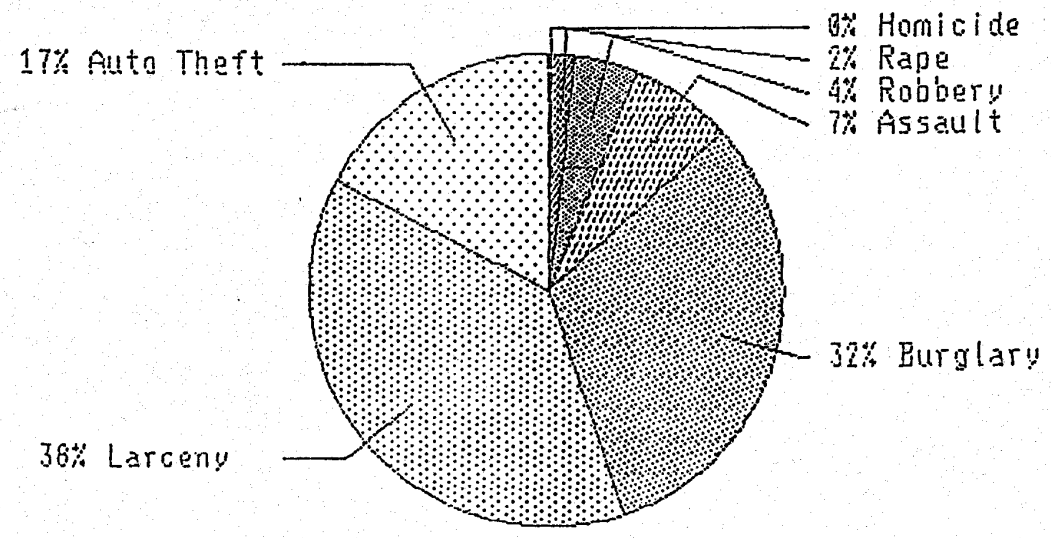
6. Larceny-theft (except motor vehicle theft): The unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another. Examples are thefts of bicycles or automobile accessories, shoplifting, pocket-picking, or the stealing of any property or article that is not taken by force and violence or by fraud. Attempted larcenies are included. Embezzlement, con games, forgery, worthless checks are excluded.

7. Motor vehicle theft: The theft or attempted theft of a motor vehicle. A motor vehicle is self-propelled and runs on the surface and not on rail. Specifically excluded from this category are motorboats, construction equipment, airplanes, and farming equipment.

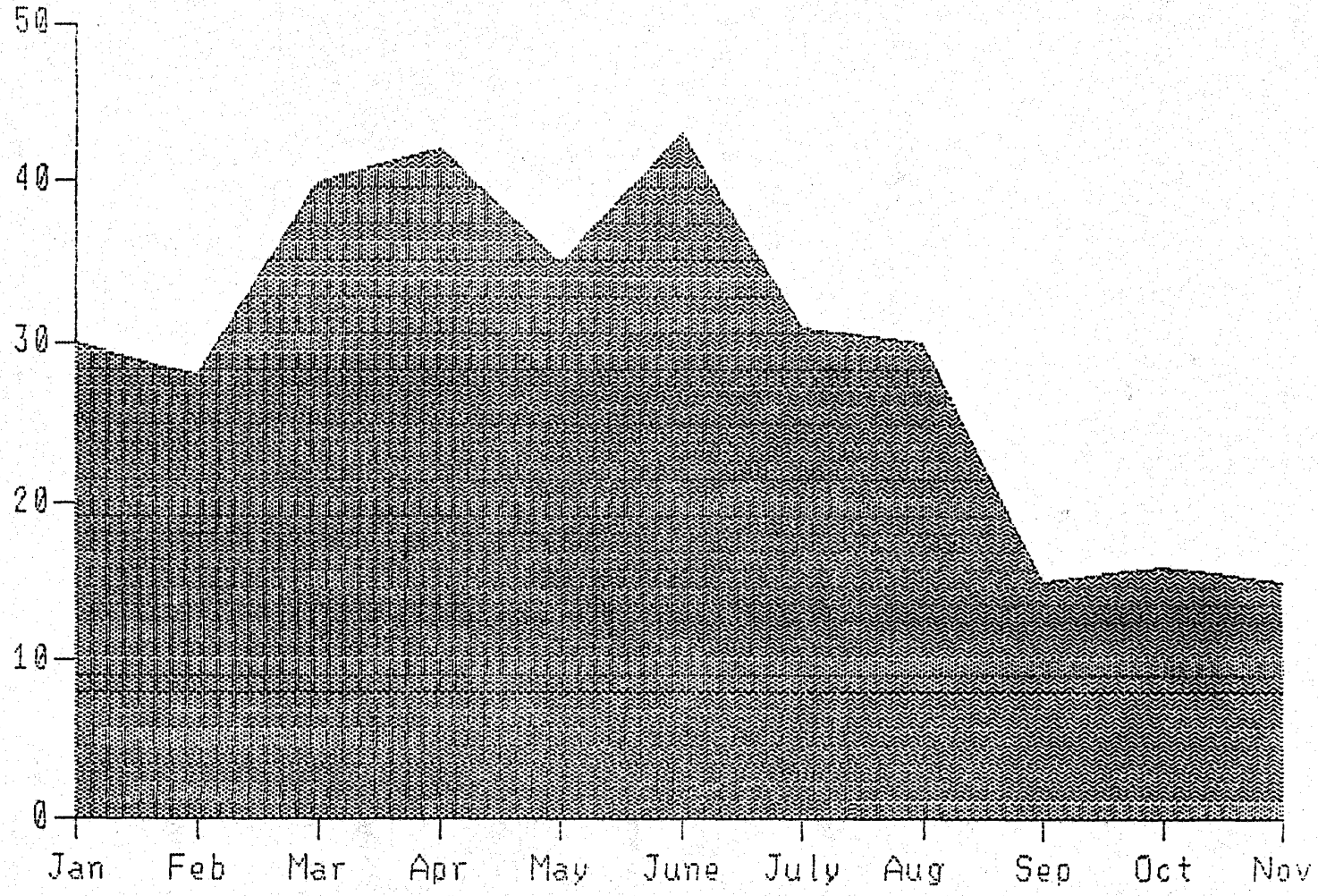
1985 City Wide by Crime Category
Albuquerque Police Department - Crime Analysis Unit
December 1986
Huning Highland Analysis



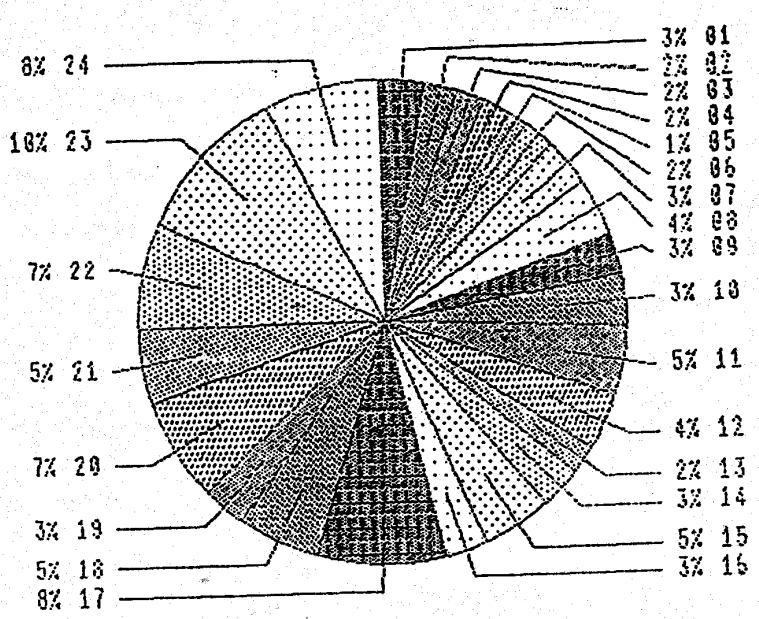
Part One Crimes for Data Zones 5103 and 5271
Huning Highland Area
January 1 to November 31 1986
APD Crime Analysis Unit



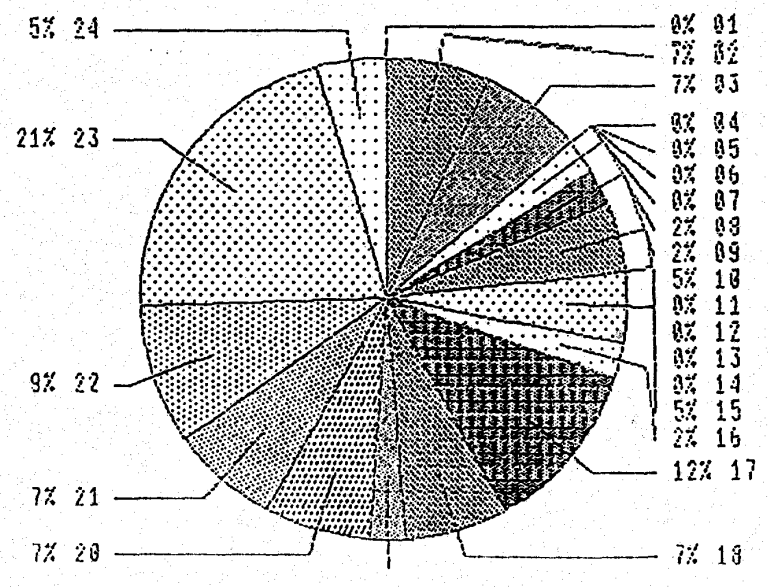
Huning Highland Area
Monthly Crime Rate Jan-Nov, 1986
APD - Crime Analysis Unit



