

BARELAS



SECTOR DEVELOPMENT PLAN

Adopted April 2008



CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

R-2008-053

COUNCIL BILL NO. C/S R-07-327 ENACTMENT NO.

SPONSORED BY: ISAAC BENTON

RESOLUTION

1 REPEALING THE 1993 BARELAS SECTOR DEVELOPMENT PLAN; ADOPTING
2 THE 2007 BARELAS SECTOR DEVELOPMENT PLAN FOR THE AREA
3 BOUNDED BY ALCALDE PLACE AND COAL AVENUE ON THE NORTH,
4 COMMERCIAL STREET ON THE EAST, AVENIDA CESAR CHAVEZ ON THE
5 SOUTH, AND THE ALBUQUERQUE RIVERSIDE DRAIN ON THE WEST,
6 CONTAINING APPROXIMATELY 383 ACRES; CHANGING THE ZONE MAP
7 AND/OR TEXT FOR CERTAIN PROPERTIES WITHIN THE 2007 BARELAS
8 SECTOR DEVELOPMENT PLAN BOUNDARY AS SPECIFIED IN EXHIBIT A.

9 WHEREAS, the City Council adopted the 1993 Barelas Sector Development
10 Plan in 1993 through Council Resolution R-253, Enactment Number 74-1993;
11 and
12

13 WHEREAS, the Council has the authority to adopt, amend, or repeal such a
14 sector development plan; and

15 WHEREAS, on January 11, 2007, the Environmental Planning Commission,
16 in its advisory role on land use and planning matters, recommended that the
17 City Council repeal the 1993 Barelas Sector Development Plan, adopt the 2007
18 Barelas Sector Development Plan, and change the zoning designation as
19 identified in Exhibit A; and

20 WHEREAS, the Environmental Planning Commission found approval of the
21 draft 2007 Barelas Sector Development Plan consistent with applicable
22 Comprehensive Plan, Planned Growth Strategy, and R-270-1980 policies.

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

25 SECTION 1. REPEAL OF THE 1993 BARELAS SECTOR DEVELOPMENT
26 PLAN. Council Resolution R-253, Enactment No. 74-1993, is hereby repealed,

1 provided however, that Enactment No. 55-2002 (R-01-281) which amended the
2 1993 Barelas Sector Development Plan by prohibiting new off-street
3 commercial surface parking lots as a permissive or conditional use in certain
4 zones, is not repealed.

5 SECTION 2. ADOPTION OF THE 2007 BARELAS SECTOR DEVELOPMENT
6 PLAN. The 2007 Barelas Sector Development Plan (also referred to herein as
7 the "Draft Barelas Sector Development Plan") is hereby adopted. The zone
8 categories of various sites within the identified plan boundaries have been
9 changed as identified in Exhibit A based on the findings and subject to the
10 conditions of approval contained in the Environmental Planning
11 Commission's Official Notice of Decision dated January 11, 2007.

12 SECTION 3. FINDINGS ADOPTED. The following findings from the EPC for
13 the adoption of the 2007 Barelas Sector Development Plan and the repeal of
14 the 1993 Barelas Sector Development Plan are hereby adopted by the City
15 Council:

16 1. This is a request for a recommendation of approval of the Draft
17 Barelas Sector Development Plan. The Draft Barelas Sector Development Plan
18 is proposed to replace the current, 1993 Barelas Sector Development Plan.
19 Upon City Council adoption of the Draft Barelas Sector Development Plan, the
20 1993 Sector Plan will be rescinded.

21 2. The boundaries of the Draft Barelas Sector Development Plan area
22 are Coal Avenue, Alcalde Place, the Albuquerque Riverside Drain, Avenida
23 Cesar Chavez, and Commercial Street.

24 3. The public planning process for the Draft Barelas Sector
25 Development Plan included three public meetings and ten monthly steering
26 committee meetings open to the public, all conducted by Sites Southwest
27 LLC, planning consultants who prepared the Draft Plan. Organizations
28 represented on the steering committee included the Barelas Neighborhood
29 Association, Barelas Community Development Corporation, Albuquerque
30 Rescue Mission, Archdiocese of Santa Fe, National Hispanic Cultural Center of
31 New Mexico, and Albuquerque Hispano Chamber of Commerce. Area
32 residents, property and business owners also joined the Steering Committee,
33 which consulted several people as resources on key issues.

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1 4. The Draft Barelmas Sector Development Plan generally complies with
2 the Established Urban and Central Urban goals of the Comprehensive Plan, by
3 providing guidelines for appropriate residential infill projects and proposing
4 construction of a public plaza/community space at a key location, among
5 other projects to enhance public space.

6 5. The Draft Barelmas Sector Development Plan generally complies with
7 the Activity Centers component of the Comprehensive Plan. Fourth Street in
8 Barelmas is a Major Transit Corridor and joins downtown, a Major Activity
9 Center north of Barelmas to the Community Activity Center anchored by the
10 National Hispanic Cultural Center. The Barelmas Community Activity Center
11 centered at Fourth Street and Avenida Cesar Chavez will be enhanced by Draft
12 Barelmas Sector Plan priority projects such as the extension of narrow gauge
13 rail from the Zoo to the National Hispanic Cultural Center. Similarly, the
14 proposed project to develop trails in the Bosque adjacent to Barelmas, as also
15 proposed in the Bosque Action Plan, would support the Barelmas Community
16 Activity Center.

17 6. The Draft Barelmas Sector Development Plan generally complies with
18 the Historic Resources policies of the Comprehensive Plan by calling for
19 ongoing identification, protection, reuse, and enhancement of historic
20 resources ranging from houses to locomotive shops.

21 7. The Draft Barelmas Sector Development Plan generally complies with
22 the Cultural Traditions and Arts policies of the Comprehensive Plan by
23 recommending that the National Hispanic Cultural Center and Barelmas
24 community groups increase neighborhood involvement at the Cultural Center,
25 and partner with Dolores Gonzales Elementary School to promote
26 understanding of Hispanic/Latino history and culture.

27 8. The Draft Barelmas Sector Development Plan generally complies with
28 the Developed Landscape policies of the Comprehensive Plan by advocating
29 public funding of street tree installation on Fourth Street as well as creating
30 landscape buffers at sites such as the rail yard.

31 9. The Draft Barelmas Sector Development Plan generally complies with
32 the Community Identity and Urban Design policies of the Comprehensive Plan
33 by recommending actions such as the following: "Adopt voluntary historic

1 preservation guidelines, disseminate information, and provide guidance for
2 rehabilitation of buildings with sensitivity to historic character."

3 10. The Draft Barelmas Sector Development Plan generally complies with
4 the Education policies of the Comprehensive Plan, in the area of variety and
5 flexibility in educational and recreational resources through joint use of
6 facilities, by recommending that APS coordinate with the Barelmas
7 Neighborhood Association to expand community programs and activities at
8 Dolores Gonzales Elementary School and Washington Middle School to
9 promote after-school use.

10 11. The Draft Barelmas Sector Development Plan generally complies with
11 the Human Services policies of the Comprehensive Plan, in the area of
12 equitable establishment of community-based residential care facilities, by
13 recommending the prohibition of new and expanded homeless shelter
14 services in Barelmas.

15 12. The Draft Barelmas Sector Development Plan generally complies with
16 the Public Safety policies of the Comprehensive Plan by recommending
17 increasing police patrols and making them more visible, creating a community
18 policing program with officers on foot, bike, or horseback, and instituting
19 quarterly meetings of the Albuquerque Police Department, social service
20 agencies, and the community.

21 13. The Draft Barelmas Sector Development Plan's Appendices E and F,
22 design guidelines for Fourth Street commercial revitalization and
23 neighborhood-wide infill housing, respectively, support compliance with the
24 Community Identity and Urban Design goal and policies of the Comprehensive
25 Plan.

26 14. The Draft Barelmas Sector Development Plan generally complies with
27 the Transportation and Transit policies of the Comprehensive Plan, in the area
28 of adding to transit ridership, by including development standards in
29 residential zones and mixed use zones that will allow the addition of dwelling
30 units close to Fourth Street, a Major Transit street.

31 15. The Draft Barelmas Sector Development Plan generally complies with
32 the Housing policies of the Comprehensive Plan by emphasizing the
33 acquisition of land by the City for a community land trust for affordable

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1 housing, including residential-zone development standards that allow
2 innovative redevelopment of narrow lots for housing, and recommending that
3 the Barelvas Community Development Corporation promote programs that
4 provide homeowner and homebuyer education on financial assistance and
5 historic rehabilitation.

6 16. The Draft Barelvas Sector Development Plan generally complies with
7 the Economic Development policies of the Comprehensive Plan by mapping
8 mixed-use zones in which employment in a wide range of occupational skills
9 and salary levels may be encouraged, by calling on the Albuquerque Hispano
10 Chamber of Commerce to use incentives such as interest subsidies to attract
11 small businesses to Barelvas, and by encouraging owners and developers to
12 provide small, affordable spaces to local businesses.

13 17. This request meets the test for a zone change as articulated in R-270-
14 1980 in the following ways:

15 a. The zone changes proposed in the plan are justified because
16 there was an apparent error when the existing zone map was created [Section
17 1D(1)]. Heavy Manufacturing use was named, but the SU-2/HM Zone category
18 corresponded to the M-1 Zone in the Zone Code. M-1 is the Light
19 Manufacturing Zone, not Heavy Manufacturing. This error will be corrected in
20 the plan by retaining the SU-2/HM Zone and specifying that it corresponds to
21 the M-2 Heavy Manufacturing Zone in the Zoning Code.

22 b. There have also been changed community conditions in this
23 area which justify the proposed zone changes [Section 1.D.(2)]. The Centers
24 and Corridors component of the Comprehensive Plan was adopted by the City
25 Council in November of 2001 (R-01-344), after the original Barelvas Sector
26 Development Plan was written. This established a Major Activity Center in
27 downtown, just north of Barelvas, and a Community Activity Center at the south
28 edge of Barelvas, which are connected by Fourth Street, a designated Major
29 Transit Corridor in Centers and Corridors policies.

30 c. The proposed zone changes are more advantageous to the
31 community [Section 1.D.(3)] as articulated in the Comprehensive Plan. Some
32 of the existing zone categories are harmful to the surrounding area, such as
33 the M-2 zone. The changes to certain zones are to create land uses and

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1 zoning in Barelvas that are compatible with its function as a residential urban
2 neighborhood, respect its historic significance, and help foster a sense of
3 community, while still allowing for some economic development within the
4 area. This will help not only the Barelvas community, but also the South
5 Broadway and San Jose areas.

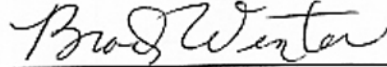
6 18. Staff no longer recommends mapping of the SU-2 Rail Yard Zone
7 because of the likely incompatibility of heavy industrial, heavy commercial,
8 and residential uses on the same site. SU-2/HM zoning is appropriate with
9 uses described as those from the M-2 zone with exclusions.

10 19. There is general neighborhood support for the draft plan, pending
11 possible exclusions of some uses as may be agreed by the stakeholders.

12 SECTION 4. EFFECTIVE DATE AND PUBLICATION. This legislation shall
13 take effect five days after publication by title and general summary.

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

1 PASSED AND ADOPTED THIS 4th DAY OF April, 2008
2 BY A VOTE OF: 9 FOR 0 AGAINST.

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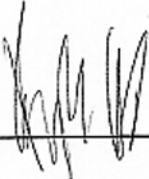
6 _____
7 Brad Winter, President
8 City Council
9

10
11
12 APPROVED THIS 28th DAY OF April, 2008
13

14
15
16 Bill No. C/S R-07-327

17 

18 _____
19 Martin J. Chávez, Mayor
20 City of Albuquerque
21

22
23
24
25 ATTEST: 

26
27 _____
28 City Clerk
29

ACKNOWLEDGEMENTS



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Ed Adams, Chief Operating Officer

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District 4, Brad Winter
District 5, Michael Cadigan
District 6, Ray Garduño
District 7, Sally Mayer
District 8, Trudy Jones
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This document replaces the Barelás Sector Development Plan, written in 1978 and amended in 1993. It lays out the existing conditions, issues, and recommendations for five main planning categories: Land Use and Zoning; Home Ownership and Affordability; Transportation; Public Safety, Social Services, and Community Facilities; and Economic Development. By addressing each of these areas, the Plan aims to create a strategy for stabilizing, preserving, developing and revitalizing the commercial and residential area of Barelás.

The Barelás neighborhood is one of Albuquerque's oldest settlements, and forms part of the City's urban core. Its Plan boundaries are Coal Avenue to the north, the Santa Fe Railroad to the east, Bridge Boulevard/Avenida Cesar Chavez to the south, and Tingley Drive and Alcalde Place to the west. Barelás is home to a number of City amenities, including the Rio Grande Zoo, Tingley Park, and the Albuquerque Hispano Chamber of Commerce. It is also adjacent to Downtown Albuquerque, the National Hispanic Cultural Center and the Bosque.

This Plan was written in collaboration with various Barelás stakeholders, including residents, business owners, social services representatives, and City agencies. Community input was sought in all stages of Plan elaboration, from identifying existing conditions and concerns to developing recommendations. A draft of the Plan was available for public review and comment throughout the process, and efforts were made to incorporate community input as much as possible.

The major goals of this Plan are:

- To create land uses and zoning in Barelás that are compatible with its function as a residential urban neighborhood, respect its historic significance, and help foster a sense of community.
- To provide affordable housing in Barelás, while also facilitating the development of market-rate housing for homeowners and renters, and to improve property appearance.
- To improve vehicular circulation and public transportation in a way that promotes the residential quality and pedestrian orientation of the neighborhood.
- To create a safe network of bicycle and pedestrian pathways connecting major destinations in Barelás.
- To provide safe and adequate parking for local facilities without disrupting the neighborhood.
- To improve public safety in Barelás by reducing crime.
- To provide adequate social services to Barelás residents.
- To maintain and improve existing community facilities in Barelás and ensure accessibility to Barelás residents.
- To spur economic development in Barelás in a way that will have broad benefits for the community.
- The Plan proposes the adoption of City policies to help achieve these goals. These policies can then be implemented through the application of the Plan's recommended actions. Proposed actions are either regulatory in nature, enhancements to existing City programs, community or private initiatives, or capital improvements projects. By executing these Plan recommendations, the Barelás community can achieve its vision for the future of a safe, equitable, and pleasant neighborhood.

Major Plan recommendations include:

- Amending zoning regulations to allow for the development of 25' wide parcels and to legalize accessory dwelling units; rezoning the Rail Yards property to allow mixed use development, and require historic preservation and maximum benefits for the neighborhood; creating a special Warehouse District to encourage adaptive mixed use of industrial buildings; creating building design guidelines to ensure that future development blends aesthetically with existing structures; creating a plan for South Barelás; and pursuing official recognition of historic buildings in Barelás
- Implementing a variety of programs to fulfill the affordable housing goal, such as inclusionary zoning, affordability impact studies, public redevelopment programs, tax incentives for home buyers, and homeowner education programs
- Conducting traffic calming studies on Eighth and Tenth Streets and implementing study recommendations; re-orienting the Zoo's entrance to the southwest; extending the narrow gauge rail from the Zoo to the National Hispanic Cultural Center (NHCC); improving public transportation service; improving pedestrian amenities such as crosswalks, sidewalks, trails, and footbridges into the Bosque; adding bike lanes and routes in Barelás; and finding solutions to the parking problems caused by Zoo and NHCC overflow
- Implementing a community policing program; improving networking between the APD, the homeless service providers and the neighborhood; generating more outreach for existing social services in Barelás; creating a community plaza; adding artwork reflecting the area's cultural heritage;



EXECUTIVE SUMMARY

- Allowing mixed use development in the Rail Yards and requiring community input in redevelopment; promoting small and mobile businesses; promoting businesses that meet local shopping needs; and making streetscape improvements to Fourth Street (the main commercial corridor in Barelas).



I. INTRODUCTION

A. Purpose of the Plan

The City of Albuquerque's overall goals for Sector Plans are to implement the concept of centers and corridors, enhance the livability of communities, attain stakeholder agreement through the planning process, and develop capital project plans. A Sector Development Plan also describes existing conditions in the plan area, identifies things that the community wants to see protected or improved, and lists recommendations for action by the City. The Plan includes the specific language of the special neighborhood zones and a map showing where the zones will apply.

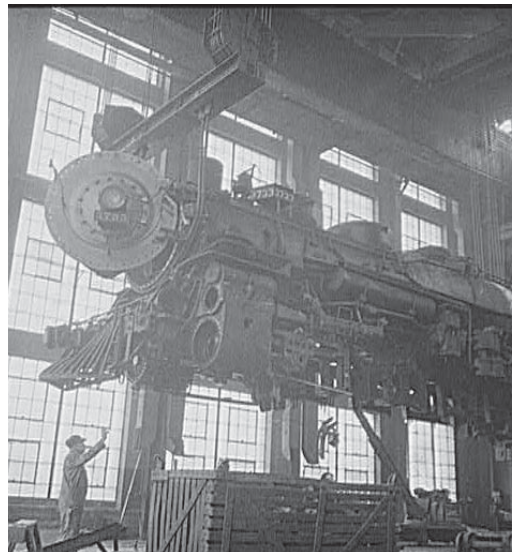
The City's plans are organized into three levels:

- **Rank One** (The Albuquerque/Bernalillo Comprehensive Plan)
- **Rank Two** (Area Plans such as the North Valley Area Plan or the Southwest Area Plan)
- **Rank Three** (Sector Development Plans or Metropolitan Redevelopment Plans)



The Barelás Sector Development Plan is a Rank Three plan, the most detailed planning level, intended to produce plans that can be implemented and enforced through policy, regulation, and capital improvements funding. Rank Three plans include parcel-specific land use and zoning regulations, housing and other design standards and guidelines, streetscape recommendations, and capital project priorities.

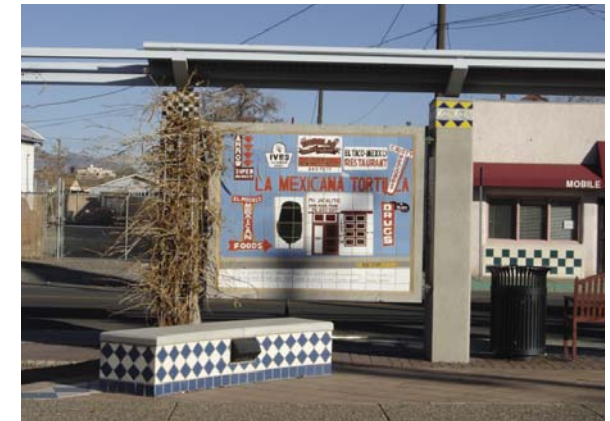
The Barelás neighborhood houses a mix of residential, commercial, office, institutional, as well as industrial uses. In some cases these are desirable uses, while others could be better managed to enhance the quality of life in the neighborhood. In addition, surrounding areas such as Downtown, the Rio Grande Zoo, the Santa Fe Rail Yards, the National Hispanic Cultural Center and the South Barelás Industrial Park are all experiencing change, and will impact the Barelás community. The purpose of this Sector Development Plan update is to help Barelás adjust to its surrounding context, as well as make changes to improve its future as a



viable community.

Stabilization, preservation, development, and revitalization are the primary goals of this Sector Plan. It employs special neighborhood zoning and capital improvements to meet these purposes. Through discussions with neighborhood residents, property owners and City staff, the project team has identified issues to be addressed through appropriate goals, policies and actions. These issues relate to five major themes:

- Land Use and Zoning
- Home Ownership and Affordability
- Transportation
- Public Safety, Social Services and Community Facilities
- Economic Development



B. Plan Area Boundaries

The boundaries of the Sector Development Plan update are the same as the 1993 Barelás Sector Development Plan. The boundaries are delineated below:

Beginning at the intersection of the north right-of-way line of Coal Avenue SW and the east right-of-way line of Alcalde Place SW;

Thence, easterly along the north right-of-way line of Coal Avenue SW to the center line of the Santa Fe Rail Yards property, thence, south through the Santa Fe Railway property to the easterly projections of the south right-of-way line of Bridge Boulevard SW;

Thence, westerly along said projected line and the south right-of-way line of Bridge Boulevard SW to the east right-of-way line of the Albuquerque Riverside Drain; Thence, northwesterly along the east right-of-way line of the Albuquerque Riverside Drain to the east right-of-way line of Alcalde Place;

Thence, northeasterly along the east right-of-way line of Alcalde Place SW to the point and place of beginning.



Figure 1. Boundaries of Barelás Sector Development Plan Area



C. Public Involvement

This sector plan is the result of collaboration between the public and the City of Albuquerque, and was facilitated by a private consulting firm, Sites Southwest, LLC. The “public” in this project includes neighborhood residents, representatives of local businesses and community organizations, and other entities operating in Barelás. Public input was integral to the planning process and was realized through three community-wide Public Meetings, as well as ten Steering Committee Meetings.