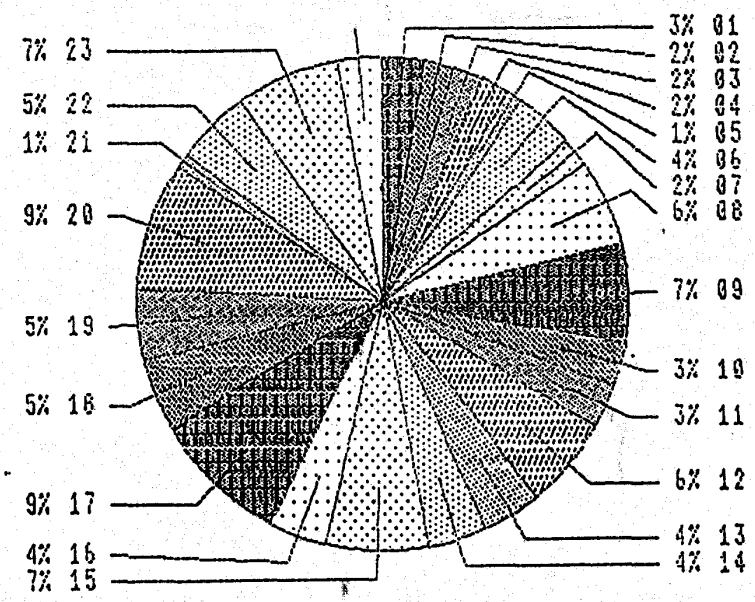
Times of All Part One Crimes
Huning Highland Area - 1986
APD - Crime Analysis



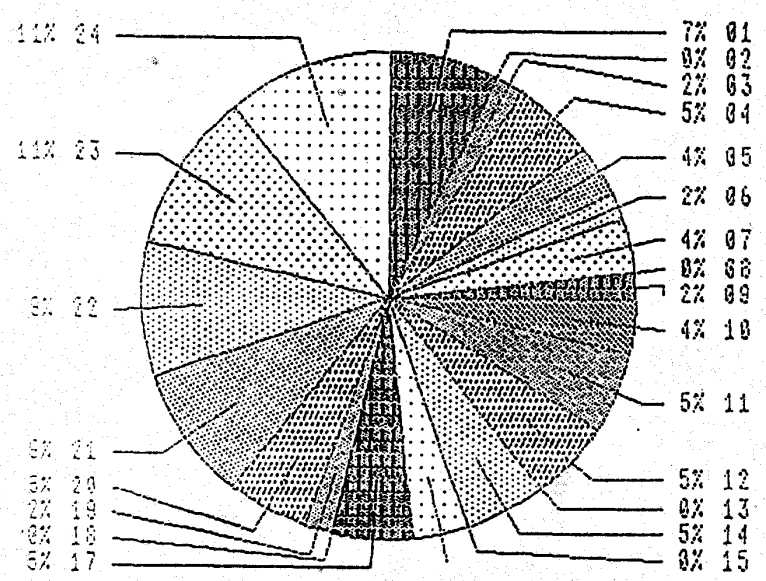
Times of Part One Crimes
Homicide, Rape, Robbery, Assault
Huning Highland area - 1986
APD - Crime Analysis



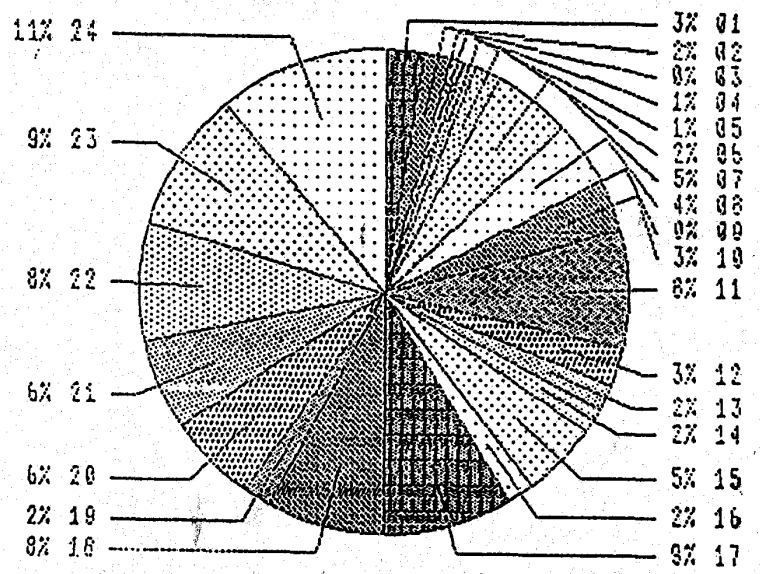
APD - Crime Analysis



Time of Part One Crime - Auto Theft
Huning Highland Area - 1986
APD - Crime Analysis



Times of Part One Crime - Larceny
Huning Highland Area - 1986
APD - Crime Analysis



APPENDIX B

1977/79 HUNING HIGHLAND SECTOR DEVELOPMENT PLAN

The following pages include a map of zoning in the Huning Highland area as of January 1987. The zoning language includes amendments to the land use categories made since adoption of the first Huning Highland Sector Development Plan in 1977.

The Huning Highland area is zoned SU-2 Special Neighborhood Zone, Redeveloping Area, as provided for in the Comprehensive City Zoning Code. The land uses in the Huning Highland area are governed by the land use plan shown on the preceding page.

The Mixed Residential land use shown on the land use plan corresponds to the R-1 Residential Zone in the Comprehensive City Zoning Code with four exceptions:

(1) The minimum front yard setback is 10 feet except the setback in front of a garage is 20 feet.

(2) Group training homes as defined for conditional use in the R-1 Residential Zone regulations are not allowed.

(3) Conditional uses shall include but are not limited to: dwelling units within an existing single-family structure or accessory structures (maximum 10 dwelling units per acre), development which meets the requirements of the R-T or R-2 Residential Zones, churches, libraries, fire stations, boarding or lodging houses, nursing or rest home, and club (provided there is no liquor license).

(4) Existing churches are to be treated as approved conditional uses.

The Residential/Office land use corresponds to the R-2 Residential Zone in the Comprehensive City Zoning Code with seven exceptions:

(1) The lot size requirement does not apply.

(2) The minimum front yard setback is 10 feet instead of the Code requirement of 20 feet.

(3) Group training homes as defined for permissive use in the R-2 Residential Zone regulations are conditional.

(4) Boarding or lodging houses are conditional instead of permissive.

(5) A storage structure or yard for equipment, material, or activity incidental to a specific construction project, provided it is of a temporary nature and is moved after the specific construction project is completed or work on the project has been dormant for a period of six or more months, and further provided that it is limited to a period of one year unless the time is extended by the Planning Director, is permissive.

(6) The only other conditional uses are: nursing or rest home; church; library; museum; nursing or counseling facility; school or day care center; photocopy or photograph studio; barber or beauty shop; club (provided there is no liquor license); retailing food and non-alcoholic drink (for consumption on or off the premises, excluding drive-in restaurants); parking lot (provided it complies with Zoning Code regulations); office; medical supplies and services (such as drug prescriptions or supply shops, physical therapy offices, shop for fabrication and fitting prosthetic or correcting devices or a medical or dental laboratory) so long as the use does not alter the residential character of the neighborhood and signs conform to the regulations under the O-1 Office and Institutional Zone.

(7) Existing churches and nursing or rest homes are to be treated as approved conditional uses.

The Neighborhood Commercial/Residential land use corresponds to the R-3 Residential Zone in the Comprehensive City Zoning Code with six exceptions:

(1) The lot size requirement does not apply.

(2) All setback requirements in the C-1 Neighborhood Commercial Zone apply to this land use, except the front and side yard setback is zero rather than the Code requirement of 5 feet.

(3) Signs are regulated as they are in the C-1 Neighborhood Commercial Zone in the Zoning Code.

(4) The following uses also are permissive provided no outdoor storage accompanies them: church; club; library; museum; school; office;

public utility structure; antenna; copying and blueprinting; photography; standing selling fruits and vegetables; temporary construction yard; recreation facility; hotel or motel; clinic; small animal clinic provided it has no more than one run outside, the run is completely enclosed by a solid wall or fence at least six feet high and only one animal is allowed in the run at a time; retail sale of arts and crafts objects, auto parts and supply, books, clothing, cosmetics, drugs and medical supplies, flowers and plants, food and non-alcoholic drink (for consumption on or off the premises, excluding drive-in restaurants), furniture, appliances, gasoline and oil, hardware, jewelry, pets, fabric and notions, dry goods, gifts, periodicals, shoes, toys, hobby supplies, household furnishings, musical instruments and supplies, photographic equipment and supplies, sporting goods; automobile repair, but no body work, repairing shall be done within a completely enclosed building; banking; car washing; day care center; drycleaning and laundry; interior decorating; parking lot (provided it complies with Zoning Code regulations); shoe repair; tailoring and dressmaking; appliance repair; jewelry and watch repair; printing; barber and beauty shop; and studio for instruction in arts, crafts, music or dance.

(5) The following use is conditional: Sale of beer and wine for consumption on a restaurant premises with food, under a State of New Mexico Restaurant License, Section 60-6A-4, NMSA 1978 provided:

(A) The definition of a restaurant shall not include a fast-food facility. That is, a restaurant which serves customers in a manner which emphasizes rapid delivery.

(B) At least 60% of the revenue from the establishment is from food service excluding the sale of beer and wine. Upon application for annual license renewal to the State Department of Alcoholic Beverage Control the licenseholder shall certify to the City that not less than 60% of gross sales from the preceding 12 months operation of the establishment is derived from food services. The licenseholder shall submit an annual report prepared and signed by a Certified Public Accountant to the City Treasurer on the sales of the establishment containing the annual gross sales figures, separating the gross sales figures into two categories:

(1) Food services sales; and

(2) Beer and wine sales

(C) Beer and wine may be served and consumed only at a table or booth in conjunction with ordering and consuming a full service meal. For the purpose of this subsection, the term full service meal shall constitute what one would normally consume as a meal, chosen from a menu which offers diverse choices of food, and served at the table by restaurant staff. No consumption of beer and wine shall be allowed in a lounge or waiting area, or before a meal has been ordered.

(D) No beer and wine shall be sold before 11:00 a.m. All sales of beer and wine shall cease at the time food sales and service in the establishment cease, except that in no event shall alcoholic liquors be sold after 11:00 p.m.

The trade name of the restaurant shall not include any reference to the availability of beer and wine with words or terms such as, but not limited to, pub, tavern, bar, or lounge."

(6) Existing drive-in restaurants are to be treated as approved conditional uses.

(7) Commercial raising of earth worms is a conditional use.

The Park land use shown on the land use plan denotes public parks.

The terms in these land use regulations are used as defined in the Comprehsive City Zoning Code.

HUNING HIGHLAND

ZONING

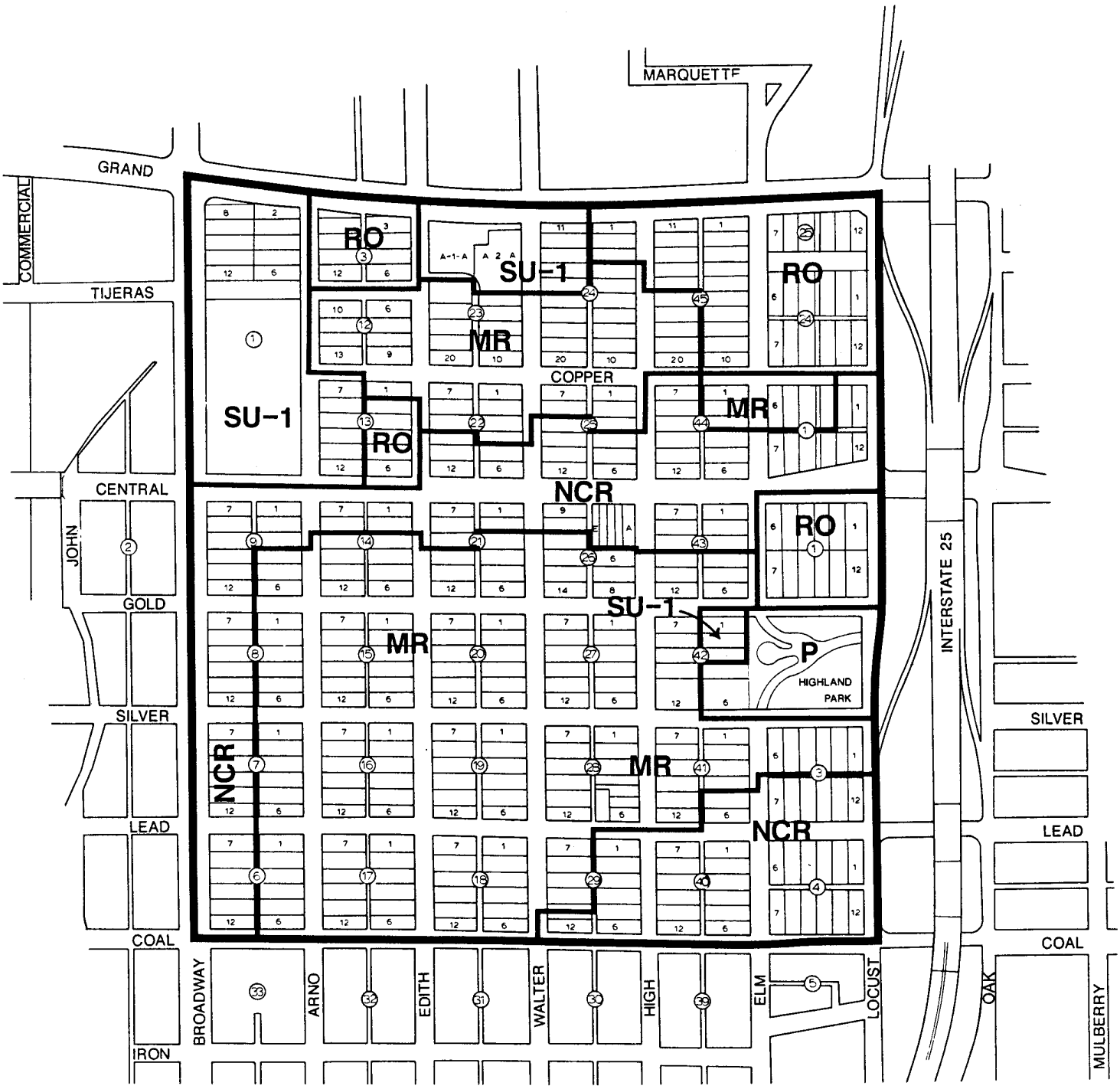
MR MIXED RESIDENTIAL

RO RESIDENTIAL/OFFICE

NCR NEIGHBORHOOD COMMERCIAL/RESIDENTIAL

SU-1 SPECIAL USE

P PARK



Huning Highland Historic Overlay Zone Design Guidelines

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Huning Highland Historic Overlay Zone Guidelines

I. Intent

On July 25th, 1979, the Landmarks and Urban Conservation Commission approved unanimously the creation of the Huning Highland Historic Overlay Zone. These Guidelines are intended to define the nature of the District; provide tools whereby the Landmarks and Urban Conservation Commission can make workable decisions to enhance and protect the environment in Albuquerque's first Historic Overlay Zone; and indicate to the public requirements necessary to conform to the design principles adopted to protect the district. They do not govern land use questions, nor do they require that any previously existing structure be altered against the owners' wishes.

The Guidelines are not intended to return the District to any style of architecture prevalent in the past, or to dictate that new construction be designed to resemble any "old-fashioned" style. These Guidelines are concerned however, with the relationship of buildings and spaces to one another, and with encouraging the preservation and enhancement of the visually positive in the District. The Guidelines, therefore, view changes to existing buildings not only as they affect a given building, but as they influence surrounding structures.

The Ordinance under which these Guidelines are developed, and the Guidelines themselves, shall be distributed to all property owners, tenants, the AIA, and the Albuquerque Board of Realtors so that all interested parties may approach Planning staff and the LUCC before plans for renovation, new construction, etc., are formalized.

It is suggested that a member of the Huning Highland Neighborhood Association serve as an ad hoc member of the LUCC, whenever items concerning the Neighborhood are on the agenda.

These Guidelines are prepared in accordance with the provisions of Section 39 of the Comprehensive City Zoning Code, Article XIV of Chapter 7 of the Revised Ordinances of Albuquerque, New Mexico, 1974 and the Landmarks and Urban Conservation Ordinance, Article V of Chapter 7 of the Revised Ordinances of Albuquerque, New Mexico, 1974, as amended to December 1, 1979. Under this ordinance, the Commission shall "prepare and adopt specific development guidelines for any designated Landmark, Historic Zone or Urban Conservation Overlay Zone."

These Guidelines shall apply to all property located within the Huning Highland Historic Overlay Zone, generally bounded by Grand Avenue on the north, Locust Avenue on the east, the southern frontage of Iron on the south, and the western side of Broadway on the west (Map 1 displays the legal boundaries of the zone). This zone shall be shown on the zoning map along with the other zones.

Use of all property in the Overlay Zone shall be governed by the Comprehensive City Zoning Code. No provision herein shall be construed as prohibiting a property owner from continuing to use property for a legally non-conforming use. In the event that these Guidelines, the Comprehensive Zoning Code, and the Huning Highland Sector Development Plan govern the same matter, the provisions of the more stringent shall prevail.

II. The Character and History of the District

Appropriate Guidelines for a historic area must be developed from an understanding of the unique and particular qualities which give the area its character. While this discussion of the visual and historic qualities of the Huning Highland district is not part of the official Guidelines, it outlines the characteristics which the Guidelines are intended to enhance and preserve.

The Huning Highland Addition to the City of Albuquerque was platted in 1880, and was one of the first subdivisions of the New Town that grew up around the railroad tracks a mile and a half from the Plaza of Old Albuquerque. Unlike Martineztown to the north which kept the adobe construction and styles of traditional New Mexican building, Huning Highland was developed for and by Anglo-Americans. Many of these early immigrants worked for the railroad and built houses typical of the eastern and midwestern United States. The majority of historic buildings in the district were constructed between 1880 and 1920. The pleasant residential character of the neighborhood reflects the taste of the middle-class businessmen and professionals who were the early residents.

Laid out in a basic east-west north-south grid pattern, the Huning Highland Addition was originally divided into 46 blocks, each having six 50 x 142 foot lots facing east and six facing west. The blocks were divided by a north-south alley down the center. Coach houses, garages, apartments and sheds were built along the alley at the rear of the property. The peaceful pedestrian scale of the neighborhood was assured by the development of sidewalks and an approximately five-to-seven foot planting strip between the street and the sidewalks. Houses were set back approximately 20 feet from the sidewalk on north-south streets and approximately 10 feet on east-west streets.

Over the years Central Avenue has gained a markedly different character than the other streets of the neighborhood, with small-scale (and more recent larger scale) commercial development; older commercial buildings are set flush to the sidewalk.

Of the wide variety of residential architectural styles found in Huning Highland, the most predominant in the neighborhood is Queen Anne. This style, popular in New Mexico from 1880 through 1910, is characterized by a variety of textures and complexity of forms. Various roof shapes and heights on a single house; the use of more than one exterior material (brick and frame or clapboard and shingles); bay windows, towers, and gazebos; front porches with turned wood columns; and carved wood decoration in gable ends, around windows, or on porches are all characteristic of the Queen Anne style and of the district. Other styles well-represented in the district, the Neo-classic revival of 1890, the Italianate, and the Hipped Box, share many of these qualities. Windows in the district tend to be vertical rather than horizontal; the most common window is a double-hung wood sash window often set under a brick arch or in a wide wood frame.

Since the 1910's, a variety of houses and commercial buildings in later styles have contributed to the quality of the neighborhood; architectural variety in well-designed buildings adds interest and vitality to the district. Therefore, it is the intention of these Guidelines to encourage the use of

contemporary design and of quality construction for new buildings in the district as well as careful and responsible rehabilitation of historic buildings.

In October of 1978, Huning Highland became a Nationally Registered Historic District. At that time, each structure was ranked by the Historic Landmarks Survey as "Significant" (establishing the character of the District) "Contributing" (adding to the character of the District), or "Non-Contributing" (having a neutral, or detrimental effect on the District). These three rankings will be used in this document.