The Steering Committee was the primary vehicle for public input regarding this planning effort. It was composed of residents and business-owners in Barelás, representatives of local organizations such as the Barelás Neighborhood Association, and other community stakeholders. The City of Albuquerque believes that one purpose of public participation is to build capacity within the community so that they can continue to work effectively to accomplish the goals of the plan after its adoption. Hence, attendance and participation in the meetings was very important. Steering Committee meetings were held monthly, and were open to anyone interested in the planning process. Guests were invited on occasion to provide technical expertise and clarification, based on the topic of discussion. Most Steering Committee meeting addressed a particular topic, including Transportation, Housing, Land Use and Zoning, and Public Safety and Social Services. Other meetings were focused on reviewing and clarifying information from Public Meetings, and examining and editing drafts of the Plan. In order to make the planning process as transparent and open as possible, all information regarding meeting agendas and outcomes can be found in the companion document “Public Involvement in the Barelás Sector Planning Process.”

In addition to the monthly Steering Committee meetings, three Public Meetings were held. The first, held on December 3, 2005, was organized as a “SWOT” workshop. Its purpose was to have stakeholders identify Strengths, Weaknesses, Opportunities and Threats facing Barelás. In the months following this meeting, the Steering Committee met to work on specific topics as noted above. They identified issues, goals, and possible actions regarding these topics. These goals were presented to the community for their review in the second Public Meeting on March 4, 2006. Community members commented on the goals and possible actions, added or removed them as appropriate, and prioritized the ones they felt were most important. Participants also had the opportunity to work in small groups organized by topic, including all of those mentioned above, in addition to Economic Development and Revitalization. The results of the Public Meeting were then presented and discussed with the Steering Committee. From this work, a draft plan was developed, which was reviewed and edited by the Steering Committee. Finally, the draft was presented to the community for final input at the last Public Meeting, held on July 15, 2006.

Public participation is vital to any planning process, and it is the intention of this document to represent the desires and concerns of the Barelás community. It is hoped that the Plan will be used to help residents and other stakeholders achieve their vision of the future for their neighborhood.



Small group discussion at December 3, 2005 Public Meeting



March 4, 2006 Public Meeting

D. Brief History of Barelás

Development in Barelás has been influenced over the centuries by various forces – the early colonial agricultural lifestyle, the coming of the Railroad in the 1880s, and the rise of the automobile in the 20th century. Figure 2 shows geographically where these different eras left their mark on the neighborhood.

Early records indicate that Barelás was part of the San Nicolas Land Grant, granted by the Spanish Crown. The grant was located “opposite the agricultural lands of Atrisco and on the edge of the Esteros de Mexia”. (*Esteros* means swamps in Spanish and scholars agree that the land along the river where the Zoo now stands was swampy for centuries. Mexia was the name of a soldier who came to New Mexico with Don Juan De Oñate at the beginning of the 17th century.) Evidence suggests that Barelás Road was part of the route of the Camino Real De Tierra Adentro, once a major trade route from Mexico City to Santa Fe.

Settlement of Barelás began as a farming community when several prominent Hispanic

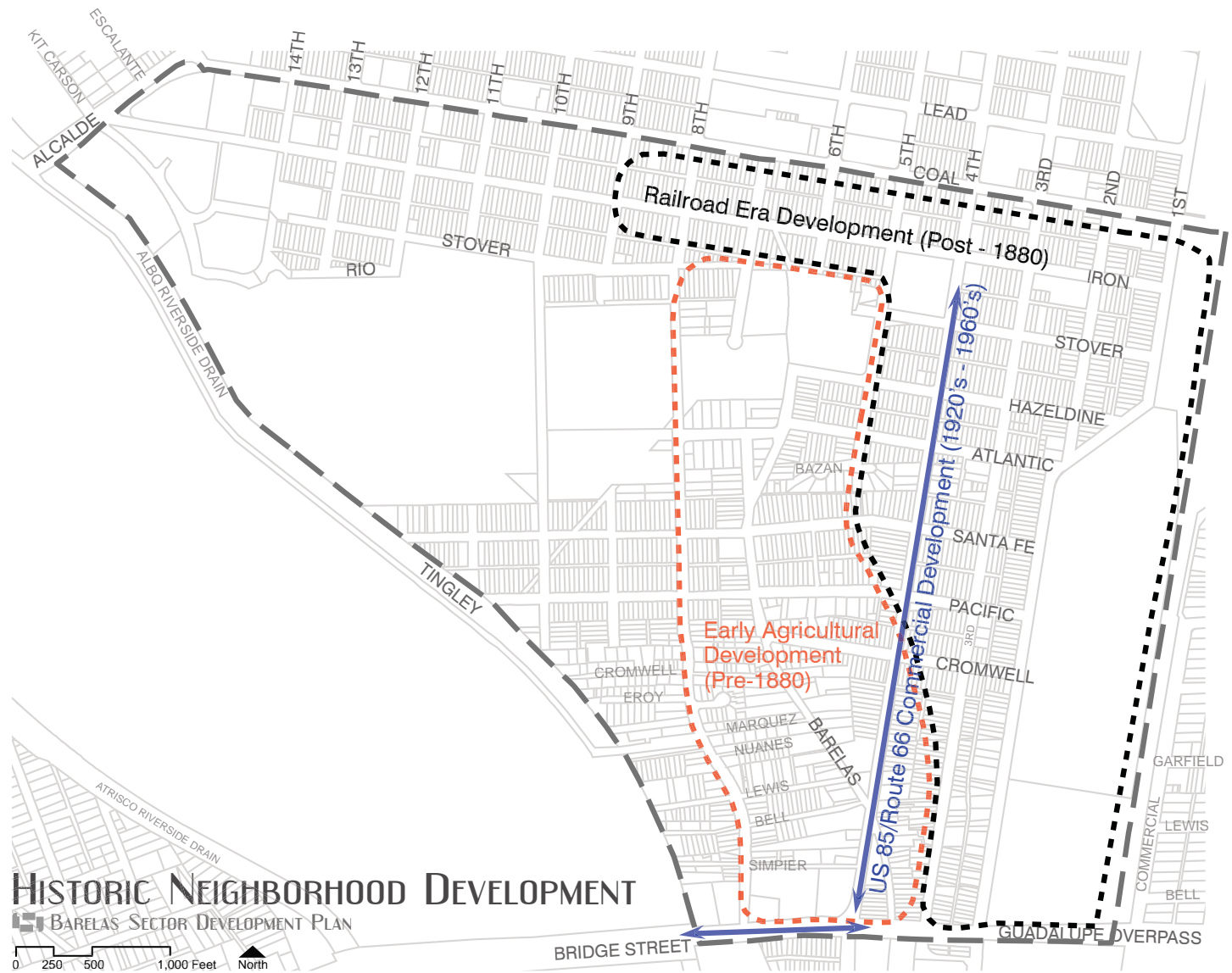


Figure 2. Historic Neighborhood Development



INTRODUCTION

families colonized the area. Early development took place in and around the farms adjacent to the swamps of the Rio Grande. Three irrigation ditches served the community in these early days, the primary being the Acequia Madre de Barelás. After the ditches were built, and according to an 1890's record, "thirty to forty houses were built along Road," most of them north of present day Bridge Boulevard.

A new era began when the Atchison Topeka and Santa Fe Railroad arrived at Albuquerque in 1880. The company built shops on the eastern edge of Barelás, employing men from past generations of Hispanic families still living in Barelás today. With the coming of the railroad the lands around the original town site began to flourish with commerce and housing. An influx of immigrants arrived looking for jobs or a new way of life. Soon, a community of Germans, Italians and other immigrants developed in Barelás, close to the bustling downtown.

The first residential additions south of the original Barelás town site were the Atlantic and Pacific Additions, named after the railroad. The owner of this land, Franz Huning, was Albuquerque's premier entrepreneur at the time. As more settlers arrived, Huning and other Albuquerque boosters such as William Hazeldine and Elias Stover sold lots to the newcomers and spurred the development of this neighborhood to the south of Downtown. Further to the south were a series of smaller developments, built on several acres which belonged to older established Hispanic families. The names of the development tracts reflect the names of the families who originally owned the land. These included:

- The Baca Addition (1880-1881)
- The Severo Apodaca Addition (1882)
- C.W. Lewis Addition (1882)
- The Baca & Armijo Addition (1888)
- The Juan Armijo Addition (1888)
- The Simpiér Addition (1889)

- N.J. Sanchez Addition (1891)
- The John Lee Addition (1898)

These additions extended from the railroad tracks west to the old Barelás Road. All of these and smaller development tracts located west of the railroad yards compose much of the Barelás neighborhood and the South Barelás Industrial Area today. Some of the original family names are still visible in street names in Barelás.

By the early 1900s Barelás had become a vibrant neighborhood with many of its residents becoming entrepreneurs or employees of the railroad. The little village had its own chapel, San Jose Patriarca, which was probably located along Barelás Road, although the exact location is not known. In 1921, the small adobe chapel was replaced by a larger church,



The Red Ball Café
This neighborhood fixture was renovated in 1998, and remains a vibrant gathering place in Barelás.

Sacred Heart, which stood along Fourth Street until 1965, when it was demolished due to structural problems. The church was never rebuilt, but its former Parish Hall has since been remodeled and become the church building.

South Fourth Street, at first a residential street, was declared part of Route 66 and the Pan American

Highway (US 85) in 1926. This helped create a thriving automobile commercial strip in the community, which enjoyed a peak of popularity from the 1930s to 1950s. During this time, many businesses located along Fourth Street and continue to operate today. Among these are Ruppe Drugs, The Red Ball Cafe, and Ives Flower and Gift Shop. Barelás was also serviced by a city Electric Trolley System in the early days. The trolley ran along Third Street and connected the neighborhood of Barelás to Old Town, the Sawmill areas and later to the University.

By 1934 the neighborhood's first community center was established at 1221 Third Street. In the early 1940s, citizens of Barelás, the League of United Latin American Citizens (L.U.L.A.C.), and youth trainees from the National Youth Administration raised seed money to fund a new community center. The center, now located at the intersection of Barelás Road and Hazeldine Avenue, is over fifty years old.



New small businesses locating along Fourth Street

The decline in the railroad industry following the wars and the eventual replacement of Fourth Street by Interstate 25 as the major north-south city route initiated a major decline in Barelás. The 1970s Urban Renewal Program removed most of the adobe homes located south of Bridge Boulevard, adjacent to the City Treatment Plant, for development



INTRODUCTION

of industrial uses. South Barelás was almost completely lost and only a handful of houses remain today. However, the neighborhood area north of Bridge Boulevard still exists with a mixture of single family and multi-family dwellings. The South Fourth Street commercial district also experienced a severe decline, but shows promise for recovery and future revitalization. Some of the original small, family owned and operated businesses persevered and still exist today on Fourth Street, and new ones have opened. Furthermore, effects of revitalization efforts spurred by the 1993 Sector Plan are beginning to show in Barelás.

There have been a number of changes in the community since the last Sector Plan was written in 1993. New amenities and community resources have found a home in Barelás. In particular, the National Hispanic Cultural Center, the Hispano Chamber of Commerce, and the Barelás Job Opportunity Center have located in the neighborhood. In addition, the Barelás Community Development Corporation (BCDC) was formed in 1993 to work on affordable housing and economic development activities in the community. Downtown Albuquerque, bordering Barelás to the north, is undergoing revitalization efforts, spurred in part by the adoption of the Downtown 2010 Plan in 2000. Furthermore, the Santa Fe

Rail Yards property, located on the eastern edge of Barelás, was sold by the Railroad and opened up for private development. Following years of inactivity and numerous proposals to develop the property that were never realized, the City of Albuquerque purchased 27-acre Rail Yards site in November 2007 and plans to undertake its redevelopment in the coming years. Its future redevelopment, combined with the Downtown renewal activities, will have a strong influence on Barelás in years to come. As such, it will be important to ensure the community's ongoing participation and voice in every stage of the redevelopment process.



Artwork decorating new bus shelters along Fourth Street



There have been changes and improvements to the physical landscape as well. Coal and Lead Avenues were converted to two-way streets. Coal Avenue has seen significant infill development adjacent to the neighborhood including new housing, several live/work developments and affordable rental units. The Zona de Colores Townhomes is a new affordable housing development in the Barelas neighborhood, and more of these types of projects are planned for the future. In addition, major streetscape improvements were made to Fourth Street, including business façade renovations, upgraded and decorated bus shelters that display artwork reflecting Barelas' cultural heritage, and the creation of the Joseph P. Baca plazuela at the intersection of Fourth Street and Barelas Road.

All of these changes have made Barelas a more attractive place to live and do business. As the neighborhood continues to adapt and develop residents, business owners, and property owners have a strong desire to manage the changes in a way that benefits the community as a whole. This Sector Development Plan update is an instrument to help implement this vision.



II. COMMUNITY CONTEXT

A. Related plans and policies

Although Barelás is a cohesive and distinct community, it also forms part of the larger context of Albuquerque. Its neighboring areas exert influence and are influenced by Barelás. Barelás is flanked on both sides by physical boundaries – the Bosque and Rio Grande to the west, and the Rail Yards to the east. The neighborhood is also bordered by other communities – South Barelás, Downtown Albuquerque, Huning Castle-Raynolds, and South Broadway.

1. Albuquerque/ Bernalillo County Comprehensive Plan

Barelás is designated as part of the Central Urban Area within the 2002 Albuquerque/Bernalillo County Comprehensive Plan. The Sector Plan conforms to the goals and policies for Central Urban Areas and will serve as the official policy guide for new development, redevelopment and conservation of the area.

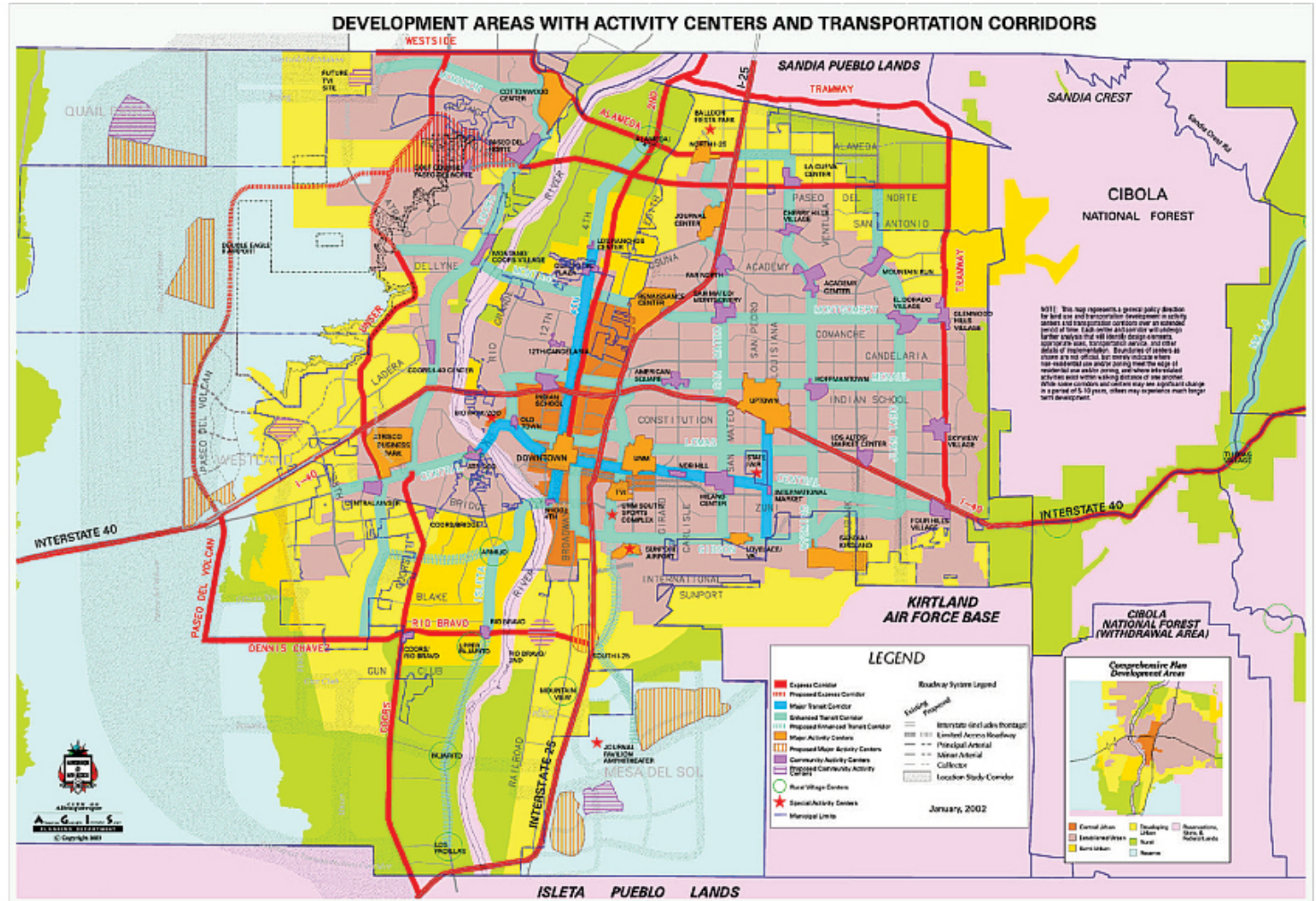


Figure 3. Centers & Corridors



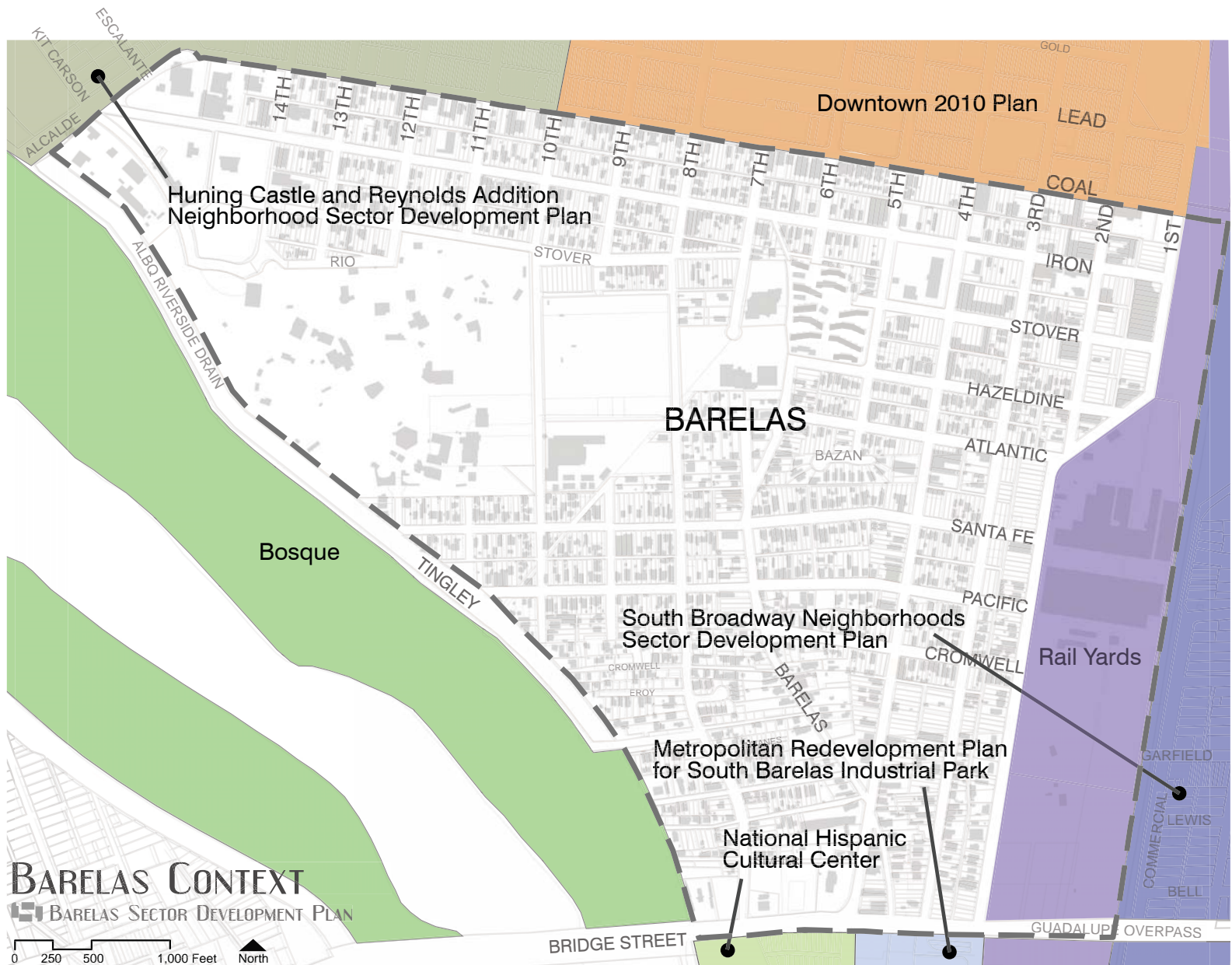


Figure 4. Barelás and Surrounding Areas



The Central Urban Area in the Policies Plan of the of the Albuquerque/Bernalillo County Comprehensive Plan states:

“The goal is to promote Central Urban Area as a focus for arts, cultural, public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.”