(SHORT TITLE...These Guidelines may be cited as "Huning Highland" Development Guidelines" and may be referred to elsewhere in this document as "these Guidelines.")

III. Guidelines

A. The following Overall General Guidelines are proposed:

Any alteration or new construction in the district shall:

1. Maintain the over-all relationship of any one building's height, mass and scale to those of other buildings on the block;

2. Maintain the pattern created by the building fronts and setback from the street;

3. Maintain the geometry created by similar shapes and sizes; for example, by pitched roofs and porches;

4. Emphasize, protect and enhance existing streetscape components;

5. Protect the integrity of existing signficant and contributing buildings;

6. Use exposed materials compatible with historic construction in the district as follows:

   a. If new construction, all materials shall be compatible with materials used on adjacent buildings; if an already existing building, all materials shall be compatible with materials used on that structure;
   b. The use of wood, brick, stone and adobe is recommended;
   c. The use of asphalt shingles for roofs is acceptable;
   d. Original material should not be covered by stucco or metal siding;
   e. The use of plastic, metal, and other unsympathetic materials is discouraged.

B. Rehabilitation/Renovation or Alteration of Existing Residential Structures:

1. Buildings listed in the Huning Highland National District on the National Register of Historic Places as Significant or Contributing shall:

   a. Preserve unusual and irreplaceable architectural details;
   b. Keep original materials (i.e. wood, brick) whenever possible;
   c. Avoid the use of inappropriate materials (i.e., plastic, metal);
   d. Not necessarily attempt literal duplication of historic architectural styles in additions to existing structures;
   e. Keep original door, window, and roof shapes and arrangements; use of wooden window elements is encouraged; if metal frames must be used, a shiny metallic appearance must be avoided.

2. Additions to these buildings shall be:

   a. Oriented to the alley, or set-back from the front facade, if placed on the side:
   b. Related to the rest of the building in scale, mass, and shape;

c. Appropriate in material and color;
d. Compatible with the original structure in window design;
e. Compatible with the original structure in terms of roof slope and shape.

3. Outbuildings:

If the outbuildings are listed as contributing or significant, they shall be treated as main buildings. If they are neither contributing nor significant, they shall be treated as non-contributing buildings, with visibility from the street being used as a criteria for treatment.

4. Non-contributing Buildings:

Buildings identified as non-contributing shall be viewed as units connected to all other buildings on the block; therefore, renovation should work to enhance the relationship of these buildings to adjacent structures by:

a. Using paint color and exterior materials that are compatible to adjacent buildings;
b. Constructing additions to non-contributing buildings that are compatible in scale, mass, and height with the original building and with significant and contributing buildings nearby;
c. Using landscaping to enhance the relationship of non-contributing buildings to other buildings on the block.

C. Rehab/Renovation or Alterations of Existing Commercial Structures:

1. All existing setbacks shall be maintained;

2. Storefronts shall be oriented towards the main pedestrian way, eliminating blank facades; window openings should encourage and enhance pedestrian traffic;

3. On-site parking shall be located in back or to the side of the building;

4. Use of appropriate and compatible materials is recommended;

5. The alteration of facades to resemble architectural styles not common to the era when the structure was built is not allowed.

D. New Construction:

1. No attempt need be made to recreate a style from the past;

2. Main entrances should be oriented to the street;

3. Parking should be in back of buildings when possible;

4. Wood, brick, stone and adobe should be used for exposed surfaces rather than synthetic, or other unsympathetic material;

5. If cement block or any other material not found in the zone's historic architecture is used, it should be finished with appropriate materials where possible;

6. Special attention should be given to set-back, mass, and scale in relation to adjacent buildings;

7. Buildings should be constructed to a height no greater than the maximum height of buildings on the same block;

8. The space between adjacent buildings should be the same as the average space between all buildings on the block;

9. The street facade should include more wall area compared to window area, although no totally blank facades will be allowed;

10. Architectual elements such as windows should be vertical rather than horizontal;

11. The inclusion of porches is encouraged (residential only).

E. Streetscape:

1. Since the existence of street and yard trees is important to maintaining the character of Huning Highland, the retention of healthy, existing trees is encouraged, and the replacement of unhealthy trees urged. In new construction, landscaping using disease-resistant trees similar in shape, type and size at maturity to those existing in the area should be encouraged;

2. Existing relationships of road, curb, planting strip, sidewalk and building set-back should be maintained. The Landmarks and Urban Conservation Commission should review all plans for sidewalk and street changes;

3. Patterns of existing walls, steps, and raised entrances should be maintained;

4. Fences, other than temporary construction fences, should not be chain link. Fences should be made of appropriate materials (wood, stone, etc.);

5. Where possible, main entrances shall be oriented to the pedestrian approaching from the street, and parking and cars shall be oriented to the rear.

F. Signage:

1. No freestanding signs, billboards, or signs on the tops of buildings will be allowed;

2. Any commercial sign shall not occupy more than 10% of a building facade;

3. All signs in areas zoned residential shall have black lettering on a white background.

G. Paint:

The LUCC shall provide all property owners with a color range of 5 basic paint colors for the exterior facade paint, and 5 colors of suitable paint for the trim. If an individual owner wishes a variance to this requirement, he may apply to the LUCC.

H. Efficient Energy Use:

Additions to existing structure and design elements of new structures to allow the use of solar energy to increase energy efficiency are to be encouraged. However, the design of such elements must be intergrated into the overall building pattern, with particular emphasis on preserving facades, and roof slope and shape. It is recommended that the Department of Interior's Guidelines for "retrofitting" be used; see Preservation Briefs, Technical Preservation Services Division, Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service.

IV. Additional Information:

Interiors- No interior elements are governed by these Guidelines. (However, if the structure is a City Landmark, interior guidelines may be applicable to that structure only, according to the guidelines for that Landmark.)

Landmarks- If a building within the boundaries of the overlay zone is also a City Landmark, the Landmark Guidelines shall take precedence over this document.

Hardship- It is not the purpose of these Guidelines to impose regulations which will cause undue financial hardship. If a property owner feels that a decision by the LUCC is financially detrimental, the Commission has the responsiblity to further discuss and review the case, offering possible alternatives. If the owner feels that inclusion in the Historic Overlay Zone itself harms his chances of selling and/or developing his property, the Planning Division will provide the owner with appropriate and viable re-use suggestions and economic counseling. The LUCC shall contact the owner and and offer feasible rehabilitation-reuse advice, thus avoiding unnecessary demolition and an over-all negative affect on the neighborhood.

Additions to Historic Overlay Zone - Any property onwer in an area contiguous to the legally established boundaries of the zone may petition the LUCC for a boundary change. If the LUCC approves of hearing such a request, the procedure for legal advertisements, public hearings, etc. in the Comprehensive Zoning Code for such inclusion will be followed.

Additional Sources - The Secretary of the Interior's Guide to Restoring Historic Buildings and Architectural Research Consultants, Inc., Guidelines for Construction, Alteration, Demolition in Historic Huning Highland will be used as sourcebooks for these Guidelines. Inquirers shall be referred to these two volumes which will be available at the Main Library, the Old Main Library, and be made available, at cost, from the Community and Economic Development Department.

V. Procedures

A. Requirements: Within the boundaries of the historic overlay zone, the exterior appearance of any structure shall not be altered, new structures shall not be constructed, and existing structures shall not be demolished until a Certificate of Appropriateness has been issued. However, a Certificate of Appropriateness shall not be required for:

1. Ordinary maintenance and repair where the purpose of the work is to correct deterioration to the structure and restore it to its condition prior to deterioration, and which does not change its appearance in any way, except to restore, or

2. Any construction, alteration, or demolition duly approved prior to the effective date of this ordinance, or

3. Any construction, alteration, or demolition which only affects the interior of the structure unless the interior features which will be affected were listed as worthy of preservation in a Landmark's general preservation Guidelines or specific development Guidelines, or

4. Any construction, alteration, or demolition which is excepted from this requirement by approved specific development Guidelines, or

5. Any alteration or demolition which is necessary to correct or abate a condition which has been declared unsafe by the Fire Department or the Housing and Development Department after notification of the Commission and consultation with the Chairman of the Commission and where emergency measures have been declared necessary by such departments or

6. Any demolition which is approved by the City Council after the demolition moratorium period has elasped.

B. Criteria for Issuance of Certificates: An application for a Certificate of Appropriateness shall be approved if it complies with the following criteria:

1. The change or alteration is consistent with these Guidelines for the Historic Overlay zone; and

2. The architectural character and historical value of the historic overlay zone will not be significantly impaired or diminished; and

3. The change qualifies as a "certified rehabilitation" pursuant to the Tax Reform Act of 1976, if applicable; and

4. The significant and contributing structure's or site's distinguishing original qualities or character will not be altered. For the purposes of this subsection, "original" shall mean at the time of initial construction or developed over the course of history of the structure; and

5. Deteriorated architectural features shall be repaired rather than replaced, if possible. If replacement is necessary, the new material shall match the original as closely as possible; and

6. Additions to existing structures and new construction may be of contemporary design if such design meets the requirements of these Guidelines; and

7. Demolition of significant and contributing buildings shall only be permitted if it is determined that the property is incapable of producing a reasonable economic return as presently controlled and that no means of preserving the structure has been found, and if the structure has been offered for sale for a reasonable period of time.

C. Procedures for Approval of Certificate:

1. Application:

   a. Prospective applicants should discuss their situation with the Planning Division before preparing plans and making an application so as to familiarize themselves with City plans and policies.
   b. An application for a Certificate of Appropriateness shall be in writing on forms prescribed by the City. For any major project, submission of preliminary drawings is recommended, with later submission of final drawings to scale for approval at a separate meeting. Required drawings shall include a site plan, all relevant elevations, photographs of adjoining structures, if applicable, paint and material samples, if applicable, and any other relevant information required by the Commission. Submission of inaccurate information with an application is grounds for denial.