Specific policies which relate to the Plan Update are:

New public, cultural, and arts facilities should be located in the Central Urban Area and existing facilities preserved.

Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/ arts/ recreational/ facilities.

Another important concept in the Comprehensive Plan is the development of activity centers connected by important corridors. Major Activity Centers provide large-scale employment opportunities, medium to high density housing, and activities such as “regional shopping centers, government and financial institutions, and major cultural and entertainment features.” Community Activity Centers should be pedestrian-oriented, and ideally “provide focus, identity, and convenient goods and services as well as some employment” for surrounding neighborhoods. These activity centers are connected by Express Corridors, Major Transit Corridors, and Enhanced Transit Corridors. As shown in Figure 4, Barelás lies between the Downtown area, which is designated as a Major Activity Center, and a Community Activity Center at Fourth Street and Bridge Boulevard, which corresponds to the location of the National Hispanic Cultural Center and the South Barelás Industrial

Park. These activity centers are connected by Fourth Street, designated as a Major Transit Corridor. Although there may be negative implications for Barelás such as more traffic passing through the community, the neighborhood’s central location may also create opportunities such as enhancing the commercial viability of Fourth Street. This Sector Plan update is rooted in addressing neighborhood-scale issues, but always within the larger context of Barelás’ positioning in Albuquerque.

2. Downtown 2010 Plan

The Downtown 2010 Plan, a rank three plan for the Downtown Core, addresses the areas adjacent to Barelás north of Coal Avenue and between Tenth Street and the Rail Yards. It also discusses the residential neighborhoods surrounding Downtown. The plan states:

We will:

Preserve and enhance the character of the neighborhoods which surround Downtown, by:

- Protecting surrounding neighborhoods from incompatible land uses and minimizing the impacts of Downtown revitalization.
- Promoting high density urban housing within the Downtown core, specifically buffering Barelás from intense commercial activity by using the urban Housing District.
- Encouraging residential infill development in neighborhoods adjacent to Downtown and/or located within the Historic District.

Have at least 20,000 people living within one mile of the Downtown Core, and 5,000 living within the Downtown Core by 2010, by:

- Protecting the character of the existing

urban neighborhoods adjacent to Downtown and/or within the Historic District, specifically prohibiting commercial parking lots and creating “permit parking programs” in adjacent neighborhoods.

Several parts of the Downtown 2010 Plan are particularly relevant to Barelás. First is the area zoned to the north of Coal Avenue that borders the Barelás neighborhood. The predominant use, proposed a “Housing Focus,” covers the western part of Coal Avenue from Fifth to Tenth Streets, calls for medium to high density housing units and allows 3-4 story townhouses, 5-6 story urban apartments, and housing integrated above retail or office spaces. The next two blocks, from Fifth to Third Streets, is zoned as a ‘Mixed Use Corridor’, which allows for a variety of residential, office, and retail activities. Following this is one block that is a ‘Government/Financial/Hospitality District.’ The easternmost portion of Coal, from Second Street to the Rail Yards has been designated as a ‘Warehouse District.’ Preserving the historic character of existing structures while promoting infill development is strongly encouraged here. Allowed uses include commercial, retail, office, residential, transportation, and sports. The Plan also states that rehabilitated warehouse buildings would be ideal for ‘live/work artist studios and “funky” off-beat retail and restaurant venues.’ Barelás also contains a number of vacant but historical manufacturing structures that could be redeveloped in a similar fashion. It will be important to mitigate other effects from Downtown revitalization, such as overflow parking in the neighborhood, and rising property values.



3. Barelás Neighborhood Commercial Area Revitalization Plan (A Metropolitan Redevelopment Plan)

The Revitalization Plan, written in 1994, had the goals of eliminating blight conditions and restoring economic, functional, and aesthetic value of the Barelás neighborhood, among others. The plan made recommendations about how to revitalize Fourth Street as the primary economic corridor in Barelás. It also presented design guidelines to help develop “a unique ‘sense of place’ with a well defined character.” This Sector Plan update draws on the recommendations made in the Revitalization Plan, seeking to further improve the economic conditions in Barelás.

4. South Broadway Neighborhoods Sector Development Plan

Barelás is separated from the South Broadway Neighborhood by the Railroad right-of-way and part of the Rail Yards. Any redevelopment of the Yards will impact both South Broadway and Barelás, and efforts should be made to involve both of these communities in any proposed development. South Broadway confronts some of the same problems as Barelás, such as the presence of the homeless, and depressed economic activity. It also seeks to gain historic recognition for some of their buildings, and promote these as a draw to the area.

The South Broadway Neighborhoods Sector Development Plan was written in 1986. Hence, it will likely be updated within coming years. Although planning in Barelás and South Broadway has happened independently of one another, there are possibilities for creating partnerships and

developing joint strategies to enhance the quality of life in their communities in the future.

5. Huning Castle and Raynolds Addition Neighborhood Sector Development Plan

The Huning Castle-Raynolds Neighborhood borders Barelás to the north and northwest, along Alcalde Avenue and Coal Avenue from Fifteenth to Eighth Streets. The Huning Castle and Raynolds Addition Neighborhood Sector Development Plan was written in 1981. At that time, zoning in the area bordering Barelás was changed from Office (O-1) to Special Use Multi-Family Residential (SU-2 MFR). Currently, land use in the neighboring area is primarily low density multi-family housing, as well as single family housing with some commercial uses interspersed throughout. When the Huning Castle and Raynolds Addition Neighborhood Sector Plan is eventually revised, it will be important for Barelás that the proposed uses in neighboring areas continue to be compatible.

6. Bosque Action Plan

Running north-south through Albuquerque, a cottonwood dominated forest (or Bosque) flanks the Rio Grande and forms the western border of the Barelás neighborhood. The Bosque Action Plan, written in 1993, outlines environmental and recreational improvements for this area. Currently, a multi-use recreational trail runs parallel to the Bosque and Tingley Drive, adjacent to Barelás. Two non-paved pathways connect this trail to the River. There are plans to create a trail that will border the River, hence connecting these two pathways. Just northwest of Barelás is Tingley Beach, which has recently undergone improvements such as the

creation of fishing ponds and public restrooms. However, there are currently no footbridges across the Riverside Drain to connect the neighborhood to the Bosque.

7. Metropolitan Redevelopment Plan for South Barelás Industrial Park

Previously, there was no distinction between the northern and southern portions of Barelás. In fact, the Barelás Neighborhood Association still encompasses both areas under its jurisdiction. However due to funding and past planning efforts, this Sector Plan addresses only the northern portion of Barelás. The southern portion of Barelás does not have a Sector Plan, but is covered by the Metropolitan Redevelopment Plan for South Barelás Industrial Park.

The Metropolitan Redevelopment Plan for South Barelás Industrial Park was written in 1974 for the 275 acre tract of land extending south of Bridge Boulevard between the Rail Yards and the Albuquerque Riverside Drain. Its purpose was to “promote industrial growth which is environmentally compatible with the adjacent residential uses...thus eliminating physical and economic blight.” This goal was pursued by designating the plan area as an industrial park, and expanding the business base using various incentives such as tax-increment financing, metropolitan redevelopment bonds, and industrial revenue bonds, among others.



B. Neighborhood Demographics

1. Population

Data from the 2000 Census and Mid-Region Council of Governments (MRCOG) provide useful demographic information about the Barelás community. The two charts below indicate that the

Barelás population has stabilized and in fact is likely to drop slightly over the next five years, while the overall population of Albuquerque continues to grow.

However, Barelás has a relatively high youth population compared to Albuquerque, particularly in the 10-19 age category.

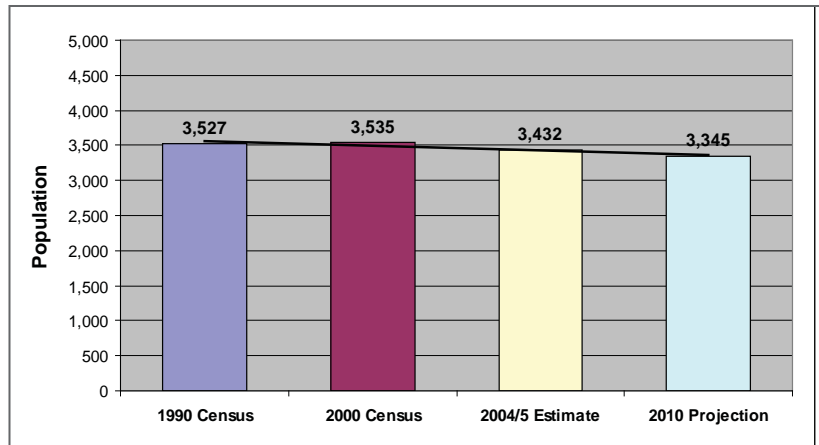


Figure 5. Barelás Population Growth since 1990

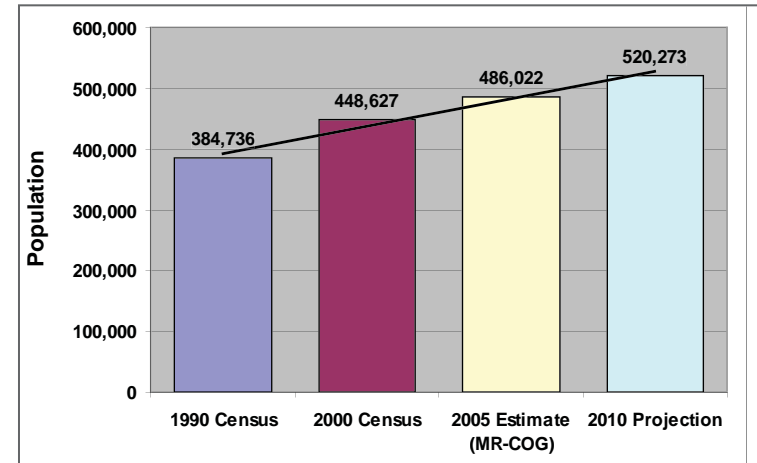


Figure 6. Albuquerque Population Growth Since 1990

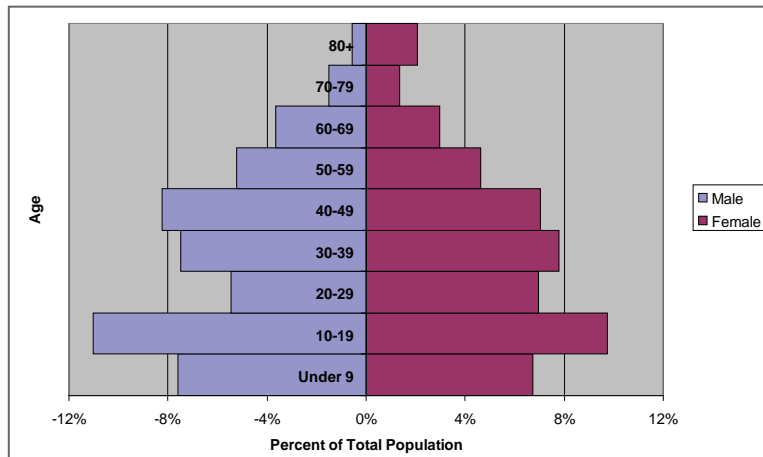


Figure 7. Barelás Population by Age and Gender

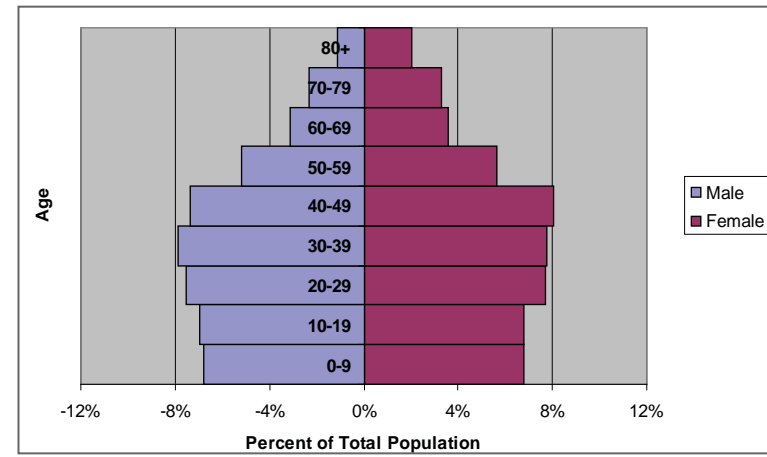


Figure 8. Albuquerque Population by Age and Gender



2. Race and Ethnicity

In terms of ethnicity, Barelás has twice as high a percentage of Hispanic or Latino residents (84% total) than Albuquerque as a whole (40% total). Hence, it is not surprising that Barelás residents are also more likely to speak Spanish compared to other Albuquerque residents (66% compared to 23%). Furthermore, 32% of Barelás residents speak English “less than well.”

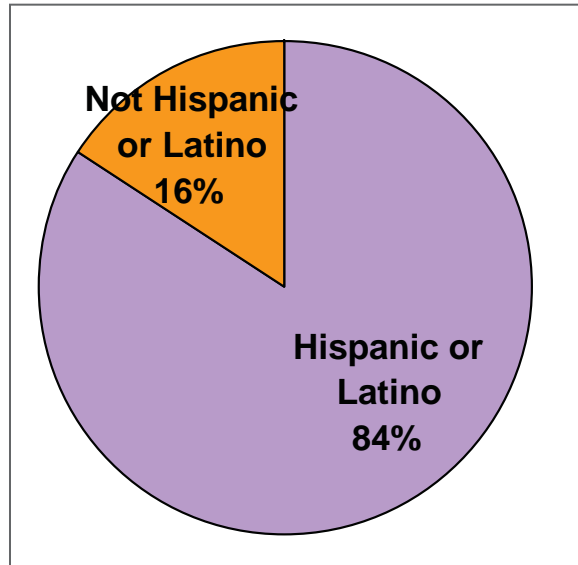


Figure 9. Barelás Ethnicity, 2005

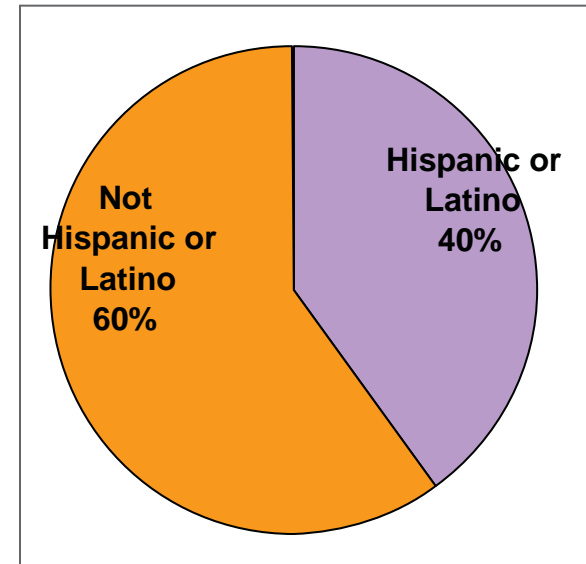


Figure 10. Albuquerque Ethnicity, 2000

Table 1. Language Spoken at Home

LANGUAGE SPOKEN AT HOME	Barelás		Albuquerque	
	Number	% of Total	Number	% of Total
Population 5 years and over	3,442	100	417,841	100
English only	1,054	31%	301,429	72.1%
Spanish	2,267	66%	95,935	23.0%
Speak English less than "very well"	1109	32%	30,586	7.3%
Language other than English or Spanish	121	4%	20,477	4.9%
Speak English less than 'very well"	12	0%	5,726	1.4%



3. Household Income

Demographic data also indicates that household income level is substantially lower in Baretas than in overall Albuquerque. The average annual per capital income in Baretas is \$11,351, compared to \$20,884 for Albuquerque. Furthermore, 31% of Baretas households fall under the poverty level, while only 13% of all Albuquerque households face this situation. Baretas is in fact considered part of Albuquerque's "Pocket of Poverty."

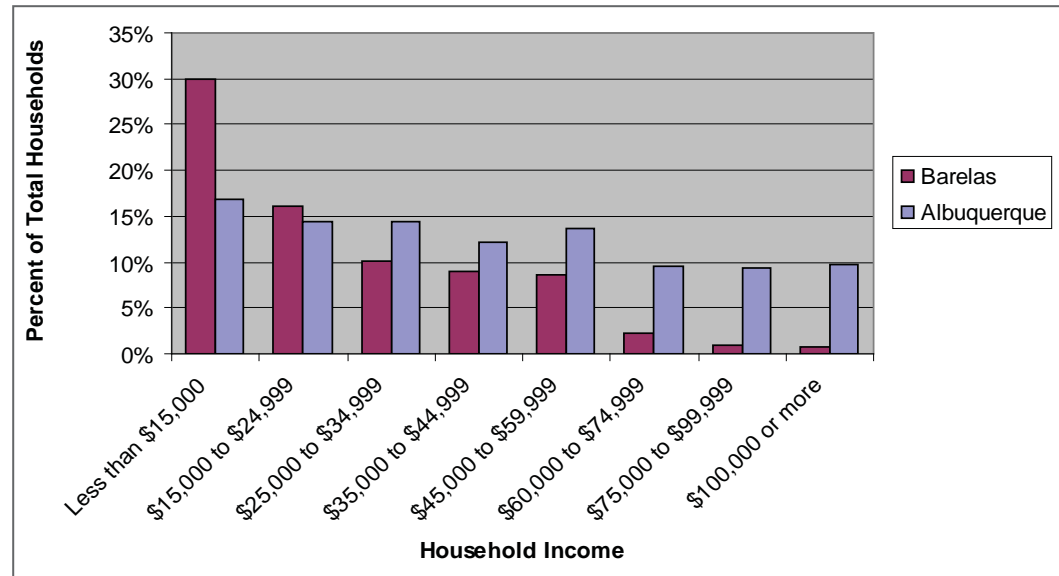


Figure 11. Percent of Households by Income

4. Education Levels

A final indicator is educational attainment. Baretas residents have obtained far less formal education than residents city wide. Nearly 50% of adults ages 25 or over do not have a high school diploma (compared with 14% from the whole city). In addition, the attainment of higher education (some college or a degree) is far lower among Baretas residents than Albuquerque residents overall.

These demographic indicators – poverty, lower educational attainment, lower levels of English proficiency– suggest that planning for Baretas requires special attention. Issues such as economic development and affordable housing are key, as is facilitating the participation of non-English speakers in the planning process.

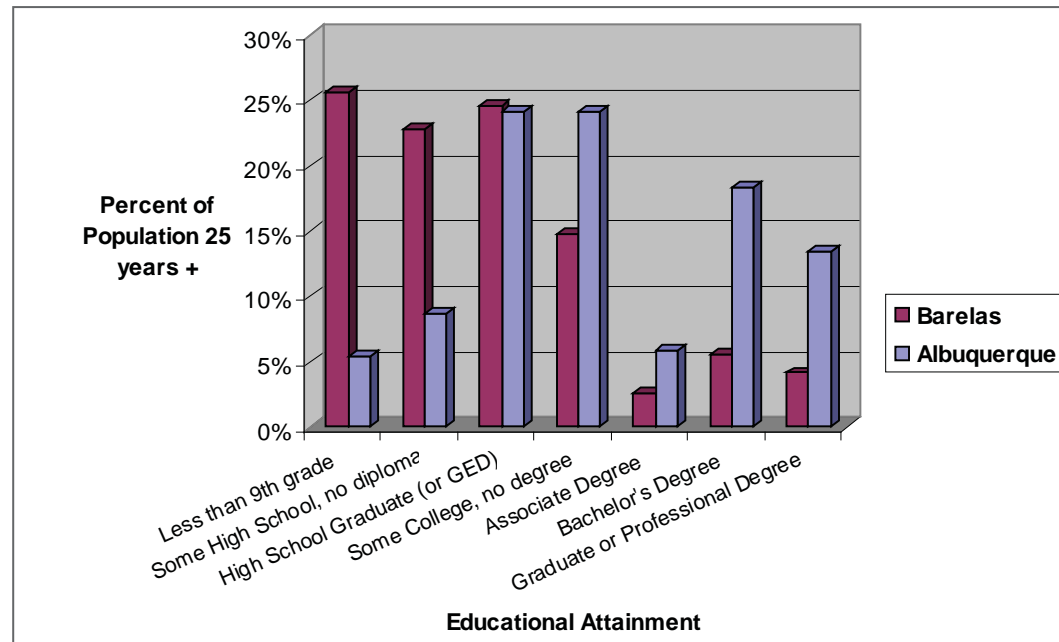


Figure 12. 2000 Population 25+ by Educational Attainment



C. Existing Conditions

1. Land Use

Land use in Barelás is shown in Figure 13. Barelás is predominantly residential, with commercial enterprises concentrated primarily along Fourth Street. Many of the buildings, both residential and commercial, have historical significance and should be recognized and preserved. Structures in the Rail Yards property also have a unique historic quality, and any redevelopment efforts should restore and celebrate their character. Other land use issues to be addressed include parks and community space, vacant properties, and the characteristics of neighboring areas including South Barelás and Downtown Albuquerque.