2. Staff Decision:

   a. In general, staff will decide on all alterations and additions to contributing and non-contributing buildings that do not require a building permit, and ordinary paint and sign requests, providing the LUCC with documentation concerning all decisions.
   b. If the application is for work which may be approved by the Redevelopment Planning Division according to these Guidelines, the staff shall approve the application within twenty working days of its filing, provided, however, that the staff may refer the application to the Commission if the staff believes that the intent of this ordinance would be better served by so doing.
   c. In any such situation, however, where a property owner prefers to be heard by the LUCC, he may so request.
   d. All legal notice, sign posting, and hearing requirements outlined in Section V.D. of the Guidelines shall be followed.

3. Commission Decision:

   a. If the application is for work which would not affect the distinguishing characteristics of the zone, the Commission shall consider the application at a public meeting within twenty days of its filing.
   b. If the application is for work which would affect the distinguishing characteristics of the zone, or for demolition, the Commission shall consider the application at a public hearing within thirty days of its filing. Notice of the public hearing shall be as prescribed in Section V.D. of these Guidelines.
   c. The Commission shall approve, approve with specified modifications and conditions, or deny any application it considers at a public meeting or public hearing within forty-five days of its filing. Applications shall only be approved if they comply with the criteria established by these Guidelines. The Commission shall set forth the findings of fact which constitute the basis of its decision.

4. Issuance of a Certificate of Appropriateness: Until fifteen days after approval of an application, a Certificate of Appropriateness may be appealed, no Certificate of Appropriateness shall be issued until a final decision is made on the appeal.

5. The applicant shall comply with any conditions listed in the Certificate of Appropriateness.

6. Demolition: If the Commission denies an application for a Certificate of Appropriateness for demolition, there shall be a moratorium on demolition for 90 days for structures with an assessed valuation of under $25,000, and for 180 days for structures with an assessed valuation of over $25,000, during which time the Commission and the City of Albuquerque shall make every effort to find a means of preserving the structure. At the end of the prescribed moratorium, the City Council shall approve demolition if it determines that the property is incapable of producing a reasonable economic return as presently controlled and no means of preserving the structure has been found.

D. NOTICE AND PROCEDURES FOR PUBLIC HEARINGS:

1. The Commission shall announce the time and place of the public hearing in a public notice in a daily newspaper of general circulation in the City of Albuquerque at least 15 days before the date of the hearing. The notice shall give the location of the property and the place where copies of the application may be examined.

2. For any public hearing relating to a Certificate of Appropriateness for alteration, demolition or new construction, the applicant must post and maintain one or more signs, as provided and where instructed by the Planning Division Staff, at least 15 days before the date of the hearing. The applicant is responsible for removing such signs within five days after the hearing is completed. Failure to properly post signs is ground for deferral or denial of the application. No one except the applicant or an agent of the applicant or the City shall remove or tamper with any such required sign during the period it is required to be maintained under this paragraph.

3. The above requirements shall apply to cases heard only by the Commission.

E. AMENDMENTS TO GUIDELINES

The LUCC may amend these Guidelines at a public hearing, after duly advertising them 15 days before such a hearing, and notifying the Huning Highland Neighborhood Association of the amendments and hearing date. In addition, all such changes will be forwarded to the EPC and the City Council for their information.

F. APPEAL

1. Appeal of denial of an application for a Certificate of Appropriateness by the Landmarks and Urban Conservation Commission is to the City Council.

2. The applicant may appeal the decision of the Redevelopment Planning Staff relative to a Certificate of Appropriateness to the Commission. The applicant or any person aggrieved by a decision of the Commission may appeal the decision to the City Council. Any City staff or Commission decision is final unless appeal is initiated by application to the City within 15 days of the decision. The date of determination is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday, or holiday as listed in the Merit System Ordinance, the next working day is considered as the deadline for filing the appeal. A building permit dependent on a case shall not be issued and a proposed project not requiring a building permit shall not be initiated until an appeal is decided or the time of filing the appeal has expired without an appeal being filed.

3. Acceptance:

   a. The City Council, after consideration of the appeal record, may decline to hear an appeal if it finds that all adopted City plans, policies, and ordinances have been properly followed. If it

decides that there is a substantial question that all such City plans, policies, ordinances have been properly followed or if it decides that there is a substantial question that all such City plans, policies, and ordinances have not been properly followed or are inadequate, it shall hear the appeal.

b. By the affirmative vote of the majority of all its members, the City Council may remand an appeal to the Commission for rehearing a decision if it finds that rehearing would be likely to serve public policy and resolve the appeal.

c. The Commission shall hold a public hearing and make a decision relative to all appeals sent to it initially or remanded to it by the City Council.

d. No public advertising or announcement of appeals is required beyond that specified in Section D.

e. By the affirmative vote of the majority of all its members, the City Council may approve the withdrawal of an appeal if it has received a written request to this effect from the applicant.

4. Hearing and Decision:

a. An appeal shall be heard within 60 days of its filing. Decision shall be following a public hearing. This hearing shall review carefully the previous decisions on the matter.

b. Planning Division Staff shall give written notice of an appeal, together with a notice of the date, time and place of hearing to the applicant, the owner, a representative of the opponents, if any are known, and the appellant.

c. A concurring vote of a simple majority of all members of the City Council is required to reverse a determination of the Commission.

d. In hearing an appeal, the City Council shall state the key findings of the fact.

5. Judicial Review:

The exclusive remedy for parties dissatified with the action of the City Council shall be a filing of a petition for Writ of Certiorari. The petition shall be presented to the District Court within thirty days after the Council decision. Its review shall be limited to the record made on the public hearings held pursuant to this ordinance.

G. FEES:

A non-refundable application fee shall accompany each application, as follows:

1. Application for Certificate of Appropriateness:

a. Change to a building exterior which requires a building permit or demolition permit, twenty-five dollars ($25).

b. All other, no fee required.

2. Application for appeal, forty dollars ($40). Provided, however, no fee shall be charged if the City, including the Commission, is the applicant, of if the Commission decision on an appeal that was remanded to it by the City Council is being appealed.

HUNING HIGHLAND HISTORIC DISTRICT

BOUNDARY

CONTRIBUTING

SIGNIFICANT

NON-CONTRIBUTING

Residential Rehabilitation Assistance Programs

Groups in cities listed in parenthesis have established programs of the type described; further information on the programs described is available from the Redevelopment Division, Planning Department, City of Albuquerque.

1. Old House workshops: a series of how-to sessions on topics of the organizing group's choice; can range from replacing antiquated plumbing to finding a low interest loan to interior decorating. (Albuquerque, Chicago, Omaha)

2. Home repair service program for senior citizen homeowners (Detroit, Michigan)

3. Neighborhood Assistance Fund: communitywide advisory board directs grant program funded with initial capital from local community foundation; grants are for educational programs primarily (Cincinnati and Columbus, Ohio)

4. Free house paint programs (both use CDBG funding):
   a. association runs neighborhood program: applicant must be property owner; half of amount needed provided by local paint store. (Buffalo NY
   b. Community Development Department reimburses owner for paint used; requires initial department inspection of property and estimate of paint needed; department sets maximum price per gallon. (., Lynn, Mass.)

5. Tool lending library: tools lent include task-oriented tools (drywalling, concrete flatwork, wallpaper steamer) and small power tools as well as large general purpose tools such as ladders, cement mixers, etc. Program uses plastic "credit" card system to keep track of loans. (Neighborhood Housing Services, Salt Lake City)

6. The Albuquerque Community Foundation funds preservation projects and is particularly interested in funding model programs for neighborhood preservation/conservation.

7. State income tax credits for approved rehabilitation of buildings on the State Register of Cultural Properties (amount credited will be the least of five years' state income tax indebtedness, $25,000, or half the cost of the project). No minimum expenditure is required and credit can be used by any property owner (not limited to income-producing properties).

Commercial Redevelopment Funding and Assistance Sources

Below is a list of funding and technical assistance sources which could be used in redevelopment of the commercial areas in Huning Highlands.

1. Community Reinvestment Act of 1977 - This Act requires private lending institutions to meet the credit needs of mid and lower income customers.

2. City Business Innovation Center - A non-profit agency developed specifically for development of small businesses which is publicly and privately funded. The program is designed primarily for industrial businesses.

3. Community and Economic Development Action Fund (CEDAF) - Loans developed for beginning or expanding businesses, distributed through Human Services Dept.

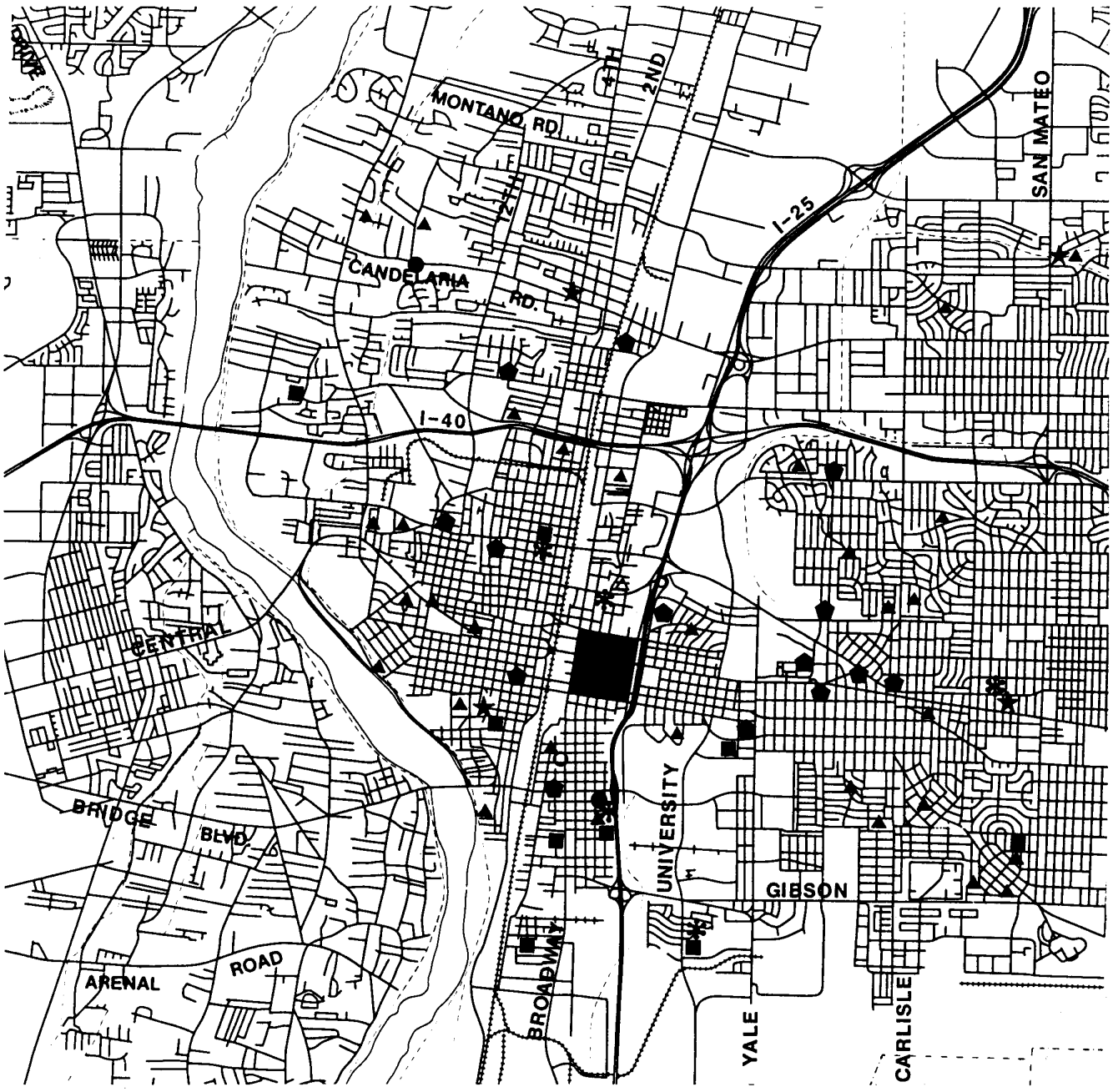
4. Nob Hill Main Street - local program affiliated with National Trust for Historic Preservation Main Street Program. Can provide advice, technical assistance for commercial strip organization, promotion, design/rehabilitation and economic restructuring.

5. Metropolitan Redevelopment Bonds - appropriated in areas designated as Metropolitan Redevelopment Areas. Most MR bonds are now taxable but still allows for a form of tax abatement. Designation of an area as an Metropolitan Redevelopment area also allows use of tax increment fund for infrastructure, public spaces.

6. National and State Income Tax Credits - for approved rehabilitation of properties listed on national and state historic registers. National tax credits (20% of approved expenses) only available to income producing projects; expenses must exceed adjusted basis.

7. 10% Federal Tax Credits - on improvements of buildings built before 1936.

8. Downtown Development Loan Pool - facilitates low interest rehab loans from local lending institutions; administered by Albuquerque Center, Inc.



NORTH ▲ **HUNING HIGHLAND**/Surrounding Service Facilities

Appendix F

- Huning Highland Plan Area
- Multi-Service Centers
- Community Centers
- Senior Centers
- OSA Satellite Centers/Meal Sites
- Day Care Facilities
- Private Service Centers
- Cultural Center
- Parks

PARKING STUDY REPORT

A parking study for the Huning Highland; neighborhood was undertaken by Redevelopment staff in March of 1986. The data gathered and analyzed has indicated that there are substantial off-street parking code deficiencies, but concurrently substantial off-street parking availability. Overall, there are twenty blocks within the Huning Highland Neighborhood that have off-street parking code deficiencies. However, of those twenty blocks, only four do not have unused off-street parking spaces.

Although off-street parking is not a major problem in terms of actual deficiencies, the quality of the existing off-street parking should be improved when structures are renovated for uses other than single family. Developers are encouraged to pave and stripe available parking even when there is not a change in use of the renovated structure. Developed off-street parking will improve the aesthetic quality of the neighborhood, promote safer conditions for individuals who park their cars in the lots, and increase the number of available parking spaces.

Shared parking is also encouraged in the Huning Highland area due to the lack of available land for off-street parking, and due to the substantial number of available unused off-street parking spaces. Since there are a substantial number of paved and striped parking lots with unused spaces, developers are encouraged to work with other land owners in acquiring agreements to share or combine parking.

Additionally, on-street parking does not appear to be a problem for most of the neighborhood. There are only seven blocks within the study area that have on-street parking problems. Oddly enough, these are not the same blocks that have actual off-street parking deficiencies. Overall, on-street parking appears to be a matter of convenience rather than need.

OVERALL RECOMMENDATIONS

1) The City shall develop the existing vacant dirt lot for public and employee parking north of the Special Collections Library.

2) In MR areas that abut NCR zones, allow parking lots as a conditional use. A developer must show that there is a substantial off-street parking deficiency in the area, and there is limited land available for the development of off-street parking in the NCR zone.

3) To encourage redevelopment in the Huning Highland Neighborhood, while simultaneously recognizing the existing parking situation, it is evident that the off-street parking requirements should be amended as follows:

   New development of all types shall attempt to comply with the parking requirements set forth in the Comprehensive Zoning Code. A Variance may be granted if the following conditions are met: 1) the proposed use is a mixed use retail/office, retail, service commercial, and/or multi-family development; 2) the proposed use will offer a substantial benefit to the Huning Highland area; 3) the proposed use is in conformance with the zoning for the particular site and; 4) the lot size prohibits compliance with the parking requirements. If these conditions are met, the Developer shall:

a) make every attempt to maximize space for off-street parking (this shall include scaling and locating buildings to maximize off-street parking);

b) make every attempt to maximize off-street parking availability through shared parking use with adjacent uses that have an off-street parking surplus.

This amendment is intended to allow variances substantially greater than usual if all conditions are met and every attempt is made to maximize space for off-street parking.

4) Permit Parking is recommended for two broad areas north and south of Central to alleviate possible future on-street parking problems created by Banner Square. Generally speaking, permit parking should be established for residential areas extending two blocks east and two blocks south of the Banner Square project. It is recommended that permit parking be established when Banner Square opens and the permit parking hours be in effect from 10:00 A.M to 7:00 P.M. daily.. Additionally, permit parking is suggested for High Street between Grand and Copper to alleviate existing on-street parking problems created by the Hospital.

1297M

EXPLANATION OF BLOCK DATA

PARKING REQUIREMENTS

Large Apartments (non-conversion)
1 space/800 sq. ft. (approximate figure)

Commercial/Retail/Office
1 space/200 sq. ft.

Motel
1 space/500 sq. ft. (approximate figure)

Restaurant
1 space/150 sq. ft. (approximate figure)

Hospital
1 space/2 beds

Church
1 space for each six seats

OFF-STREET PARKING

NUMBER OF STRUCTURES
total number of structures within a given block

NUMBER OF i.e. COMMERCIAL/OFFICE
total number of land uses that require off-street parking

PARKING LOTS OR DIRT LOTS
parking lots include both paved and dirt lots, dirt lots are vacant parcels that are not used for parking

CODE REQUIREMENTS
number of parking spaces required, as provided for in the zoning code, or as provided above.

EXISTING PARKING
number of parking spaces available.

UNUSED SPACES
total derived by subtracting the number of spaces occupied from the number of spaces provided.

ON-STREET PARKING

5-7 vehicles parked on one side of street within one block indicates current significant use levels.
8 or more vehicles parked on one side of street within one block indicates an on-street parking problem exists.

EXISTING SITUATION

identifies whether or not there is a parking problem within a given block.

POSSIBLE SOLUTIONS

identifies possible solutions to parking problems within a given block.

NOTE: Metered parking spaces on Central: There are 41 metered parking spaces on Central Avenue between Broadway and the Freeway. There were a total of 10 cars parked on Central during survey periods.

SUMMARY DATA

TOTAL NUMBER OF STRUCTURES WITHIN STUDY AREA
499

TOTAL NUMBER OF STRUCTURES WITHIN STUDY AREA REQUIRING OFF-STREET PARKING
106

TOTAL NUMBER OF REQUIRED OFF-STREET PARKING SPACES WITHIN STUDY AREA
2,762

TOTAL NUMBER OF EXISTING OFF-STREET PARKING SPACES WITHIN STUDY AREA
2,362

TOTAL NUMBER OF UNUSED OFF-STREET PARKING SPACES WITHIN THE STUDY AREA
1,607

TOTAL NUMBER OF BLOCKS WITH OFF-STREET PARKING CODE DEFICIENCIES
20

BLOCK 2
BLOCK 9
BLOCK 10
BLOCK 12
BLOCK 14
BLOCK 15
BLOCK 16
BLOCK 17
BLOCK 18
BLOCK 20
BLOCK 21
BLOCK 23
BLOCK 24
BLOCK 26
BLOCK 32
BLOCK 33
BLOCK 35
BLOCK 36
BLOCK 38
BLOCK 40

SIXTEEN OF THE TWENTY BLOCKS WITH OFF-STREET PARKING CODE DEFICIENCIES, HAVE OFF-STREET PARKING (UNUSED SPACES) AVAILABLE.

ON-STREET PARKING

TOTAL NUMBER OF BLOCKS WITH ON-STREET PARKING PROBLEMS (8 OR MORE CARS) SEVEN BLOCKS

BLOCK 3 - WALTER
BLOCK 4 - WALTER
BLOCK 5 - HIGH
BLOCK 9 - EDITH
BLOCK 15 - EDITH
BLOCK 20 -BROADWAY
BLOCK 36 - ELM

I. S. R. 25
OAK ST
OAK ST
LOCUST
ELM
HIGH
WALTER
EDITH
ARNO
BROADWAY
STREET
AVENUE
BOULEVARD
GRAND
TIJERAS AVE
COPPER
CENTRAL
GOLD
SILVER
LEAD
COAL
HIGHLAND PARK CR
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42

92

BLOCK DATA

Block 1

Number of Structures: 2
Number of Commercial/Office: 2
Parking Lots or Dirt Lots: 1
Off-Street Parking
- Code Requirement: 84
- Existing Parking: Approximately 360
- Unused Parking: 330

On-Street Parking
- 1 car parked on Arno

Existing Situation
- No existing off-street parking problems.
- No existing on-street parking problems.