Figure 13. Land Use in Barelás



Historic Preservation

Barelas' land use reflects its historic ties to the Railroad and the housing settlements that sprung up to provide homes for Railroad Locomotive Shop workers. A list of historic properties was compiled in 1980 by the Historic Landmarks Survey Team, and several buildings and a historic district have been designated.

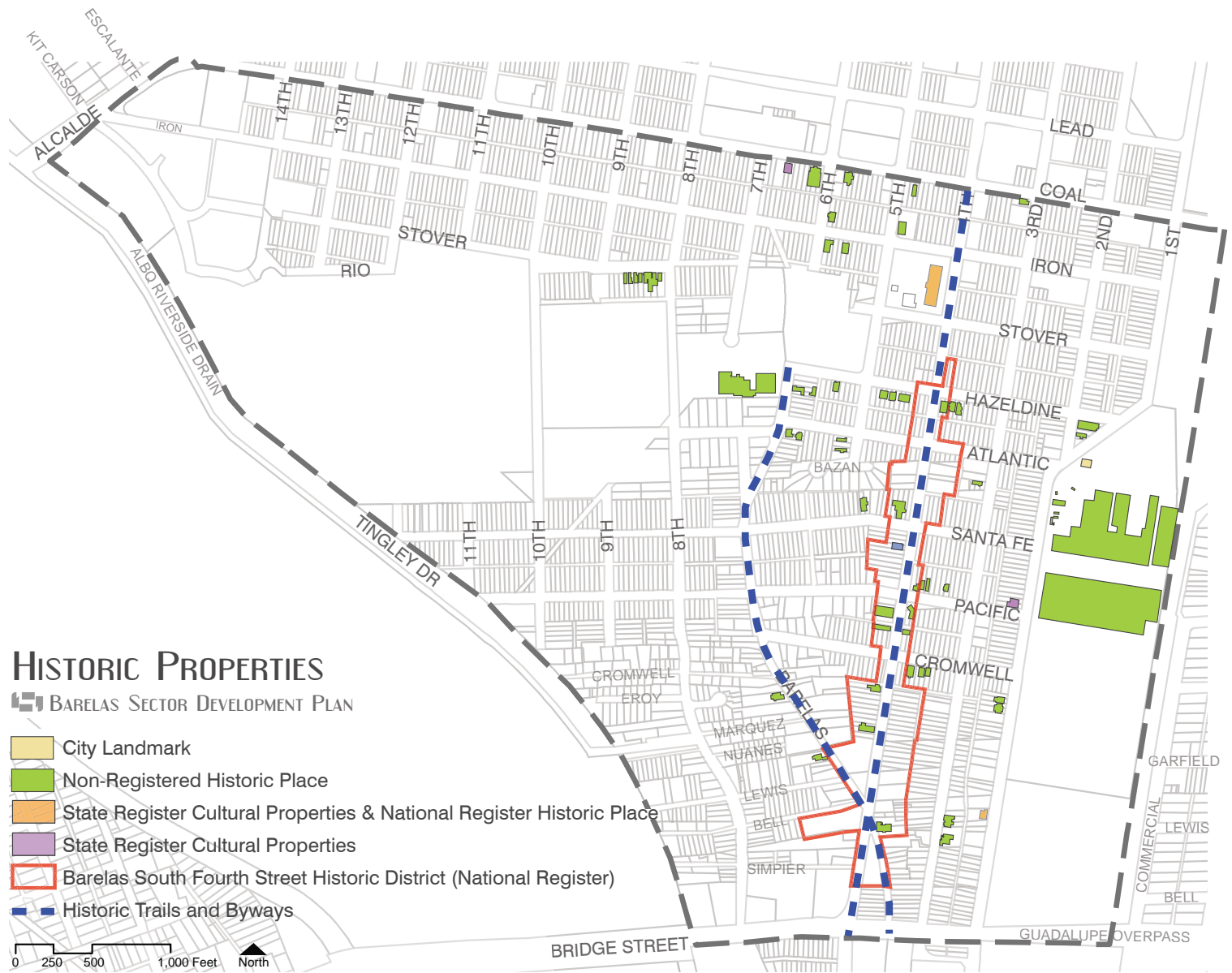


Figure 14. Historic Properties in Barelas



COMMUNITY CONTEXT

The Baretas-South Fourth Street Historic District is one of Albuquerque's most unusual historic districts. It is significant as a Hispanic-dominated commercial area and for its range of architectural styles in both commercial and residential buildings interspersed along a historic highway. The district was listed in the State and National registers in 1997. Its spine is Fourth Street, which carried north-south traffic through Baretas and Albuquerque first as New Mexico Route 1, later U.S. Highway 66 (1926-37), and then U.S. Highway 85.

Less traveled than Fourth Street is Baretas Road, perhaps a remnant of El Camino Real de Tierra Adentro (Royal Road of the Interior), a highway of the Spanish Colonial Period. This and several other old road segments in the Rio Grande Valley remain as parts of the current Albuquerque street system, and they warrant careful treatment and interpretation.

Many of these houses, built between 1880 and 1915, are still standing. House styles present in Baretas today include the Queen Anne cottage, one-story shotgun, bungalow, and southwest vernacular and national folk (see historic homes photos to the right). Most of these homes are found in the eastern half of Baretas, with heavy concentrations along Hazeldine Avenue and in the South Fourth Street Historic District. Although these buildings have been identified as having historic character, the majority are not currently protected through historic overlay zoning or city landmark designation. In order to retain Baretas' unique character, it is critical to find ways to preserve its historic buildings landmarks and streetscapes. Furthermore, as vacant properties are redeveloped with new housing and businesses, it will be important that they blend aesthetically with the existing buildings.



1023 2nd Street SW - Superintendent's House, Atlantic & Pacific Railroad - built 1881 and listed



722 3rd Street SW



917 3rd Street SW, built around 1898

Historic Homes



1405 2nd Street SW, built 1882



1420 3rd Street, built between 1898-1907

Historic homes



Baretas Community Center



COMMUNITY CONTEXT



524 Atlantic SW, built pre-1908



1211 4th SW, house/clinic, built about 1943



413 Santa Fe SW, built pre-1898

Historic Homes



616 Coal SW, built about 1910



523 Iron SW, built about 1908

Historic Homes



524 Iron SW, built about 1912



Residential

Historically, land use in Barelás was dominated by large agricultural plots. Over time, the large rectangular plots were subdivided into smaller residential lots. Currently, residential use in Barelás is divided into three loosely defined areas, the Railroad Corridor, Old Barelás, and the Coal Corridor, represented in Figure 15.

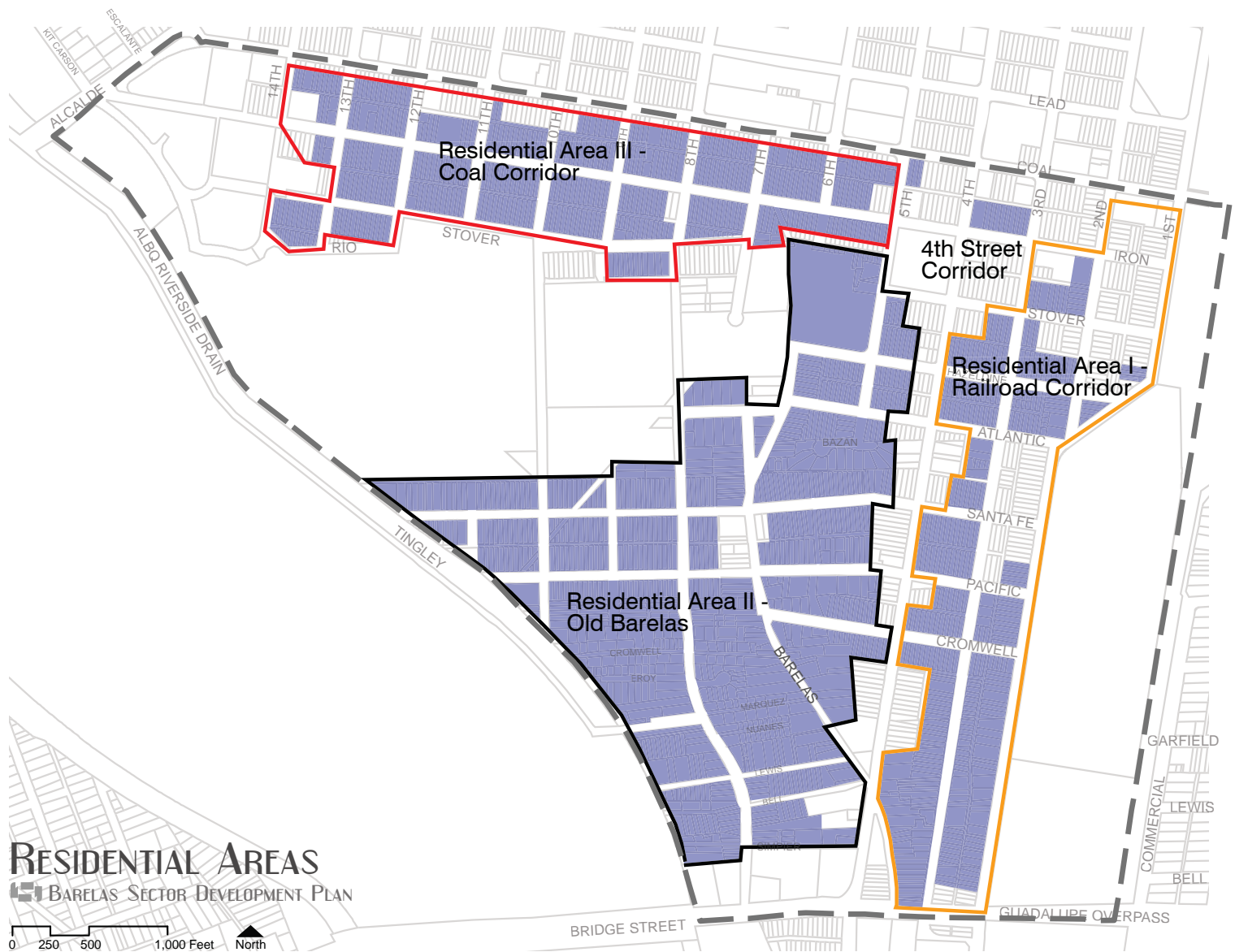


Figure 15. Residential Areas in Barelás



The Railroad Corridor

This portion of Barelas runs north-south and is contained by the Rail Yards to the east and the commercial area along Fourth Street to the west. It follows a traditional grid street pattern, with predominantly 25' x 130' parcels with back-alley access (except for an area probably aligned with an old ditch at the southern end of Barelas Road). The block configurations within this pattern are fairly regular except between Cromwell Avenue and Avenida Cesar Chavez, where a lack of east/west streets creates one large block. In many cases, narrow shotgun style homes are built on 25-foot lots (see traditional railroad era houses photos to the right). Other parcels have been consolidated, generally two adjoining parcels to accommodate slightly larger homes (see larger homes photos to the right). In some cases, lots running perpendicular to the traditional pattern have been created, resulting in a shifting street face. A few newer homes, mostly along Second Street, mix reasonably well into the existing pattern.

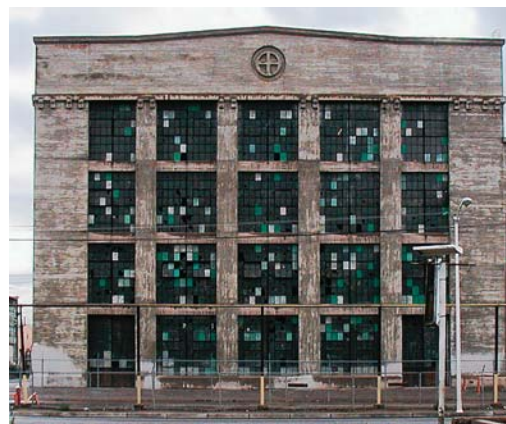
This area has a large amount of vacant land available for infill, some of which is presently being developed. New construction is occurring on the block between Atlantic Avenue and Santa Fe Avenue between Second and Third Streets, at Bridge Boulevard between Second and Third Streets and on Third Street between Cromwell Avenue and Bridge Boulevard. Nevertheless, significant amounts of vacant land remain along the eastern border with the Rail Yards. This border presents both challenges and opportunities in how the divergent uses of a (post) industrial development area converges with future residential development, and highlights the importance of how the reuse of the Rail Yards can impact the local community.



Traditional railroad era houses built on 25-foot lots



Larger homes built on consolidated parcels



Locomotive Shop at the Rail Yards

Old Barelás

A second residential district covers the area east of the Albuquerque Zoo, between Tingley Drive and the Fourth Street mixed use commercial area. This is the oldest residential zone and is characterized by small and irregular lots that lend a distinctive character to Barelás (particularly in the southern portion). There is a mixed street pattern resulting from the collision of the railroad era grid with an older ditch alignment based on agricultural lots. The resultant residential pattern is composed of an assortment of odd lot shapes and sizes (see photos to the right). Lots tend to be larger along Barelás Road but are consistent with the 25' x 130' parcels along streets running east/west. Parcels facing the streets east and west off Eighth Street are predominantly small and odd sized. Some even lack street access. Many do not meet current code for minimum lot width or size, but the majority of lots are built. The resultant residential pattern is very dense and organic (see Figure 16).

While there are vacant parcels in this area, they are less frequent, and groupings of vacant parcels are rare. Many of the vacant parcels are like those described above that do not meet current minimum sizes. New construction has taken place mostly on multiple parcels, re-subdivided and developed at one time, disturbing the existing street pattern. Examples are the Senior Housing on Hazeldine Avenue and two cul-de-sac developments at Barelás Court and Eroy and Eighth Street. There is also one large infill project currently under construction on Simpier Lane SW.



A new development



A narrow lot house



A lack of side-lot setback

Neighborhood Character, Old Barelás



Figure 16. Old Barelás, aerial view



Coal Avenue Corridor

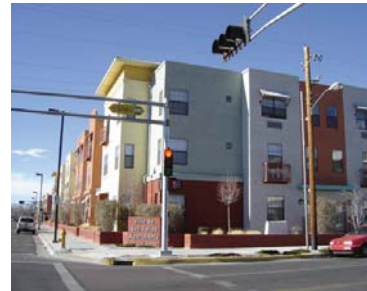
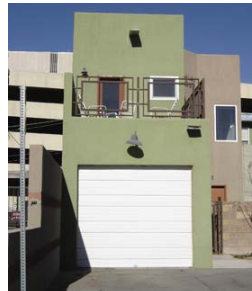
A third residential section of Barelas encompasses the area north of the Zoo from the Fourth Street commercial corridor to Fourteenth Street. This zone is characterized by even blocks and fairly uniform rectangular plots. It has a traditional grid street pattern with predominant 25' x 130' parcels. This area, however, probably due to its proximity to downtown, has undergone more consolidation for multi-family housing and other uses. Apartment complexes and multi-family units are dominant along Coal Avenue. The area from Lead north to Downtown, from the Rail Yards to Tenth Street, is included in the Downtown 2010 Plan and is designated with a housing focus west of Fifth Street. This plan describes the district as medium to high density housing to act as a buffer between Downtown and Barelas.

Infill has been concentrated mostly in multi-family buildings along Lead Avenue, many of them suggested in the previous Sector Development Plan (see recent residential development photos to the right). These recent developments tend to respect existing street patterns and fit in with their surrounding context quite well. Similar sorts of development could be appropriate for future infill.

Despite the various infill projects, vacant land remains at the eastern edge of this area, closer to Downtown, where many homes appear to have been demolished (see vacant land photos to the right). These areas are most appropriate for higher density apartment, multi-family or mixed-use residential developments similar to the recent developments along Lead and Coal.



Recent residential developments along Coal Avenue and Iron Avenue



Recent residential developments along Coal Avenue and Iron Avenue



Vacant land suitable for infill

Commercial

The majority of commercial and retail spaces in the plan area are located along the Fourth Street corridor between Avenida Cesar Chavez and Coal Avenue. Many of these are smaller, locally-owned businesses that have come to be emblematic of Barelás' commercial character. Although zoned for commercial/retail use, a number of residential sections along Fourth Street still remain, lending the area a "horizontal" mixed-use character (as opposed to the "vertical" model in which retail is at street level and housing is above). There is strong interest in encouraging small, local businesses along this corridor that serve the needs of nearby residents.

At the northern end of this corridor (along the south side of Coal Avenue between Second and Third Streets) are a number of other smaller businesses and lots zoned for commercial uses. At the southern end of the Fourth Street corridor (along Avenida Cesar Chavez between Barelás Road and the Rio Grande) are a number of national chain businesses (fast food restaurants and a filling station/ convenience store). A few commercial/retail sites exist scattered throughout the plan area, including a mortuary, bakery, upholstery shop, and a non-operating corner store on Eighth Street.

Industrial

Some industrial uses are clustered along the eastern boundary of the plan area and encompass the Rail Yards and two blocks in the northeast corner (from Coal to Stover Avenues between First and Second Streets.). The Rail Yards, recently purchased by the City, could be developed in a way to make an important contribution to Barelás' economic revitalization strategy. Buildings in the northeast quadrant of Barelás are also currently vacant.

There is interest in converting existing warehouse buildings to office, retail, commercial or other non-industrial uses.

Currently, the Rail Yards does not have the infrastructure to support a large redevelopment, and an electrical substation would be required to support new construction there. Existing infrastructure in Barelás includes a storm drain pump station located just west of the Riverside Drain and north of Avenida Cesar Chavez Bridge.

Institutional

Existing institutional and government uses consist primarily of the Dolores Gonzales Elementary School (at Tenth Street and Atlantic), the Coronado School (used for offices at Fourth Street and Stover Avenue), and the Barelás Community Center (at Eighth Street and Atlantic). Both sites are considered significant to the local community and serve to support a variety of social activities.

In addition, the Sacred Heart Catholic Church (at Fourth Street and Stover) continues to serve as a significant spiritual center for many Barelás residents, as it has for many decades.

Parks and Community Space

For a small neighborhood, Barelás has important green space amenities. The neighborhood is bordered by the Bosque, Tingley Beach, and Kit Carson Park. Within its boundaries are the 20 acre Rio Grande Zoo, and a few small "pocket parks." In addition, Tingley Park (once the site of the Albuquerque Dukes baseball stadium) has been dedicated to playing fields and enjoys heavy use. Adjacent to this park are tennis courts and a

gymnasium located at the Barelás Community Center.

Vacant and Agricultural Lands

There are close to 170 vacant lots in Barelás. These lots are scattered throughout the neighborhood, but a higher concentration (over 100 parcels) are found between Fourth Street and the Rail Yards. There are also a few scattered lots used for small-scale agriculture. These are largely found in the older portions of Barelás (south of Santa Fe Avenue and west of Fourth Street). They are often not maintained, have trash, and are sites where vagrancy and crime are perceived to take place.

2. Zoning and Design Guidelines

Existing zoning in Barelás in many cases is inconsistent with land use and community aspirations. For example, many 25' lots, reminiscent of the Railroad period, cannot be developed under existing regulations, which creates vacant lots and limits opportunities for infill development. Furthermore, zoning does not encourage residents' vision of mixed-use commercial development along certain corridors, particularly Fourth Street. In addition, there are several unused properties, most notably the Rail Yards, that are zoned for industrial uses that may no longer embrace the community's vision of the future. Finally, there is no protection under current zoning regulations for historic buildings in Barelás, nor guidelines to direct the design and construction of new development.

Zoning in Barelás was established in 1959. Zoning history maps show that the neighborhood was zoned for high density uses in the interior and for heavy commercial uses along the periphery of the neighborhood. At that time, it was expected that



Downtown growth would soon expand into adjacent neighborhoods such as Barelás. Anticipated expansion, however, never occurred and much of the residential development was left with intensive, inappropriate zoning patterns.

The adoption of the 1976 Sector Development Plan implemented SU-2 zoning for the whole area. This allowed special zoning categories which were tailored to the unique characteristics of Barelás. These zones were amended in 1978, 1981, and 1993. Existing zoning categories are specific to the Barelás area, and include special requirements for use, lot size, setbacks, parking, etc. These are shown in Figure 17.

Residential Zoning

The 1993 Sector Plan update recommended several amendments to the existing SU-2

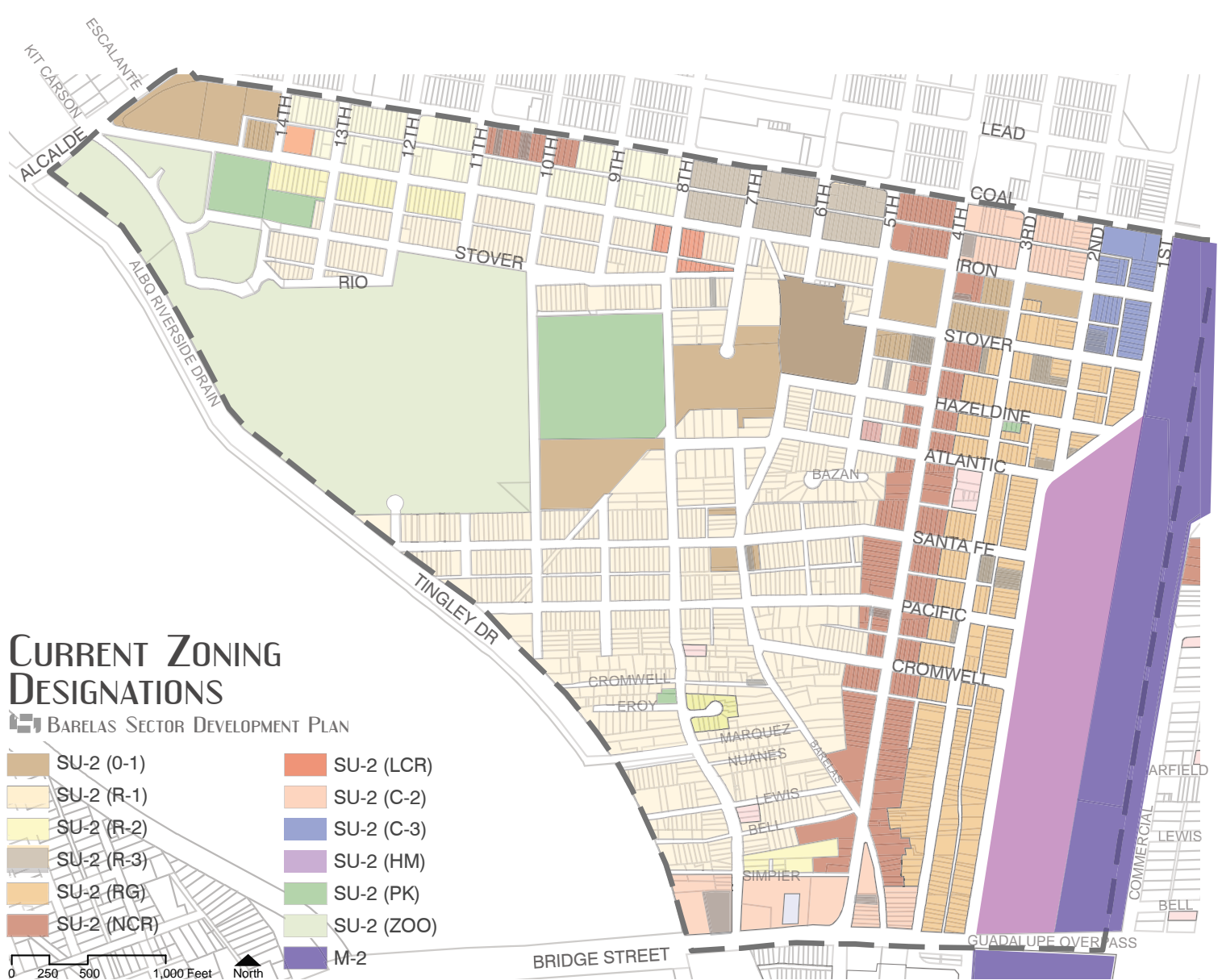


Figure 17. Existing Zoning in Barelás



Zoning to make zoning more consistent with the existing development in areas where land use and zoning were not compatible. The new zoning was designed to help stabilize the residential and commercial areas. The residential zoning allowed for a more single family oriented development, with special requirements for smaller lot sizes, parking, etc., to make allowances for development patterns unique to the area. Nevertheless, there are still a number of 25' lots that cannot be developed due to zoning restrictions (see Figure 18). The result has been either leaving lots vacant, or grouping lots together to build larger residences that fall out of character with the neighborhood. In addition, there are still some non-conforming properties due to setback and other zoning requirements. Residential zoning designations in Barelás are SU-2 R-1 (Single Family Residential), SU R-2 (Multi-Family Residential), SU-2 R-3



Figure 18. 25' Vacant Lots



(Multi-Family Residential), and SU-2 RG (Residential Garden).

The SU-2 R-1 zone is primarily for single family houses. This designation encompasses a large part of the neighborhood, particularly in the “Old Barelás” area and the southern part of the “Coal Corridor” area. This zone corresponds with the R-1 zone in the Comprehensive City Zoning Code, with four exceptions. The SU-2 R-1 designation allows uses permissive in the R-T (Residential Townhouse) zone, which includes townhouses. It also reduces the minimum lot width from 60 to 40 feet, and minimum lot area from 6,000 to 4,800 square feet. The minimum setback for SU-2 R-1 in Barelás is reduced from 20 to 10 feet for the front yard, though setbacks for a garage or carport must remain at 20 feet minimum. Finally, existing legal non-conforming uses as of 1993 are considered approved uses as of the adoption of the previous plan.

The SU-2 R-2 zone allows for single family houses, townhouses, and medium density apartments. This designation is found in the western portion of the “Coal Corridor” area, from Eighth Street to Fourteenth Street. There are several ways that this designation differs from the standard R-2 zone. SU-2 R-2 reduces the minimum front yard setback from 15 feet to 10 feet, except for setbacks for garages and carports, which must be a minimum of 20 feet. However, lots with single family units require a minimum setback of 15 feet. Off street parking requirements for multi-family developments vary slightly; required parking spaces are based on the number of baths (one space per bath) rather than the number of bedrooms. In addition, off street parking must be provided at the rear of the property; alley access is encouraged when possible. The

usable open space regulations for new construction are reduced in the SU R-2 zone, from 400 to 300 square feet per one-bedroom unit, 500 to 350 square feet per two-bedroom unit, and from 600 to 400 square feet per three or more bedroom unit. Finally, the SU-2 R-2 designation requires site plan approval by the City Planning Director for all new multi-family developments under 45,000 square feet, and review and approval by the Environmental Planning Commission for those developments over 45,000 square feet.

The SU-2 R-3 zoning designation allows for the highest density housing in Barelás. This zone covers the eastern portion of the “Coal Corridor,” from Eighth to Fifth Streets. This zone’s specifications are the same for the standard R-3 zone with several exceptions. Minimum lot width for multi-family units is reduced from 150 to 60 feet. Front yard setback is reduced from 15 to 10 feet, with the exception of garage or carport setbacks. (Lots with single family housing still require a 15 foot front setback). For lots with a lot dimension size of less than 142 feet, the maximum floor area ratio is reduced from 1.0 to 0.5. Off street parking regulations and open space requirements for new construction and are the same as in SU-2 R-2, as is the site plan approval process.

The SU-2 RG designation covers most of the “Railroad Corridor” in Barelás, flanking Third Street on both sides. This zone allows for single family housing, townhouses, and low density apartments. It differs from the standard RG zone in that it prohibits package liquor sales. The designation also approved legal non-conforming uses as conditional uses upon the adoption of the 1993 plan.

Commercial Zoning

Commercial zoning in the plan area is centered primarily along the Fourth Street corridor. The 1993 Sector Plan encouraged expansion of this area to build on existing development pattern of local businesses. However, there are many residential uses along Fourth Street along with businesses that residents feel do not meet their basic needs (such as wholesale retail and industrial/manufacturing, for example). At the northern and southern ends of Fourth Street, commercial zoning extends east-west along Coal Avenue in the north (between First and Fifth Streets) and Avenida Cesar Chavez to the south (between the Rio Grande and Third Street). Additional commercial zoning is scattered throughout the plan area in a very small scale. One way to promote vibrant commercial development in desired areas is by allowing mixed use development that encourages street-level businesses, with residential uses on the second floor. The four current commercial zoning designations in Barelás are SU-2 NCR (Neighborhood Commercial Residential), SU-2 LCR (Limited Commercial Residential), SU-2 C-2 (Community Commercial), and SU C-3 (Heavy Commercial).

The SU-2 NCR zone encompasses both sides of Fourth Street north of Simplier Lane, with the exception of a few plots between Iron and Stover Avenues. A partial section of Coal Avenue between Eleventh and Ninth Streets is also zoned SU-2 NCR. This designation corresponds with the standard C-1 and R-2 zones. It allows a variety of types of development including residential, office, service, institutional and limited commercial uses. It differs from standard City zoning in multiple ways. First, it prohibits the sale of alcoholic beverages for off-



premise consumption. Second, it does not allow outside storage as a conditional use. Front yard setbacks are not allowed on Fourth Street, with the exception of creating seating space or an outdoor plaza, in order to orient the corridor for pedestrian activity. Finally, existing legal non-conforming uses as of 1993 are considered approved uses as of the adoption of the previous plan.

The SU-2 LCR designation covers only eight properties scattered throughout the plan area. This zone corresponds to the RC (Residential Commercial) designation, which permits a mix of residential and small commercial activities. The SU-2 LCR designation differs only in that permissive non-residential uses are not limited by floor area. (The RC zone states that non-residential activities may not exceed one half of the gross floor area on the lot).

The SU C-2 zone is designated in two small portions of Barelás, the two blocks between Second and Fourth Streets and Iron and Coal Avenues, and the area between Third Street and Tingley Drive and Simpiér Lane and Bridge Boulevard. The zone corresponds identically to the C-2 Community Commercial Zone in the Comprehensive City Zoning Code, which allows offices, most service and commercial activities, and some institutional uses.

The SU C-3 zone guides land use for two blocks in the northeastern portion of Barelás, between First and Second Streets, and Stover and Coal Avenues. This designation corresponds identically to the City's C-3 Heavy Commercial Zone. Allowed uses include wholesale commercial activities and some light industrial uses.

Industrial Zoning

The only area zoned for industrial use in Barelás is the Rail Yards property. This site is currently vacant, and its zoning designation may no longer be appropriate for the neighborhood. The Rail Yards property has been largely unused for decades, and no redevelopment proposals have been realized under the current zoning, indicating a need to adopt new regulations that allow flexibility for prospective developers and that is compatible with the needs and desires of Barelás residents.

The SU-HM (Heavy Manufacturing) zone, which covers the Rail Yards, corresponds to the City's M-1 Light Manufacturing zone, although it does have some differences. It allows M-2 Heavy Manufacturing activities as conditional uses (which include nearly all industrial activities). The SU-HM designation also incorporates a landscaping requirement of a five foot strip along all property lines that abut residential areas. Finally, it allows previous legal non-conforming uses, and requires site development plan review and approval by the Environmental Planning Commission.

Design Guidelines

The Commercial Revitalization Plan for Fourth Street provided various design guidelines for buildings, parking, plazas, streetscape improvements, and signs to preserve the unique character and historic buildings. These were not directly tied to zoning, but property owners who made use of city financial incentives for facade improvements were required to adhere to the guidelines. It is important that steps be taken to strengthen the application of design guidelines in order to preserve Barelás' historic quality.

A 1993 study conducted by University of New

Mexico students for infill housing in Barelás and South Broadway neighborhoods recommended the following guidelines:

- **Appropriate Roof Pitch:** Design houses that fit in with others on the street. Generally, sloped roofs should have a pitch of 6 in 12, or steeper, with a gable facing the street.
- **Facades with Character:** Design facades that provide visual interest, variation, and a sense of quality and permanence.
- **Usable Front Porches:** Provide usable front porches with front doors that are visible from the street.
- **Landscaped Front Yards:** Landscape front yards to enhance the neighborhood and increase comfort and usefulness to the residents, while respecting the desert climate.
- **Front Fences:** Provide front fences that define property, provide security, and present a neighborly face.
- **Compatible Scale:** Only build two-story houses, duplexes, and triplexes in the appropriate context and in scale with existing houses.
- **Site Layout & Landscaping:** Design the site with usable, landscaped outdoor spaces for the residents, designated space for cars, and good solar orientation.
- **Plan for Change:** Provide a fully annotated site plan and landscaping plan with options for owner built additions and landscaping.
- **Site Innovation:** Group very narrow or unusual lots for innovative site planning.
- **Off-Street Parking:** Provide a parking area for at least two vehicles, beside or behind the house, taking advantage of alley access where appropriate.
- **Fencing & Outdoor Storage:** Provide backyard fencing and sufficient lockable outdoor storage, designed to complement the house.



3. Housing and Affordability

Barelas is largely a residential neighborhood. Homes have often been occupied by several generations of the same family, as they are passed down from parents to children. However, the stability of the area could be threatened as redevelopment leads to rising and unaffordable property taxes. This housing portion of the document will address concerns relating to housing affordability and home ownership, as well as property appearance and utility needs. Economic development and revitalization, which is underway in Downtown Albuquerque and beginning in Barelas, is often accompanied by gentrification. This is the process whereby lower income residents are gradually displaced by new higher income residents as a neighborhood's housing stock improves and property values and taxes rise. Although it is important for

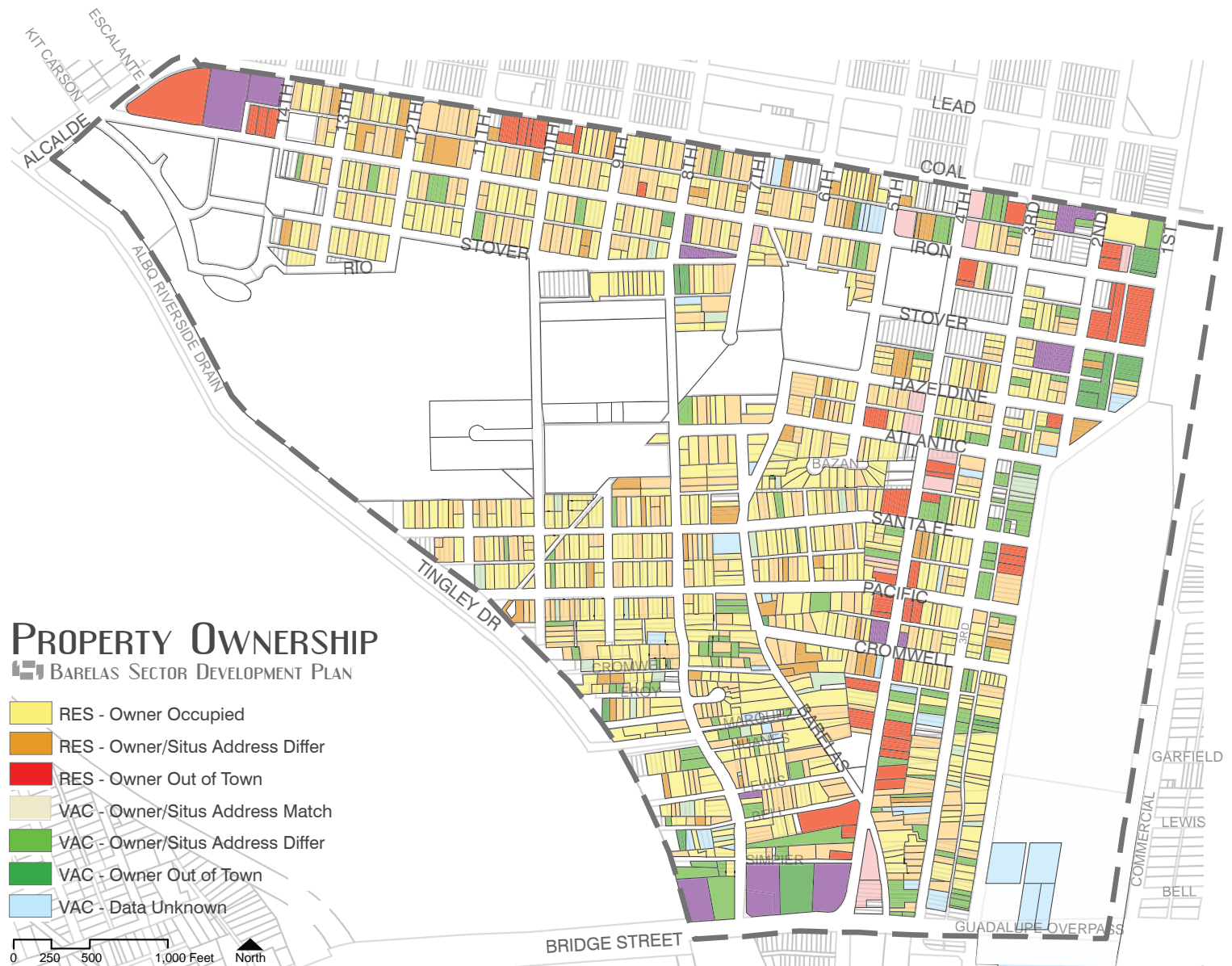


Figure 19. Parcels by Ownership



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revitalization efforts to include new market-rate housing to attract new residents and investment to the area, it is vital that efforts be made to keep housing affordable for existing residents and future generations as well. This will be especially important as the Rail Yards are developed in the future. Already, some properties on Second and Third Streets have been bought by investors at prices above current market value, speculating on future development at the Rail Yards.

Since the 1993 Baretas Sector Plan, there have been some important advances made in improving the community's affordable housing stock. New housing developments include the Zona de Colores Townhomes. In addition, the Baretas Community Development Corporation was formed, as

recommended in the 1993 Plan, and is responsible for administering the El Encanto UDAG Funds. This money is specifically earmarked for economic development and affordable housing projects. The ratio of owner-occupied vs. absentee owner properties in Baretas is another important factor to look at. According to County Assessor data, 58% of residential properties are currently owner-occupied in Baretas, while 42% have absentee owners (indicating rental properties). Of properties that are not owner-occupied, nearly 16% of the owners have an address outside of Albuquerque (see Figure 19). Absentee landlords of vacant lots or rental properties sometimes contribute to problems such as lack of maintenance and unkempt property appearance. This has been an issue in the neighborhood, although the general condition

of housing in Baretas varies greatly. However, the housing stock in Baretas is considerably older than that of Albuquerque as a whole. 58% of all housing in Baretas was built before 1959. Currently, properties range from vacant, substandard condition to clean, landscaped and well maintained. The distribution of conditions seems relatively even. While there are certain streets that seem better or worse, no one area is in overwhelmingly bad condition. Creating ways for residents to improve their property appearance can create more pride in the neighborhood, and a better quality of life for residents. In situations where there are code or nuisance violations on properties owned by absentee landlords, the City may be able to condemn and reclaim the areas and convert them into sites for affordable housing initiatives.

Year Built	Baretas		Albuquerque	
	Number	% of Total	Number	% of Total
Total Housing Units	1,553	100%	198714	100%
1939 or earlier	380	24%	7187	4%
1940 to 1949	274	18%	11703	6%
1950 to 1959	249	16%	29033	15%
1960 to 1969	116	7%	27504	14%
1970 to 1979	236	15%	46793	24%
1980 to 1989	182	12%	36466	18%
1990 to 1994	26	2%	14420	7%
1995 to 1998	85	5%	19730	10%
1999 to March 2000	5	0%	5878	3%

Table 2. Housing Stock by Year



4. Transportation

Barelas is uniquely positioned between the Bosque/ Rio Grande River and Downtown Albuquerque, and is neighbor to several city-wide amenities, including the Rio Grande Zoo, the National Hispanic Cultural Center (NHCC), and the Rail Yards. This location has several implications for transportation in Barelas. For one, the neighborhood is affected negatively by overflow parking from the nearby Zoo and NHCC attractions. In addition, there is an unacceptable level of traffic and speeding through residential areas as motorists pass over the River to get to Downtown, especially on Eighth Street. Furthermore, there are currently insufficient measures to ensure pedestrian and bicycle safety and access throughout Barelas. Finally, public transportation does not meet the needs of residents, and could be improved. The 1993 Sector Plan made suggestions about how to alleviate some of these concerns, but many issues still remain.

Vehicular Circulation and Public Transportation

For a small, primarily residential neighborhood, Barelas has several principal and minor arterials and collector streets that carry a high amount of through

traffic on the neighborhood's streets every day (see Figure 20). The three principal arterials that traverse or border Barelas are Avenida Cesar Chavez, Second Street and Third Street. Avenida Cesar Chavez has an average weekday traffic count of 39,000 at Third

Street while Second and Third Streets carry about 3,600 cars per day between Cesar Chavez and Coal Avenue. Coal Avenue, Fourth and Eighth Streets are designated as minor arterials. Traffic on Coal Avenue varies from a low of 2800 vehicles west of Eighth



Figure 20. Major Roadways with Traffic Counts in Barelas



Street, and as many as 8800 between Fifth and Sixth Streets. Eighth Street is traveled by about 5400 vehicles daily north of Marquez Lane, and as many as 9300 between Marquez and Bridge Boulevard. Meanwhile Fourth Street has an average traffic count of 7000 vehicles per day.