Block 2

Number of Structures: 11
Number of Commercial/Office: 1
Parking Lots or Dirt Lots: 1 Dirt Lot
Off-Street Parking
- Code Requirement: 36 spaces
- Existing Parking: 4 spaces
- Unused Parking: 4 spaces

On-Street Parking
- 5 cars parked on Arno
- 1 car parked on Edith
- 4 cars parked on Tijeras

Existing Situation
- Existing off-street parking deficiency for commercial building.
- Proposed development on vacant dirt lot.
- Current significant use level on Arno.

Possible Solution
- Permit parking for residents.

Block 3

Number of Structures: 18
Number of Commercial/Office: 1
Parking Lots or Dirt Lots: 2 paved/striped lots
2 dirt parking lots
Off-Street Parking
- Code Requirement: 19 spaces
- Existing Parking: 40 spaces
- Unused Parking: 13 spaces

On-Street Parking
- 9 cars parked on Walter
- 4 cars parked on Copper

Existing Situation
- Parking surplus.
- Existing on-street parking problem on Walter.

Possible Solution
- Permit parking for residents on Walter.

Block 4

Number of Structures: 25
Parking Lots or Dirt Lots: 1 paved lot
Off-Street Parking
- Code Requirement: 96 (approximate) spaces
- Existing Parking: 96 spaces
- Unused Parking: 15 spaces

On-Street Parking
- 5 cars parked on High
- 1 car parked on Copper
- 13 cars parked on Walter

Existing Situation
- Paved lot is for Hospital staff only.
- Existing on-street parking problem on Walter.
- Significant use levels on High.

Possible Solution
- Permit parking for residents on Walter and High Streets.

Block 5

Number of Structures: 11
Number of Commercial/Office: 1
Nursing home: 2
Parking Lots or Dirt Lots: 1 paved/striped parking lot
Off-Street Parking
- Code Requirement: 152 spaces
- Existing Parking: 164 spaces
- Unused Parking: 118 spaces

On-Street Parking
- 8 cars parked on High

Existing Situation
- Off-street parking surplus.
- On-street parking problem on High.

Possible Solution
- Permit parking for residents on High.

Block 6

Number of Structures: 3
Number of Commercial/Office: 1
Number of Churches and related uses: 2
Parking Lots or Dirt Lots: 2 paved/striped lots
Off-Street Parking
- Code Requirement: 172 spaces
- Existing Parking: 172 spaces
- Unused Parking: 120 spaces

On-Street Parking
- Zero

Existing Situation
- No parking problems.

Block 7

Number of Structures: 5
Banner Square
Parking Lots: Zero
On-Street Parking
2 cars parked on Arno
Existing Situation
Entire block consists of proposed Banner Square Project.
No on-street parking problems.

Block 8

Number of Structures: 11
Parking Lots or Dirt Lots: 2 dirt parking areas
Off-Street Parking
Code Requirement: N/A
Existing Parking: 23 spaces
On-Street Parking
3 cars parked on Copper
1 car parked on Edith
3 cars parked on Arno
Existing Situation
No parking problems.

Block 9

Number of Structures: 2
Number of Commercial/Office: 1
Parking Lots or Dirt Lots: 2 vacant dirt lots
Off-Street Parking
Code Requirement: 104
Existing Parking: 10
Unused Parking: 10
On-Street Parking
3 cars parked on Copper
1 car parked on Arno
1 car parked on Central
8 cars parked on Edith
Existing Situation
One vacant dirt lot is for proposed parking garage.
Existing off-street parking deficiency.
On-street parking problem on Edith.
Possible Solution
Parking garage may eleviate problem.
Permit parking on Edith.

Block 10

Number of Structures: 17
Number of Commercial/Office: 5
Parking Lots or Dirt Lots: 1 paved lot, 7 small dirt lots
Off-Street Parking
- Code Requirement: 64 spaces
- Existing Parking: 14 spaces
- Unused Parking: 7 spaces

On-Street Parking
- 1 car parked on Copper
- 2 cars parked on Walter

Existing Situation
- Off-street code deficiency.
- No on-street parking problems.

Possible Solution
- Pave and stripe existing dirt lots.

Block 11

Number of Structures: 12
Number of Motels: 2
Parking Lots or Dirt Lots: 2 paved/striped, 3 small dirt parking lots
Off-Street Parking
- Code Requirement: 62 spaces
- Existing Parking: 70 spaces
- Unused Parking: 56 spaces

On-Street Parking
- 2 cars parked on Copper
- 1 car parked on Central
- 2 cars parked on Walter
- 1 car parked on High

Existing Situation
- Off-street parking surplus.
- No on-street parking problems.

Block 12

Number of Structures: 9
Number of Commercial/Office: 2
Number of Motels: 1
Parking Lots or Dirt Lots: 3 paved/striped parking lots
Off-Street Parking
- Code Requirement: 150 spaces
- Existing Parking: 97 spaces
- Unused Parking: 75 spaces

On-Street Parking
- 1 car parked on Elm

Existing Situation
Off-street code deficiency.
Number of unused spaces indicates additional parking is not needed.
No on-street parking problems.
Possible Solution
Metered parking, if parking becomes a problem in the future.

Block 13

Number of Structures: 9
Number of Motels: 2
Number of Apartments Requiring Parking: 2
Parking Lots or Dirt Lots: 2 paved/striped parking lots, one vacant dirt lot
Off-Street Parking
Code Requirement: 45
Existing Parking: 75
Unused Parking: 57
On-Street Parking
Zero
Existing Situation
Off-street parking surplus.
No on-street parking problems.

Block 14

Number of Structures: 9
Number of Commercial/Office: 4
Number of Churches: 1
Parking Lots or Dirt Lots: 3 paved, 2 dirt parking lots
Off-Street Parking
Code Requirement: 91
Existing Parking: 54
Unused Parking: 14
On-Street Parking
4 cars parked on Central
1 car parked on Arno
5 cars parked on Gold
3 cars parked on Broadway
Existing Situation
Off-street code deficiency.
Off-Street parking (unused) is available.
Possible Solution
Shared parking.

Block 15

Number of Structures: 19
Number of Commercial/Office: 4
Number of Motels: 1
Number of Apartments Requiring Parking: 4
Parking Lots or Dirt Lots: 2 paved lots, 1 dirt parking lot
Off-Street Parking
- Code Requirement: 93
- Existing Parking: 22
- Unused Parking: 17

On-Street Parking
- 4 cars parked on Central
- 8 cars parked on Edith
- 6 cars parked on Gold
- 1 car parked on Arno

Existing Situation
- Substantial off-street parking code deficiency.
- Off-street parking (unused) available.
- On-street parking problem on Edith.
- Current significant use levels on Gold.

Possible Solution
- Off-street: No solution. Space is not available.
- On-street: Permit parking for residents on Edith and Gold.

Block 16

Number of Structures: 13
Number of Commercial/Office: 3
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 3 paved parking lots, 2 dirt parking areas, 1 vacant dirt lot
Off-Street Parking
- Code Requirement: 69
- Existing Parking: 38
- Unused Parking: 20

On-Street Parking
- 1 car parked on Central
- 3 cars parked on Walter
- 3 cars parked on Gold
- 6 cars parked on Edith

Existing Situation
- Off-street parking code deficiency.
- Off-street parking (unused) available
- Current significant use levels on Edith.

Possible Solution
- Pave dirt parking areas.
- Shared parking.
- Permit parking for residents on Edith.

Block 17

Number of Structures: 13
Number of Commercial/Office: 2
Number of Churches: 1
Parking Lots or Dirt Lots: 2 paved parking lots
Off-Street Parking
- Code Requirement: 134
- Existing Parking: 61
- Unused Parking: 43

On-Street Parking
- 6 cars parked on High
- 3 cars parked on Gold
- 6 cars parked on Walter
- 1 car parked on Central

Existing Situation
- Off-street code deficiency
- Off-street parking available
- On-street current significant use levels on High and Walter

Possible Solution
- Shared parking.
- Permit parking for residents on Walter.

Block 18

Number of Structures: 11
Number of Commercial/Office: 4
Number of Apartments Requiring Parking: 3
Parking Lots or Dirt Lots: 4 paved parking lots, 2 dirt parking lots, 1 vacant dirt lot
Off-Street Parking
- Code Requirement: 77
- Existing Parking: 54
- Unused Parking: 34

On-Street Parking
- 1 car parked on Elm
- 3 cars parked on Gold
- 2 cars parked on High

Existing Situation
- Off-street parking code deficiency.
- Off-street parking (unused) available.
- No on-street parking problems.

Possible Solution
- Pave dirt parking lots.
- Pave existing vacant dirt lot for parking.
- Shared parking.

Block 19

Number of Structures: 1
Number of Hospitals: 1
Parking Lots or Dirt Lots: 1
Off-Street Parking
    Existing Parking: 63
    Unused Parking: 22
On-Street Parking
    2 cars parked on Elm
Existing Situation
    Off-street parking is not a problem.
    On-street parking is not a problem.

Block 20

Number of Structures: 18
Number of Commercial/Office: 4
Number of Apartments Requiring Parking: 3
Parking Lots or Dirt Lots: 2 small dirt parking areas, 2 vacant dirt lots
Off-Street Parking
    Code Requirement: 56
    Existing Parking: 9
    Unused Parking: 9
On-Street Parking
    4 cars parked on Gold
    2 cars parked on Arno
    6 cars parked on Silver
    9 cars parked on Broadway
Existing Situation
    Substantial off-street code deficiency.
    Existing off-street parking is not used.
    On-street parking problems exist on Broadway.
    Current significant use levels exist on Silver.
Possible Solution
    Change zoning to allow vacant dirt lots to be paved and used for parking.