This information reflects both advances that have been made and continuing challenges that remain since the implementation of the 1993 Barelás Sector Plan. When that document was created, the traffic count on Fourth and Eighth Streets was 8000 and 10,000 respectively. At that time, residents expressed their concern that businesses along South Fourth Street were negatively impacted after the development of the freeway and the downtown Fourth Street Pedestrian Mall, and they expressed a strong desire to divert more traffic onto South Fourth Street while redirecting traffic away from Eighth Street. Current data shows that traffic on Eighth Street has in fact been reduced by 2,600 vehicles north of Marquez Avenue, though it has increased by 1,300 vehicles between Marquez and Bridge Boulevard. Meanwhile, traffic on Fourth Street did not increase, but was actually reduced by 1000 vehicles.

Despite the decrease of traffic on Fourth Street, this roadway forms part of Albuquerque's overall transportation corridor network. According to the Albuquerque/Bernalillo County Comprehensive Plan, Fourth Street is designated as a Major Transit Corridor. This designation implies that it could have dedicated bus lanes, wide sidewalks, bike lanes, and the long-term possibility of light

rail or streetcar service. Furthermore, a Major Transit Corridor should be pedestrian-friendly and be a site for mixed use infill and redevelopment.

Several Barelás streets were converted to one-way with other Albuquerque streets in the early 1950s. Currently, Second and Third Streets remain one-way

between Bridge Boulevard and Coal Avenue.

In terms of public transportation, there have been both improvements and regressions since the 1993 Barelás Sector Plan was written. Streetscape improvements include decorated bus shelters on

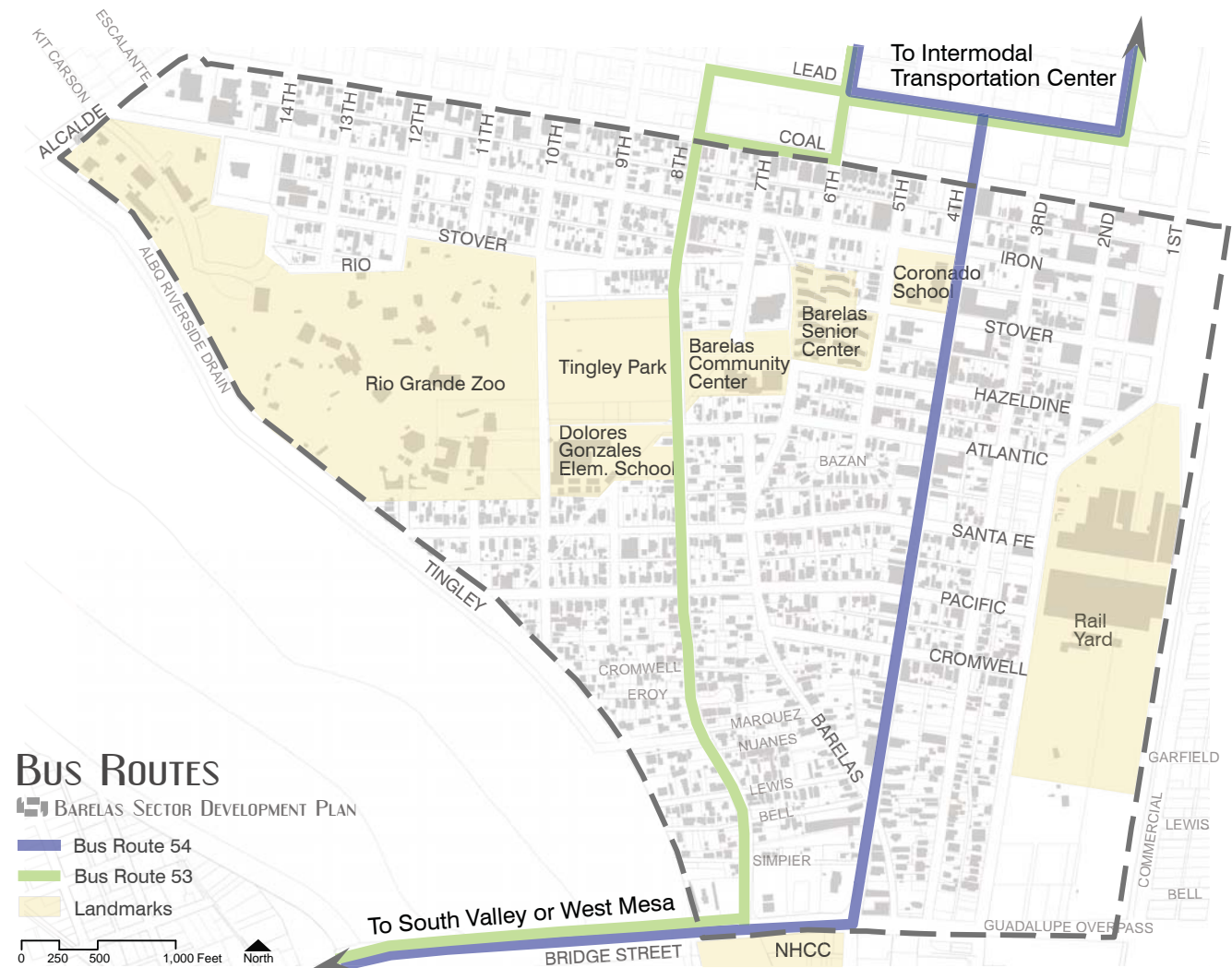


Figure 21. Bus routes in Barelás



Fourth Street and the installation of benches and shelters in other locations throughout the plan area. Unfortunately, Barelás is less served by the public transit system today than it was in 1993. While three bus routes operated in the area in 1993, now there are only two routes that serve the neighborhood. Route 53 runs along Eighth Street between Coal Avenue and Bridge Boulevard, while Route 54 runs the same distance on Fourth Street (see Figure 21). However, there are still no city-wide bus routes or park-and-ride programs that provide service to the Zoo, or connect Fourth Street with Albuquerque's cultural and historical amenities, dubbed the "String of Pearls," despite the fact that this was emphasized in the previous Plan.

Pedestrian and Bicycle Circulation

The location, scale and mix of residential and commercial uses in Barelás give it huge potential as a pedestrian and bicycle oriented neighborhood. The desire to make Fourth Street a pedestrian-oriented street was a priority in the previous Sector Plan as well as in the Barelás Neighborhood Commercial Area Revitalization Plan, and in fact, some improvements have been made. These include new streetscape improvements, such as the addition of trees, lighting, and street furniture, and the Joseph P. Baca plazuela on Fourth Street and Barelás Road that serves to welcome visitors. Several areas of sidewalk were added, in particular on Third, Fourth and Eighth Streets, as well as in other parts of the neighborhood. There have also been advances in the system of bikeways that traverse Barelás.

In addition to the recreational trail that runs along Tingley Drive through the Bosque and the bike lane on Avenida Cesar Chavez / Bridge Boulevard, there is now a designated bike lane on Coal Avenue from Seventh Street eastward, and a bike route on Eighth Street. Furthermore, bike lanes have been proposed for Second and Third Streets on the Long Range

Bikeway System Map (see Figure 22).

In spite of these improvements, the neighborhood as a whole is not viewed as sufficiently pedestrian or bicycle friendly. There is a general lack of controlled crosswalks in Barelás to accommodate pedestrian safety, particularly along important pedestrian



Figure 22. Existing and Proposed Bikeways

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routes, such as between the Dolores Gonzales Elementary School and the National Hispanic Cultural Center; between the Barelás Community Center and Tingley Park; near Sacred Heart Church; and from the neighborhood to the Bosque. Furthermore, several sidewalks are missing, while others require upgrading, as they are not ADA accessible. Finally, access to the Bosque from the neighborhood is limited. One of the aims of the 1993 Sector Plan was to create a bicycle and pedestrian system that would truly integrate the neighborhood with Fourth Street, the Zoo, and the Quality of Life Projects, such as the Bosque. This goal remains unfulfilled, but the existing street and sidewalk system is a base on which to build.

Barelás homes. Currently, the Zoo is planning to build a 2 story parking structure at the corner of Tenth Street and Stover Avenue, which will have an interactive exhibit on the top floor. This will alleviate some of the parking problem in the neighborhood, though it will not address neighbors' concerns about

traffic on Tenth Street. One way to tackle this issue is through the expansion of the Bio Park's Train shuttle system. The Train has seen great success during its first full season in 2006, and creates the opportunity for Zoo visitors to park at the Aquarium/Botanic Garden, purchase a combo pass to the

Parking

Overflow parking in Barelás from special events Downtown, at the Rio Grande Zoo, and at the National Hispanic Cultural Center has been a perennial cause of frustration for Barelás residents. There are currently only a few off-street surface parking lots located in Barelás, but these do not alleviate the parking need (see Figure 23). Though not clearly identified, on-street parking is allowed on all of the major Barelás roadways, and is frequently used by visitors to the neighborhood. The Zoo has studied various alternatives since the 1980s to address the issue, including creating a southwestern entrance or parking area to access the Zoo from Tingley Drive. However, at present there is no public land available to do this, and the project would require the removal of several

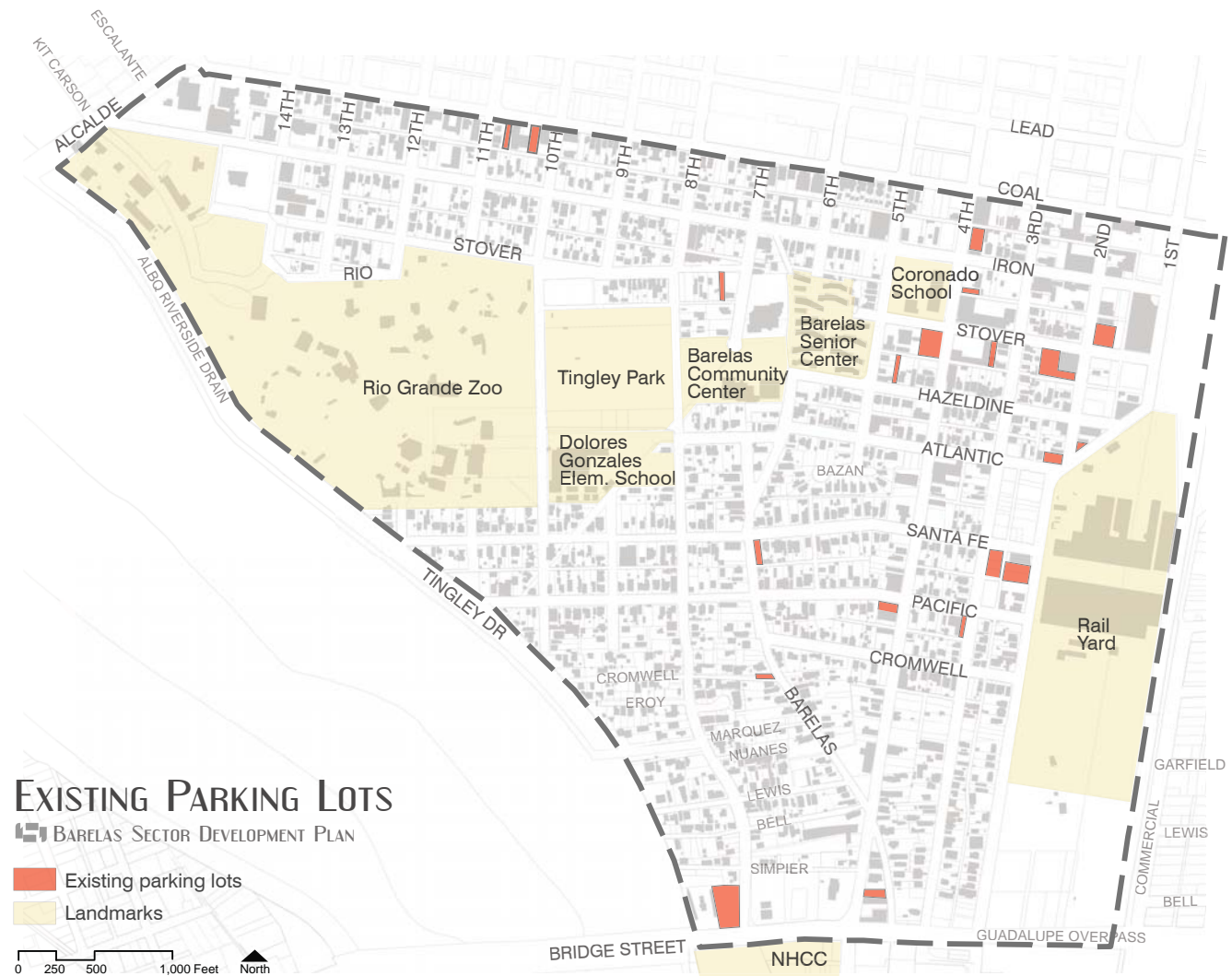


Figure 23. Parking Lots in Barelás



Bio Park facilities, and thereby gain admission to the Zoo through the western Train entrance. As consumers become more aware of the Train, and the program is expanded to support greater rider capacity, this could be a viable way to redirect Zoo users from Tenth Street to other parking areas within the Bio Park, providing convenient access to the Zoo facility.

Meanwhile, the National Hispanic Cultural Center has not yet begun work on a parking structure, though its current facilities are not sufficient to meet the parking demand for major events.

5. Public Safety, Social Services, and Community Facilities

One of the major goals of the 1993 Sector Development Plan was to “eliminate conditions which are detrimental to public health, safety, and welfare.” Unfortunately, the Barelmas community continues to face a high crime rate, particularly related to drug use, gangs, and theft. In addition, Barelmas is the location for two of the City’s major homeless service providers – the Albuquerque Rescue Mission and The Good Shepherd Refuge. In addition to homeless services, Barelmas has social services for elderly and youth populations. Furthermore, Barelmas is home and neighbor to a number of other important community facilities, such as the Rio Grande Zoo, the National Hispanic Cultural Center, the Barelmas Community Center and the Rail Yards.

Public Safety

Public safety is a major issue in Barelmas. The community suffers from theft, vagrancy, and the presence of drugs and gangs in the neighborhood. This is compounded by the perception that

there is an overall lack of law enforcement, which translates as insufficient police surveillance and slow police response time. Some residents feel they cannot enjoy their neighborhood because they are afraid to leave their homes due to security issues. Meanwhile, businesses suffer when potential clients from outside the area perceive that Barelmas is dangerous. This also discourages new businesses from locating in the community.

Crime statistics from 2000 support Barelmas’ cause for concern. Compared to Albuquerque as a whole, Barelmas had a higher per capita crime rate in that year. Although the rate of theft crimes and sex crimes was comparable to the Albuquerque average, the rate of assault crimes, crimes related to disorderly conduct and vandalism, and narcotics offenses is significantly higher. On the positive side,

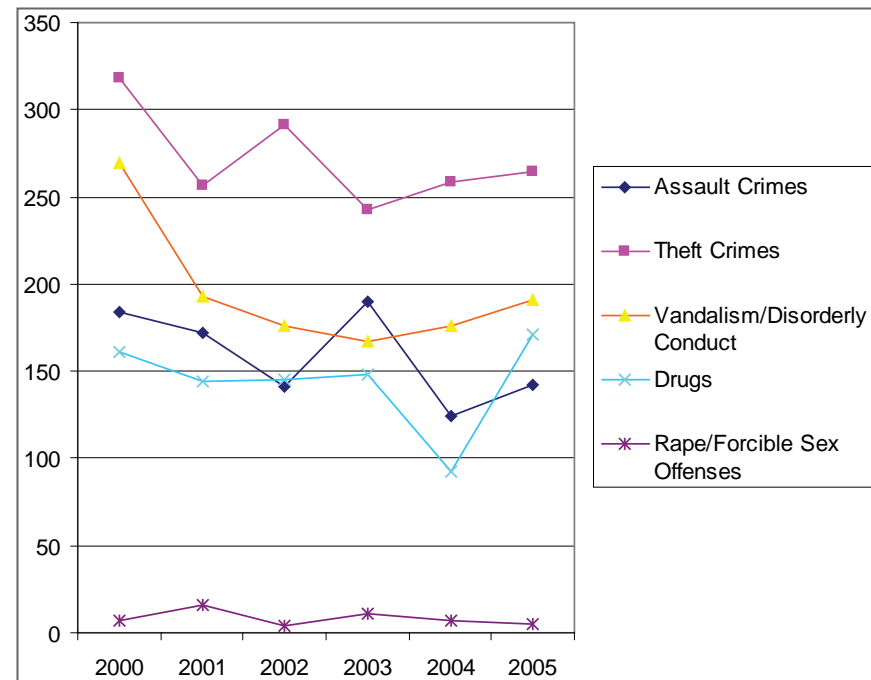


Figure 24. Crime rate in Barelmas*, 2000-2005**

Source: Graph and table created from data on Crime Statistics page of the City of Albuquerque web site. Available at <http://www.cabq.gov/onlinesvcs/crimestats/Years/allyearsDI035.HTM>. Accessed 2-14-06.

* Barelmas in these charts is defined by the boundaries of the Barelmas Neighborhood Association, rather than the area delineated in the Barelmas Sector Plan.

Note: Not all categories of crimes reported are represented in these charts.

** Data for 2005 was available only through September. Calculations for October through December 2005 were estimated based on existing 2005 data, so the totals presented in this table are merely estimates and may not reflect the actual number of crimes.



crime in Barelás has trended down since 2000, with the notable exception of drug-related offenses (see Figure 24). It remains to be seen whether this is a long-term trend, or if in fact crime is slowly rising again. Regardless, crime is still an important issue that must be addressed in order to improve public safety and the business climate in Barelás. The distribution of crime in 2005 was spread throughout the neighborhood, although there were slightly higher concentrations near the edges of the community. Iron Avenue, as well as Third and Fourth Streets appear to be particular hot spots for crime. Residents confirmed these locations as troublesome areas, identifying the corner of Iron Avenue and Third Street as a known drug-dealing corner.

Social Services

The Barelás neighborhood hosts a number of important social services for residents and Albuquerque as a whole. Currently, there are twelve social services agencies located within the Barelás Sector Plan area, as shown on Figure 25. These organizations are listed in Appendix B, arranged by the type of service they provide.

Children / Elderly Services

A number of services cater to children and seniors in Barelás. In addition to the Community Center, the Barelás Child Development Center and the Centro de Amor Headstart program provide day-care and child development services to young children in Barelás. However, no programs

target older school-age children and teenagers specifically. Older Barelásños can take advantage of the Hibernian House Senior Housing as well as the Barelás Multi-Service Senior Center, which offer a variety of services.

Homeless Services

Barelás is home to several major homeless service providers, including the Albuquerque Rescue Mission (ARM) and the Good Shepherd Refuge,



Figure 25. Social Services and Community Facilities in Barelás



as well as smaller organizations such as the Bunkhouse. These are all clustered on the periphery of Barelás – two are found near the neighborhood’s northeastern boundary by Iron Avenue and Second Street, and a third is further south on Second Street near Pacific Avenue. Many residents and business owners perceive that the neighborhood has suffered economically and socially due to these organizations’ and transient peoples’ presence in their community. However, the shelters contend that homeless people are not attracted to Barelás because of these services, but rather that the services first located in the neighborhood because the homeless population was already there. In fact, the homeless are found in Barelás because the neighborhood forms part of the Downtown core, and is in close proximity to the bus depot. At the same time, the shelters make a distinction between emergency services and other programming. They acknowledge that emergency services (such as emergency shelter and meals) are more likely to attract the transients that cause the neighborhood concern. Meanwhile, the long-term supervised residential programs offered by the Albuquerque Rescue Mission and the Good Shepherd, which include employment and housing assistance, educational programs, and drug and alcohol rehabilitation services, work with clients to get them permanently off the streets. Both organizations have a stronger focus on long-term programming (which requires clients to live at the shelters and be on-site at all times) rather than on the provision of emergency services.

In addition, the Albuquerque Police Department notes that homeless people are generally not the ones engaging in crime, especially the purchase of drugs, as they have no money to engage in those activities. At the same time, local residents have observed that drug-dealers are able to get away with crime by blending in with homeless clients

around the shelters. This problem is compounded because shelters refuse to allow entrance to people who are intoxicated or under the influence of drugs; hence these people sometimes convene on Barelás’ streets.

To address this problem, both organizations have recently stepped up security measures around their shelters. The Rescue Mission has formally met with APD about how to address the neighborhood’s security concerns, and the Department assisted in training the shelter’s four full-time security staff members. ARM also recently installed an enhanced camera system around the perimeter of its facility. The Good Shepherd also takes security seriously. They have implemented sidewalk patrols around the entire block where their shelter is located. The facility also opens its courtyard an hour before its services and meals are provided so that homeless clients can wait inside rather than congregate on the streets.

Finally, in addition to providing help to the homeless population, the Albuquerque Rescue Mission and the Good Shepherd Refuge offer important and needed services to Barelás residents. For

example, ARM delivers food baskets to low-income families in the neighborhood, and has provided Thanksgiving turkeys and toys at Christmas time to over 100 families in the community. Meanwhile, the Good Shepherd provides refreshments for the community’s annual Las Posadas event, and voluntarily cleans up the Centro de Amor Headstart school grounds on a regular basis. The Refuge has also purchased an adjacent vacant lot and a known crack house, which have been cleaned up, fenced in, rehabilitated, and made into a small park and usable building. Finally, both organizations’ meal provision is available to the public, and some Barelás residents frequently use this service, especially women, children, and elderly community members.



Barelás Community Center



Hispano Chamber of Commerce

Other Services

Other social services in Barelás include the St. Vincent de Paul thrift store, which provides clothing assistance, and the Barelás Job Opportunity Center, located in the Hispano Chamber of Commerce, and the Barelás Community Development Corporation.

Community Facilities

Barelas is home to the Rio Grande Zoo, the National Hispanic Cultural Center, the Barelas Community Center, and other facilities including the local elementary school, churches, and parks (see Figure 25).

The Barelas Community Center is a focal point in the neighborhood, and provides a gathering place for various community organizations and activities, in addition to its regular programs. It is of significant historical and cultural importance to the neighborhood, and provides a valuable resource for community gatherings.

The Rio Grande Zoo forms part of the Albuquerque Biological Park. It features year-round exhibits, events, and activities, as well as a narrow gauge rail with two trains, one which loops through the Zoo, and another that connects to Tingley Beach and the Aquarium/Botanic Garden. In the summer, up to four children are allowed free entry to the Zoo if accompanied by one paying adult. Despite these services, there is not a lot of connection between the Zoo and the Barelas community. Furthermore, the neighborhood suffers from overflow parking onto local streets during the weekends and special events. Currently, a parking structure is proposed for the corner of Tenth Street and Stover Avenue, although funding has not been secured for this.

The National Hispanic Cultural Center (NHCC) is located just to the south of the Plan area, but has attempted to create a strong presence in the Barelas neighborhood. The Center has a photo collection donated by local residents that documents Barelas' history from the 1880s to the 1970s. It has also recorded the oral histories of Bareleños, which may be turned into a documentary film in the future. In addition, the NHCC partnered with the New Mexico Symphony to bring a series of concerts to

the Dolores Gonzales Elementary School. Students from the school also frequently attend events at the Center on field trips, due to the fact that the two facilities are within walking distance of one another. The NHCC offers free entrance to its museum on Sundays, and provides several free events throughout the year, including its Día de Niño (Children's Day) programming. The Center is constructing an Education Building which can be an important resource for schoolchildren as well as community members who wish to use it for neighborhood organizing and events.

There are several parks and recreational spaces located in and around Barelas. Tingley Park is located on Eighth Street, in between the Barelas Community Center and the Zoo. There is also a community pool located between Stover and Iron Avenues, just north of the Zoo. Several small pocket parks are located throughout the plan area. The redevelopment of the Rail Yards should provide an opportunity to create additional community park spaces in the neighborhood. In addition, the Kit Carson Park and Tingley Beach are located just outside of Barelas to the northwest. Finally, Barelas borders the Bosque on its western edge.

The other community facilities of note in Barelas include the Dolores Gonzales Elementary School. The school is an important institution in the community. The currently closed Coronado School will reopen in 2009, providing another educational facility in the neighborhood.

In addition, there are several places of worship that play an important role in the community. The Sacred Heart Church on Fourth Street received two beams from the fallen World Trade Center in New York City for its new bell tower. This is a source of community pride that adds another level of historical significance to Barelas. Other churches and temples

are also found within the plan area.

6. Economic Development

Barelas has the potential to become a vibrant, economically stable neighborhood in Downtown. The Rail Yards and the South Barelas Industrial Park, which border Barelas, provide opportunities for large-scale economic development projects. Meanwhile, the Fourth Street Corridor has been identified as an area for small-scale commercial and retail revitalization. Some of the issues related to economic development are covered in other sections of this document: for example, improving property appearance, reducing crime, and directing the flow of traffic through commercial rather than residential areas. However, there are also issues of business recruitment and retention, workforce training, and the development of specific sites that will be discussed in this section of the Sector Plan.

Redevelopment of the Rail Yards

The Atchison, Topeka and Santa Fe Rail Yards, most of whose buildings date to the 1915-1925 decade, used to be a booming center of economic activity for Barelas and the rest of Albuquerque. They brought jobs, tourism, and vitality to what had been a quiet, agriculturally-based community. However, the conversion from steam to diesel locomotives led to the decline of the Railroad industry in Albuquerque. Since then, the property has remained vacant, with only a few dilapidated but historic buildings reflecting previous times of prosperity.

Since the 1993 Sector Plan was adopted, the Rail Yards have been opened up for private development. In November 2007, the City of Albuquerque purchased the Rail Yards in order to be able to control the redevelopment process and



future uses of the site. The City understands that it will be imperative to find ways for the project to positively affect the community and that important considerations include finding ways to create jobs that fit the skill base of residents and avoiding the displacement of long-standing Baretas residents.

In addition to the economic development aspect of the property, historic preservation of the existing structures is another consideration. Currently the site has many dilapidated but unique buildings that provide an important opportunity for redevelopment that is reminiscent of Baretas' and Albuquerque's Railroad past.

Business Retention and Recruitment

There are currently 93 businesses located in Baretas. Of those, nearly 54% are in the service industry, while another 20% are in retail. The majority are located along Fourth Street, though some are interspersed throughout and on the edges of the neighborhood.

A Strategic Development Plan for Baretas completed by the Baretas CDC in 2000 identified strategic needs to make Baretas a better place in which to live, work, visit, invest and conduct business. The high priority needs revolve around the needs of community residents and the community environment. High priority needs for residents are to improve education and skill level to increase the ability of Baretas residents to secure higher paying jobs. High priorities for improving the business environment include reducing crime and improving the community's housing stock.

A marketing strategy for South Fourth Street commercial district, conducted by the City in 1999, noted that the commercial districts in the Baretas neighborhood are following a pattern of an evolving

ethnic commercial district that serves a local population. The population served by Fourth Street businesses is growing because of residential infill in Baretas and adjacent neighborhoods. There is potential to expand existing businesses and recruit new businesses to serve regional and national visitors to the Hispanic Cultural Center, downtown Albuquerque and other nearby attractions.

The importance of the Fourth Street commercial/retail corridor was recognized in the Metropolitan Redevelopment Plan and the 1993 Sector Plan. Implementation of these plans has included streetscape improvements, the renovation of the Red Ball Café and other façade improvements. Opportunities include attracting businesses that will meet local shopping needs as well as spin-offs from the Zoo and other Quality of Life projects. This could help Baretas capture economic benefits from tourists visiting Albuquerque. In addition, the National Hispanic Cultural Center is considering creating a mixed-use arts incubator at the corner of Cesar Chavez Avenue and Fourth Street. This would provide support to emerging Baretas artisans and artists.

Another area with economic development potential is the northeast quadrant of Baretas between Coal and Stover Avenues and First and Second Streets. This would be a prime site to create a Warehouse District, similar to the one outlined in the Downtown 2010 Plan. This designation would encourage the adaptive reuse of vacant industrial buildings. Intended uses might include residential, commercial, office, retail, and artist work/live facilities.

Currently, some small push-cart vendors pass through Baretas. These types of enterprises can provide a stepping stone for budding entrepreneurs. There is an opportunity to create a more amenable

environment to attract mobile and concession-stand types of business, particularly in the core of Baretas where the Community Center, Tingley Park, and Zoo form a pedestrian corridor.

Community Capacity

Redevelopment and business recruitment and retention are intended to increase the number of quality jobs available in Baretas. To ensure that Baretas residents can take advantage of new opportunities, public resources should be invested in raising educational levels and the skill level of workers.

A number of resources are located within the neighborhood and nearby in downtown to improve education and skill levels of working age adults and youth. Currently, the Hispano Chamber . . . Central New Mexico Community College provides affordable education and training, and local schools and programs through the Baretas Community Center are resources for education of the community's youth. Lack of awareness of available programs, the cost of tuition and transportation may prevent residents from taking advantage of these opportunities. Local organizations such as the Hispano Chamber and the Baretas CDC can help interested residents overcome these barriers. Currently, the Hispano Chamber of Commerce and its Baretas Job Opportunity Center offer small business assistance and workforce training programs, including bilingual certification. These are important assets to the community.

South Baretas Industrial Park

The South Baretas Industrial Park, located just south of the plan area, is currently home to Bueno Foods, El Modelo Mexican Foods, and Rose's Paper. However, much of the Park is unoccupied and



presents an opportunity to house new industrial tenants.

D. Community-Identified Issues

The following information was compiled through the public’s participation in Steering Committee meetings and Public Meetings. It highlights the main problems that Barelás residents, stakeholders, and other participants in the planning process have identified in their community.

1. Land Use

Historic Preservation

Barelás residents recognize the historic significance of some buildings in their area. They believe it is important to find ways to preserve and protect the historic nature of these structures, while also ensuring that new development blends aesthetically with the existing styles. However, they also are wary of creating regulations that will greatly restrict property owners’ rights and flexibility. For this reason, many believe that using an approach of suggested design guidelines is the best solution. Currently, none of Barelás’ historic buildings, nor its registered historic district, are specifically protected by any City of Albuquerque regulation, with the exception of the Railway Fire Station, which is a City Landmark. All the Rail Yards shops have historic significance to Barelás and the City of Albuquerque. Residents believe redevelopment efforts should take this significance into account. They envision artwork reflecting the Railroad heritage as well as a public gateway to the site. Residents have also expressed a desire to designate Barelás as the Historic Railroad District.

Parks and Community Space

Residents would like to see the development of a plaza or other community gathering place in their community.

Vacant and Agricultural Lands

Participants noted that vacant lots in Barelás are underutilized real estate and contribute negatively to neighborhood quality. Many are overgrown and contain trash. Residents also noted that there are few opportunities to engage in agriculture and gardening, which were historically significant land uses in the area.

Neighboring Areas

Participants in this planning process feel that South Barelás is part of their community and lament the fact that this Sector Plan Update does not encompass this area. They believe that future planning efforts should consider the southern and northern portions of Barelás to be one cohesive community.

Residents are aware of redevelopment efforts in the Downtown area, and believe that the border between the two neighborhoods should be subtle and compatible.

2. Zoning

Residential

The most important issue noted by stakeholders is that 25’ residential lots cannot be developed under current zoning regulations. In addition, other standard zoning regulations, such as setbacks, create non-conformance issues in the area.

Commercial

Community members believe that current zoning does not promote commercial development, and they would like to see more flexible regulations. They also identified the horizontal pattern of mixed use (housing next to businesses) that exists along Fourth Street as no longer supporting a vibrant street life.

Industrial

Barelás has unused industrial properties zoned C-3 (Heavy Commercial) and HM (Heavy Manufacturing), which participants believe no longer represent an appropriate land use for a residential neighborhood.

3. Transportation

Vehicular Circulation and Public Transportation

Barelás residents have several concerns related to vehicular circulation and public transportation in their neighborhood. They perceive that too many vehicles pass through their community at high speeds, particularly along Eighth Street during morning and evening rush hours. This traffic is likely generated by commuters going to and from the Downtown area, as well as people visiting area amenities such as the Rio Grande Zoo. While some areas of Barelás suffer from too much traffic, residents are also concerned that Fourth Street does not carry enough vehicles to support vibrant commercial activity. A third issue is that one-way streets (such as Second and Third Streets) detract from overall residential quality and traffic flow. In terms of public transportation, community members feel that bus routes and stops are inconvenient and infrequent. Also, buses do not arrive on schedule, and sometimes do not stop for waiting clients.



Furthermore, there are no public transportation connections to the Zoo or other “String of Pearls” amenities, and public transportation links to UNM and CNM are long and circuitous.

Pedestrian and Bicycle Circulation

Barelas community members identified the general lack of crosswalks in their neighborhood as an important issue to be addressed. In particular, they noted the importance of creating safe pedestrian connections between green spaces and community places (such as Tingley Park and the Barelas Community Center). Residents also identified areas where sidewalks are either lacking or need improvement. Bicyclists in Barelas are concerned about their safety on Eighth Street, which is a designated bike route, but lacks traffic calming measures to protect riders. They hope to see the development of marked bike lanes on several streets in Barelas. Finally, residents note that although their neighborhood is adjacent to the Bosque, a significant natural amenity, there are no pedestrian connections to this area.

Parking

The principal concern related to parking is that the neighborhood experiences overflow parking from Downtown and special events at the Zoo and the National Hispanic Cultural Center.

4. Public Safety, Social Services, and Community Facilities

Public Safety

Public safety continues to be a key concern of Barelas community members. They emphasize that crime, including drugs, vagrancy, and theft,

threatens personal safety of residents and creates a negative business climate. Residents highlighted several factors that they believe contribute to the crime problem. First, they identified the presence of several homeless shelters and blood banks as the main sources of crime in their community. Although participants recognize the important and necessary functions that these organizations provide to Albuquerque as a whole, many believe that Barelas has borne the brunt of negative impacts from these services. As a long-term goal, residents would like to see the eventual relocation of the shelters and blood banks outside of their neighborhood. In addition, people noted that the high number of absentee landlords creates an environment where tenants are not screened and may engage in criminal activities. Physical conditions, such as a lack of street lighting, undergrowth in the Bosque, and the abundance of vacant lots and alleyways are also perceived to exacerbate crime. People also believe that the expansion of the Diamond-Shamrock gas station has led to more visible alcohol abuse and vagrancy in the area. These issues, combined with a neighborhood perception that there is inadequate police presence in Barelas, are deemed to contribute to the high rate of crime in this neighborhood.

Social Services

Participants in the planning process recognized that there are in fact many available services for Barelas residents. Unfortunately, many people are unaware of the amount and type of these services, which suggests the need for greater outreach on the part of service providers.

Community Facilities

Barelas residents value their Community Center, but feel that it needs to have extended hours, particularly

during the weekend to better serve its clients. The Center would also benefit from increased funding and staffing, and physical improvements such as sidewalk improvements, and the protection of the murals in the Indian Room.

In addition to the traffic and parking concerns noted previously, residents are concerned that the Rio Grande Zoo and the National Hispanic Cultural Center are not as connected and accessible to the neighborhood as they could be. Participants noted that parks in Barelas need revitalization, maintenance, and security. Finally, residents highlighted the need to protect and enhance the role of local schools and churches in Barelas.

Home Ownership and Affordability

Bareleños have several key concerns related to housing. First and foremost is the issue of affordability. Residents are concerned that economic revitalization of their neighborhood and nearby Downtown could lead to the gradual displacement of residents (gentrification) as property taxes and housing costs rise. In addition to affordability, residents want to promote home ownership, since they perceive that the high number of rental properties in Barelas works against its stability and cohesiveness as a neighborhood. Participants also identified the issue of property appearance. They feel that many properties have an unattractive appearance or are not properly maintained (sometimes due to ownership by absentee landlords). A final issue is that current electricity and high-speed Internet service provision is not adequate to meet the needs of existing and future development.



5. Economic Development

Redevelopment of the Rail Yards

The Rail Yards property has high potential for future redevelopment. Barelás residents emphasize the importance of finding ways for redevelopment to benefit the community economically, aesthetically, and functionally. They highlight the importance of creating employment opportunities for local people and mitigating any negative impact that redevelopment might have. Participants also value the historic nature of existing structures on the property, and feel that redevelopment should recognize and celebrate the Railroad past.

Some residents have suggested neighborhood supportive retail in the Rail Yard development, such as a plaza with restaurants, retail, and space for performing arts, café, bakery, laundromat, hardware store, bank, supermarket, and convenience store. Residents also suggested the creation of a Mercado/marketplace to support local owners (such as incubator and innovative business) and local artisans. Although such uses need to be considered as part of an economic and physical planning process for the Rail Yards, they should not compromise the revitalization of 4th Street. Furthermore, depending on the ownership status of the old A&P site, residents would like to see the A&P property included in the Master Planning Process for the redevelopment of the Rail Yards and have expressed a desire for the site to be used as a gateway to the Rail Yards. The Master Planning Process should also address the future interface between the Historic Locomotive Shops Zone (SU-2/HLS) and the Warehouse District Zone (SU-2/WD).

Business Retention and Recruitment

Stakeholders identified several issues related to business retention and recruitment. In general, they identified a need to attract and retain new businesses and industry to Barelás. In particular, businesses that meet local shopping needs (such as grocery stores and Laundromats) are desired. Furthermore, zoning regulations must fit community goals to create commercial development in the area.

Community Capacity

Bareleños feel that their community would strongly benefit from job training and career assistance. In particular, they envision locating a trade school in the neighborhood, possibly on the Rail Yards property.

South Barelás Industrial Park

Although not encompassed by this Sector Plan, South Barelás has important ties to Barelás. Residents believe that it is important for the South Barelás Industrial Park to actively seek new industries, especially those that are environmentally-clean and can provide jobs for people in neighboring communities.

6. Community Priorities

Though all of the issues listed above are important to Bareleños, some are more essential for the viability and stability of the neighborhood. During the planning process, as stakeholders identified issues of concern, goals for the future of their community began to take shape. During the second public meeting, participants voted on the top ten goals that they felt were most important. These fall under several categories. Although some may

be out of the scope of a Sector Development Plan, they are worth mentioning here as they inform Barelás residents' vision for the future of their neighborhood.

The number one goal chosen by participants was to facilitate the development of 25' lots in a way that is consistent with existing styles. Achieving this goal may help address other issues, such as reducing the number of vacant lots, and creating infill housing. In fact, the seventh most important goal was to establish affordable, infill housing. The second highest priority identified by Public Meeting participants was the relocation of blood banks and homeless shelters outside of Barelás. Many believe that this would create a more amenable business environment and improve the safety and appearance of the neighborhood. At the same time, other residents feel that it is important for Barelás to provide these much needed services to Albuquerque's transient population. Regardless, they are private services, and it is not within the scope of a Sector Plan to call for their relocation. However, this Plan does make various recommendations about how to mitigate negative impacts on the neighborhood, while encouraging the eventual voluntary relocation of the organizations.

Three of the community's top ten goals are related to economic development. The third most important overall priority was to provide well-paying jobs for Barelás residents, both in the South Barelás Industrial Park and through Rail Yards redevelopment. A related goal in the top ten list was to redevelop the Rail Yards in a manner that benefits the community as a whole. Finally, stakeholders see that an important objective is to create zoning that encourages retail and commercial development in the area.



The fifth and tenth most important goals, respectively, were to reduce property-negligence problems related to absentee landlords, and to improve property care and appearance. Again, stakeholders feel that improving the physical conditions of their neighborhood will improve the quality of life for residents.

As noted previously, traffic issues are problematic in Barelás. Meeting participants identified the goal of reducing and calming traffic on Eighth Street (while encouraging the use of Fourth Street) as the eighth most important objective.

Finally, the ninth most important goal was to establish a community plaza or gathering space in Barelás. Two locations, the Barelás Community Center and an area near the Sacred Heart Church, were identified as possible sites for an outdoor square, but there was no clear consensus as to which was preferred.

Although there are many factors that influence the creation of a Sector Development Plan, including external aspects such as how the neighborhood fits with the larger context, community concerns and priorities were kept in the forefront as the Barelás update was written.



III. THE PLAN

A. Vision for Barelás

The vision for the future of Barelás is strongly connected to the unique history of this Railroad Era residential community. The community envisions the Barelás of tomorrow as a place that reflects both the character and ambiance of the past. There will be special effort made to protect and enhance examples of historic Barelás residential and commercial architecture and allow for new construction that reflects the character of the past. The future neighborhood is envisioned as largely owner occupied with a mix of socio-economic groups that creates an opportunity for multi generational Bareleños to remain in the neighborhood. The neighborhood will be pedestrian oriented and provide for the basic needs of the residents related to shopping, recreation, social services and education. Parks will be improved to better meet the needs of the community and an area near the Community Center will be developed as a central community gathering place.

The Community Center's hours will be expanded to more effectively function as the Barelás center for community activities. Several of the homeless service providers that are currently operating in the neighborhood will be relocated to sites outside of Barelás to significantly lessen the concentration of these facilities in the neighborhood. Social service providers will expand their presence in Barelás to provide expanded opportunities for residents.

Traffic will be "calmed" on Second, Third and Eighth Streets and pedestrian crossing opportunities will be clearly identified. These streets, along with Fourth Street, will still function as major carriers of north-south traffic but will be reconfigured to make them more effective as neighborhood serving streets. This will include the conversion of Second and Third Streets to two way traffic to better function

as residential streets with ample on-street parking opportunities.

A clear and effective pedestrian and bicycle circulation system will be created in the neighborhood through sidewalk improvements and bicycle route identification. Additional pedestrian and bicycle connections to Tingley Beach and the Bosque will be created.