Block 21

Number of Structures: 5
Number of Churches: 1
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: Zero
Off-Street Parking
    Code Requirement: 80
    Existing Parking: 0
On-Street Parking
    7 cars parked on Gold
    4 cars parked on Silver
    6 cars parked on Arno

Existing Situation
Substantial off-street code deficiency.
Current substantial on-street use levels exist on Gold and Arno.
Possible Solution
Pave a portion of dirt playground and use for parking.
Parking permits for residents on Gold and Arno.

Block 22

Number of Structures: 27
Number of Apartments Requiring Parking: 3
Parking Lots or Dirt Lots: Zero parking lots, 1 vacant dirt lot
Off-Street Parking
Code Requirement: 10
Existing Parking: 10
Unused Parking: 0
On-Street Parking
3 cars parked on Gold
7 cars parked on Walter
6 cars parked on Silver
3 cars parked on Edith
Existing Situation
Residents park on street

Block 23

Number of Structures: 22
Number of Apartments Requiring Parking: 2
Parking Lots or Dirt Lots: 1 dirt vacant lot
Off-Street Parking
Code Requirement: 12
Existing Parking: 8
Unused Parking: 0
On-Street Parking
5 cars parked on Gold
1 car parked on Silver
5 cars parked on Walter
Existing Situation
Off-street parking code deficiency.
Possible Solution
Space for off-street parking is limited to existing availability. If on-street parking levels increase on Gold and Walter, consider permit parking.

Block 24

Number of Structures: 12
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 1 small dirt parking lot
Off-Street Parking
- Code Requirement: 3
- Existing Parking: 0

On-Street Parking
- 4 cars parked on Gold
- 5 cars parked on Silver
- 1 car parked on High

Existing Situation
- Off-street parking code deficiency.
- Current significant on-street use levels on Silver.

Possible Solution
- Space for off-street parking is limited to existing availability. If on-street parking levels increase on Silver, consider permit parking.

Block 25

Number of Structures: 3
Number of Clubs Requiring Parking: 1
Parking Lots or Dirt Lots: 1
Off-Street Parking
- Code Requirement: 18 (approximate)
- Existing Parking: 30
- Unused Parking: 28

On-Street Parking
- 2 cars parked on Gold
- 2 cars parked on Silver

Existing Situation
- Off-street parking code surplus.
- On-street parking is not a problem.

Block 26

Number of Structures: 15
Number of Commercial/Office: 3
Number of Apartments Requiring Parking: 2
Parking Lots or Dirt Lots: 1 paved/striped parking lot, 3 dirt parking lots
Off-Street Parking
- Code Requirement: 49
- Existing Parking: 37
- Unused Parking: 31

On-Street Parking
- 3 cars parked on Silver
- 1 car parked on Arno
- 1 car parked on Broadway

Existing Situation
- Off-street parking code deficiency.
- Off-street parking (unused spaces) available.
- No on-street parking problems.

Possible Solution
- Pave dirt parking lots to increase available space.

Block 27

Number of Structures: 22
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 1 dirt parking lot
Off-Street Parking
    Code Requirement: 3
    Existing Parking: 6
    Unused Parking: 3
On-Street Parking
    3 cars parked on Silver
    2 cars parked on Edith
    1 car parked on Arno
Existing Situation
    Off-street parking code surplus.
    No on-street parking problems.

Block 28

Number of Structures: 24
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 3 small dirt parking areas
Off-Street Parking
    Code Requirement: 2
    Existing Parking: 2
    Unused Parking: 0
On-Street Parking
    3 cars parked on Silver
    7 cars parked on Walter
    1 car parked on Edith
Existing Situation
    Off-street parking does not appear to be a problem.
    Current significant on-street use levels on Walter.
Possible Solution
    Permit parking for residents on Walter.

Block 29

Number of Structures: 24
Number of Fire Stations: 1
Parking Lots or Dirt Lots: 1 dirt parking lot
Off-Street Parking
    Code Requirement: 12
    Existing Parking: 12
    Unused Parking: 6
On-Street Parking
    1 car parked on Silver
    2 cars parked on High
    4 cars parked on Walter
Existing Situation
    Off-street parking does not appear to be a problem.
    On-street parking does not appear to be a problem.

Block 30

Number of Structures: 3
Number of Churches: 1
Number of Commercial/Office: 1
Parking Lots or Dirt Lots: 1 large paved/striped parking lot
Off-Street Parking
    Code Requirement: 83
    Existing Parking: 90
    Unused Parking: 78
On-Street Parking
    4 cars parked on Silver
Existing Situation
    No off-street parking problems.
    No on-street parking problems.

Block 31

Number of Structures: 13
Number of Commercial/Office: 2
Parking Lots or Dirt Lots: 2
Off-Street Parking
    Code Requirement: 26
    Existing Parking: 55
    Unused Parking: 43
On-Street Parking
    2 cars parked on Silver
    1 car parked on Elm
    1 (18-wheeler) parked on Eln at 11:05 a.m.
Existing Situation
    Off-street parking code surplus.
    No on-street parking problems.

Block 32

Number of Structures: 13
Number of Commercial/Office: 1
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 1 dirt parking lot, 1 paved lot
Off-Street Parking
    Code Requirement: 206
    Existing Parking: 16
    Unused Parking: 12
On-Street Parking
    4 cars parked on Arno
    1 car parked on Broadway
Existing Situation
    Off-street parking code deficiency.
    Off-street parking (unused spaces) available.
    No on-street parking problems.
Possible Solution
    Pave existing dirt parking lot.

Block 33

Number of Structures: 23
Number of Commercial/Office: 1
Number of Apartments Requiring Parking: 2
Parking Lots or Dirt Lots: 3 dirt parking lot, 1 vacant dirt lot
Off-Street Parking
Code Requirement: 14
Existing Parking: 10
On-Street Parking
2 cars parked on Edith
2 cars parked on Arno
Existing Situation
Off-street parking code deficiency.
No on-street parking problems.
Possible Solution
Pave dirt parking lot.

Block 34

Number of Structures: 19
Number of Commercial/Office: 1
Number of Apartments Requiring Parking: 2
Parking Lots or Dirt Lots: 2 dirt parking lots
Off-Street Parking
Code Requirement: 11
Existing Parking: 28
Unused Parking: 23
On-Street Parking
2 cars parked on Walter
1 car parked on Edith
Existing Situation
Off-street parking code surplus.
Off-street parking (unused) available.
No on-street parking problems.

Block 35

Number of Structures: 14
Number of Apartments Requiring Parking: 3
Parking Lots or Dirt Lots: 1 paved lot, 1 dirt parking lot, 1 vacant dirt lot
Off-Street Parking
Code Requirement: 15
Existing Parking: 9
Unused Parking: 5
On-Street Parking
1 car parked on High
2 cars parked on Walter
Existing Situation
Off-street parking code deficiency.
Off-street parking (unused available).
No on-street parking problems.
Possible Solution
Pave existing dirt parking lot.

Block 36

Number of Structures: 10
Number of Retail/Commercial/Office: 2
Parking Lots or Dirt Lots: 2 paved parking lots
Off-Street Parking
    Code Requirement: 23
    Existing Parking: 12
    Unused Parking: 8
On-Street Parking
    9 cars parked on Elm
    3 cars parked on High
Existing Situation
    Off-street parking code deficiency.
    Off-street parking (unused) available.
    Meads Warehouse has no off-street parking.
    On-street parking is a problem on Elm Street, which is most likely due to Meads Warehouse.
Possible Solution
    Shared parking.

Block 37

Number of Structures: 13
Number of Retail/Commercial/Office: 1
Number of Apartments Requiring Parking: 1
Parking Lots or Dirt Lots: 1 large dirt parking lot
Off-Street Parking
    Code Requirement: 30
    Existing Parking: 30
    Unused Parking: 10
On-Street Parking
    2 cars parked on Elm
    2 heavy vehicles parked on Elm at 11:35 a.m.
Existing Situation
    No off-street parking problems
    No on-street parking problems

Block 38

Number of Structures: 5
Number of Retail/Commercial/Office: 3
Parking Lots or Dirt Lots: 2 dirt parking lots
Off-Street Parking
    Code Requirement: 114
    Existing Parking: 35
    Unused Parking: 21
On-Street Parking
    7 cars parked on Broadway
Existing Situation
    Substantial off-street parking code deficiency.
    Off-street parking (unused) available.
    Current substantial on-street use levels on Broadway.

Possible Solution
No parking on Broadway.
Pave existing dirt parking lots.
Shared parking.

Block 39

Number of Structures: 8
Number of Commercial/Office: 2
Parking Lots or Dirt Lots: 1 paved parking lot, 2 vacant dirt lots
Off-Street Parking
Code Requirement: 33
Existing Parking: 32
Unused Parking: 32
On-Street Parking
Zero
Existing Situation
No off-street parking problems.
No on-street parking problems.

Block 40

Number of Structures: 3
Number of Commercial/Office: 2
Parking Lots or Dirt Lots: 3 paved/striped parking lots
Off-Street Parking
Code Requirement: 104
Existing Parking: 58
Unused Parking: 30
On-Street Parking
1 car parked on Broadway
Existing Situation
Substantial off-street parking code deficiency.
Off-street parking (unused) available.
No on-street parking problems.
Possible Solution
Although there is a substantial off-street parking code deficiency, there does not appear to be a parking problem.

Block 41

Number of Structures: 1
Number of Churches: 1
Parking Lots or Dirt Lots: 1 paved/striped parking lot
Off-Street Parking
Code Requirement: 50
Existing Parking: 100
Unused Parking: 43
On-Street Parking
Zero
Existing Situation
Substantial off-street parking code surplus.
No on-street parking problems.

Block 42

Number of Structures: 1
Number of Churches: 1
Parking Lots or Dirt Lots: 1
Off-Street Parking
    Code Requirement: 360
    Existing Parking: 360
    Unused Parking: 270
On-Street Parking
    Zero
Existing Situation
    No off-street parking problems.
    No on-street parking problems.

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