There will be a vibrant mixed use shopping area along Fourth Street with retail shops on the ground floor and residential units above many of the stores. Parking for these shops will be on the street or on surface lots behind the buildings fronting on Fourth Street. Efforts will be made to direct more traffic on to Fourth Street to enhance its role as the neighborhood's commercial street.

Adjacent land uses will be compatible with the goals of the community with the Zoo providing ample off street parking to minimize impact on the neighborhood and exploring multiple entry points to the Bio Park to create options for access from the West. The Rail Yards will be redeveloped as a mixed use area with housing buffering the Barelás community and will include commercial activities that will provide both access to additional goods and services for the neighborhood as well the potential for employment opportunities for Bareleños. The National Hispanic Cultural Center will develop additional off street parking facilities to eliminate the impact of overflow parking on Barelás during major events at the Center. The South Barelás Industrial Park will continue to develop to provide expanded employment opportunities in the immediate area. The Downtown 2010 Plan will continue to promote residential development at its edge with Barelás to provide for a positive transition and effective buffering from the more intensive commercial, institutional and entertainment activities found in the core.

The future Barelás neighborhood will continue to be a unique and historic inner city neighborhood that reflects the positive aspects of its past both physically and culturally while at the same time exceeding 21st century standards for high quality center city neighborhoods.

B. Goals, Policies and Recommended Actions

As noted previously, the planning process for the Sector Plan update began with the community-led identification of issues in the Barelás neighborhood. Based on these issues, goals for the future were developed. Next, the project team in collaboration with the community came up with recommended actions to achieve the objectives. The City policies and actions recommended to address these objectives comprise the main body of this Plan. Within each section, the actions are organized in the following categories.

Regulations take effect upon adoption of the Plan.

Capital improvements are those initiatives that make physical improvements to the neighborhood. The City allocates funds through the Capital Implementation Program (CIP) for these projects, which come from the General Obligation Bonds and other sources. The types of projects in Barelás that could be funded by CIP include improvements to roads, parks and trails, water and sewage improvements, physical public safety improvements, and public artwork.

Program enhancements refer to recommended actions that would be undertaken by existing City, County, or State departments, or other publicly-funded entities. They include improvements or suggested additions to current programs.



Community and private initiatives apply to actions that could be implemented by non-profit organizations, service providers, private businesses, individual community members and groups, and other non-governmental bodies.

The goals, policies, and recommended actions for each of the five main planning topics are contained within the following sections.

1. Land Use and Zoning

The goal is to create land uses and zoning in Barel as that are compatible with its function as a residential urban neighborhood, respect its historic significance, and help foster a sense of community.

The primary issues regarding land use are the preservation of existing historical structures and the creation of compatible new developments. Barel as has many historic residences and commercial buildings, in addition to the unique Railroad shops. Restoring and protecting these historic sites will help preserve the character of the community. New development must also be compatible with existing styles. Currently, this is a challenge because of the presence of 25' lots in Barel as. Existing 25' lots that were legal when they were platted can be developed under zoning code provisions for non-conforming lot size. However, current regulations presume a single family lot width of 40 feet for new platting. For example, existing zoning regulations specify setbacks that make development of these parcels difficult, so they either remain vacant, or are consolidated with several lots and large homes are built which are out of character with the rest of the

neighborhood.

Furthermore, zoning does not encourage residents' vision of vertical mixed-use commercial development along certain corridors, particularly Fourth Street and Coal Avenue. In addition, there are several unused properties, most notably the Rail Yards, that are zoned for industrial uses that may no longer embrace the community's vision of the future. Finally, there are no design guidelines to direct the construction of new development. Participants in the planning process believe that it is important for new development to blend aesthetically with existing building styles. However, they also are wary of creating regulations that will greatly restrict property owners' rights and flexibility. For this reason, many believe that using an approach of suggested design guidelines is the best solution.

Other important land use considerations are the use of vacant properties and neighboring areas. Vacant lots and unused alleys in Barel as bring down the physical appearance of the neighborhood, and are considered nuisances because of the perception that crime occurs in these spaces. As for neighboring areas, residents want to ensure the inclusion of the South Barel as neighborhood in future planning efforts. In addition, Downtown Albuquerque is undergoing redevelopment and revitalization, spurred by the adoption of the Downtown 2010 Plan in 2000. It is important to create a subtle and harmonious transition from the Downtown area to the Barel as neighborhood.

1.1 Land Use and Zoning Policies

LUZ1. The City shall take steps to maintain and preserve the historic quality of Barel as.

LUZ2. The City shall facilitate infill residential development of 25' lots.

LUZ3. The City shall encourage new development that blends aesthetically with existing structures.

LUZ4. The City shall encourage vertical mixed-use commercial development in appropriate areas of Barel as.

LUZ5. The City shall take steps to encourage the productive use of vacant lots and alleys. Alleys should be utilized to provide vehicular access to parking and services, which helps preserve a pedestrian-friendly street environment.

LUZ6. The City shall work to create compatible uses in areas adjacent to Barel as, including South Barel as and Downtown Albuquerque.

LUZ7. The City shall optimize the use of Metropolitan redevelopment resources to improve both Barel as and South Barel as.



1.2. Actions

1.2.1 Zoning, Regulations, and Guidelines

1.2.1.a Zoning revisions. Adopt new zoning proposals outlined in Section 6 of the Plan. Areas to be rezoned are shown in Figure 26. The Adopted Zoning Map in Figure 36 shows all zoning in place with the adoption of the Sector Development Plan. This zoning facilitates the development of single family housing on 25' lots with appropriate lot width, size, and setback requirements. It also allows for accessory dwelling units (or "granny flats") on single family home lots. Finally, it creates a Warehouse District, to encourage adaptive reuse of vacant manufacturing buildings, and a special Rail Yards zone to spur redevelopment of that property in a way that is compatible with neighborhood desires.

1.2.1.b Design guidelines. Adopt voluntary residential design guidelines summarized in Section 6 and elaborated in Appendix F.

1.2.2 Program Enhancements

1.2.2.a Planning for South Barelás. Consider allocating funds to plan for South Barelás (extending south from Bridge Boulevard to the City limits) by creating

a Sector Development Plan for that area or updating the existing Metropolitan Redevelopment Area plan. Link planning for Southern Barelás with the Barelás Sector Plan to make them compatible. Involve residents and stakeholders from the northern portion of Barelás

in the South Barelás planning process. Alternatively, when the Barelás Sector Development Plan is updated in the future, extend that Plan's boundaries to include the

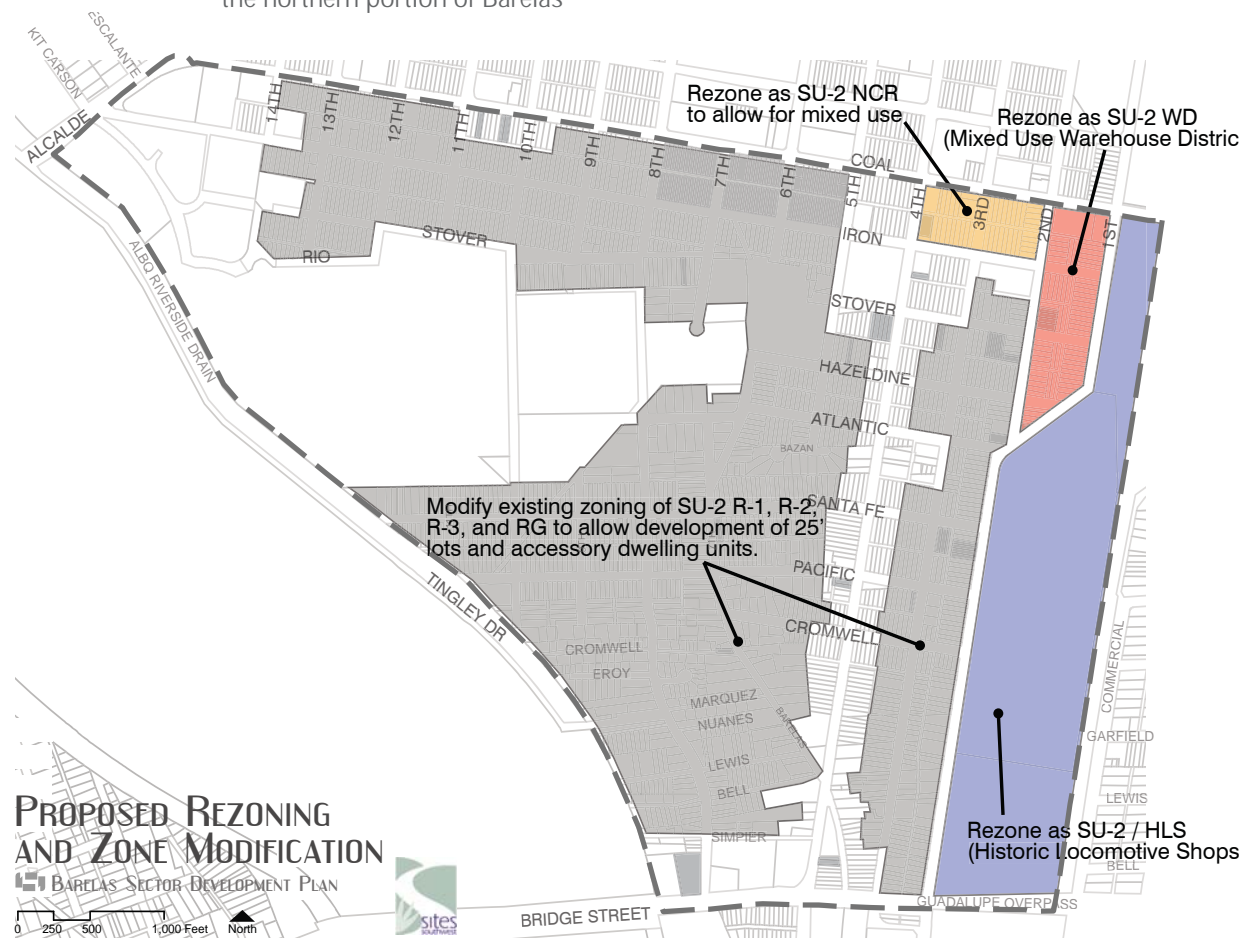


Figure 26. Proposed Rezoning and Zone Modification

South Barelás neighborhood.

1.2.2.b *Apply for City Landmark designation* of the historic portion of the Barelás Community Center, located at 801 Barelás Road SW, and for the Superintendent's House, Atlantic and Pacific Railroad, located at 1203 2nd Street SW (see Figure 27).

1.2.2.c *Apply for City Landmark designation* of the entire Locomotive Shops complex, located at 1400 2nd Street SW, and prepare specific development guidelines conducive to appropriate preservation, redevelopment, and reuse of the complex (see Figure 27).

1.2.2.d *Historic rehabilitation assistance.* Create a grant or loan program using El Encanto/UDAG funds which would be used to assist residents and business owners in code compliance and historic rehabilitation.

1.2.2.e *Historic restoration guide.* Create and disseminate a printed guide for property owners describing the historic character of neighborhoods in Central Albuquerque

and how to rehabilitate buildings with sensitivity to historic character.

1.2.2.f *Historic Registration.* Pursue official recognition of existing non-protected historic buildings, homes, and districts, particularly

related to Railroad heritage.

1.2.2.g *Historic rehabilitation.* Actively promote historic preservation tax incentives and assistance available to local residents.

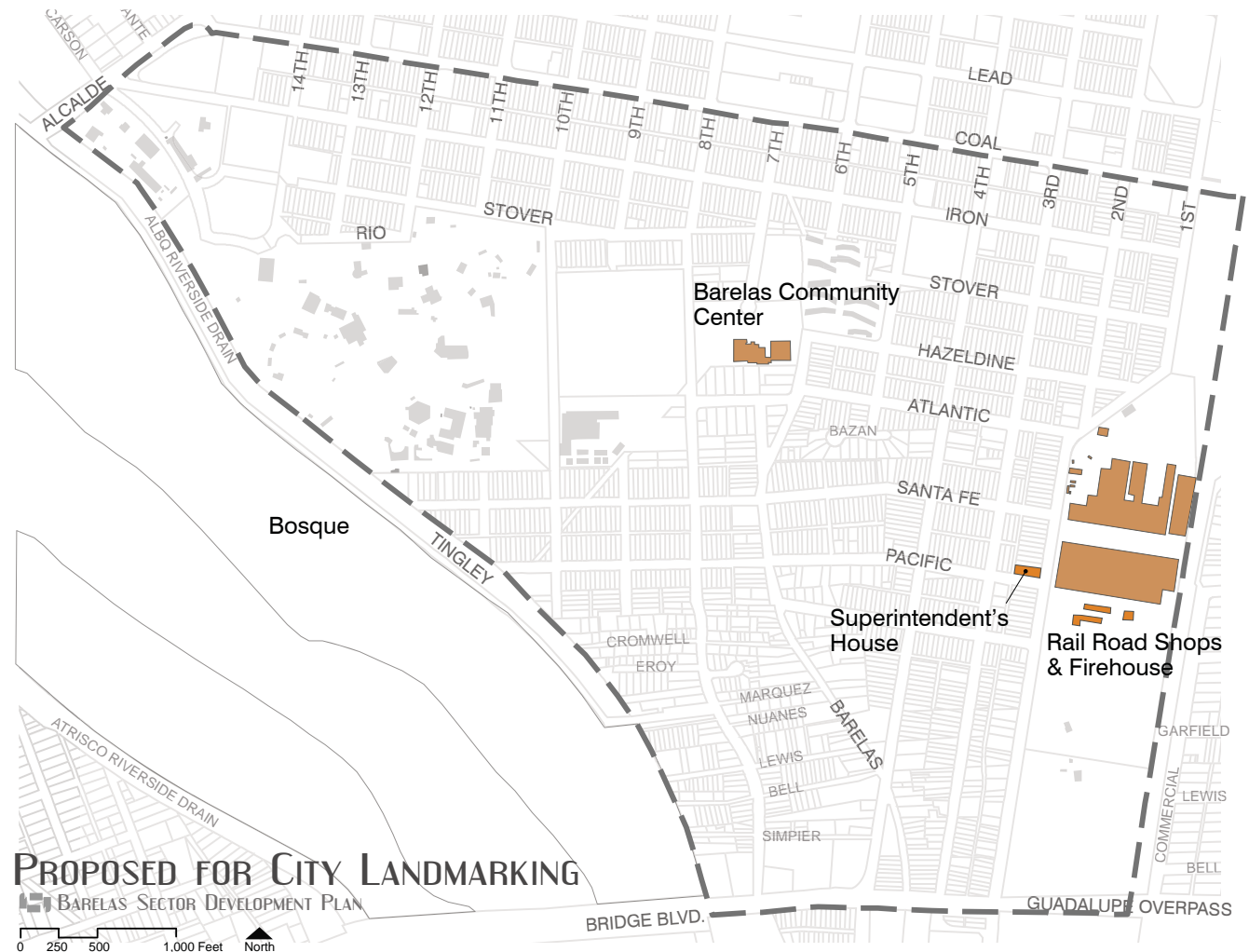


Figure 27. Proposed for City Landmarking



1.2.2.h Vacant lots. Place City-owned vacant lots into a Community Land Trust for development of permanently affordable housing by private non-profit developers.

1.2.3.d Volunteer clean-up group. Create a citizen volunteer group to clean and maintain vacant lots.

groups such as Alley Gardens to develop side gardens that improve the appearance and productive use of alleys without obstructing vehicular access.

1.2.3.e Community gardens. Identify lots and develop as community garden sites. Work with community-based

1.2.3 Community and Private Initiatives

1.2.3.a Historical markers. Add historic markers at the entrances to Barelas (Fourth Street and Avenida Cesar Chavez; Coal Avenue and Eighth Street, etc).

Indicate the neighborhood's 1662 town charter and recognize prominent Hispano figures from Barelas. Also recognize South Barelas as the original community settlement.

Add signage along Fourth Street to recognize the street's designation as Highway 85 and explain historical significance of Highway 85 to the Barelas community.

1.2.3.b Historic Railroad District Designation. Neighborhood to pursue designation of Barelas as the Historic Railroad District.

1.2.3.c Code compliance. Establish a community-based code compliance group, "enforcement with a heart," to identify non-conforming properties and assist owners in getting buildings up to code.



Figure 28. Location of City-owned vacant lots

2. Home Ownership and Affordability

The goal is to provide affordable housing in Barelas, while also facilitating the development of market-rate housing for homeowners and renters, and to improve property appearance.

As revitalization efforts continue, it is imperative to improve the stock of affordable housing in Barelas so as to ensure long-term stability of the neighborhood and prevent gentrification. At the same time, it is also desirable to have some market-rate housing that contributes to the economic base of the neighborhood. A mix of rental and home ownership options should be explored. In addition, maintenance of existing homes is important, both from a health/safety standpoint and appearance of the neighborhood. Finally, it is important that utility provision is adequate for existing and future development in Barelas.

2.1 Housing Policies

H1. The City shall work to maintain an affordable housing supply in Barelas, in addition to creating market-rate housing as part of revitalization efforts.

H2. The City shall pursue programs that support home ownership in Barelas, including home ownership for low to moderate income and first time buyers.

H3. The City shall support neighborhood clean-up initiatives and ensure that building, weed and litter and other building safety codes are enforced in Barelas to maintain property appearance and occupant safety.

H4. The City shall support the development of

new mixed-income housing of a variety of types and price ranges on properly zoned vacant and underutilized properties to increase the housing options for both buyers and renters. Any City-subsidized workforce housing project in Barelas shall be awarded points based on their ability to serve Barelas residents of particularly low ARea Median Income. Through the Workforce Housing Trust Fund and other available programs, the City will work to ensure that affordable housing stock is maintained in the Barelas neighborhood.

H5. The City shall ensure the provision of adequate utilities for existing and new development in Barelas.

2.2 Actions

2.2.1 Capital Improvements

2.2.1.a *Land trust.* Acquire land for a community land trust to provide permanently affordable housing options in Barelas. This could be accomplished through the purchase of a large parcel of land or as subsidies to individual properties (See Appendix D for more information about various land trust approaches).

2.2.2 Program Enhancements

2.2.2.a *Public redevelopment programs.* Use public resources that provide financial and tax incentives to promote the development of affordable housing and subsidize homeownership by qualified low-income residents NM-MFA tax credits, etc. in Albuquerque's Pocket of Poverty, which includes

Barelas. These include MRA programs, El Encanto/UDAG funds (See Appendix D for more information).

2.2.2.b *Tax incentives for homebuyers.* Promote programs through the New Mexico Mortgage Finance Authority that assist first time homeowners through financial assistance and tax credits (See Appendix D for more information).

2.2.2.c *Home ownership education.* Promote programs that provide home buyer and homeowner education on financial assistance and historic rehabilitation, such as those offered by the United South Broadway Corporation.

2.2.2.d *Property maintenance.* (Albuquerque Code Enforcement Division) Enforce building codes to ensure that existing homes are maintained in a safe condition. In extreme situations of property neglect, condemn properties and use land to develop affordable housing units.

2.2.2.e *Street cleaning maintenance.* Maintain clean streets through regular street cleaning particularly around the Rail Yards.

2.2.2.f *Electric power supply.* (PNM). Ensure that the electric power supply is sufficient to support future redevelopment of the Rail Yards. When new installations and improvements are made in Barelas, put power lines underground.



2.2.3 Community and Private Initiatives

2.2.3.a Community clean-up days. (Barelas Neighborhood Association). Collaborate with the City (Albuquerque Clean Team) to host neighborhood clean-up days, where the City can provide materials (gloves, bags) and arrange garbage pick-up.

3. Transportation

Vehicular Circulation and Public Transportation

The goal is to improve vehicular circulation and public transportation in a way that promotes the residential quality and pedestrian orientation of the neighborhood.

Barelas residents have identified the issues of traffic volume and speed through Barelas as damaging to the quality of their neighborhood. They also see gaps in the public transportation system requiring improvement.

Eighth Street is perceived to be especially problematic for speeding. Its ample width and its use as a connector from Bridge Boulevard to the Downtown area create conditions where commuters travel quickly through the neighborhood. This poses a problem for pedestrians in particular, as Eighth Street is adjacent to the Dolores Gonzales Elementary School, Tingley Park, and the Barelas Community Center. The section of Tenth Street between Coal and Stover Avenues is another problem area, possibly due to traffic generated by the Zoo. Finally, the one-way designation of Second and Third Streets enables higher traffic speeds, and is not favorable to small, residential areas like Barelas.

In addition, Eighth Street sees a high volume of traffic, especially south of Marquez Avenue. There is also high traffic generated at certain times by the Zoo and the National Hispanic Cultural Center, which spill over into the neighborhood. However, Fourth Street, the commercial corridor of Barelas, does not have enough traffic to be a vibrant business district.

Users of public transportation in Barelas complain that buses are not on time, and that they do not stop when waiting clients are shielded from view by the decorated pillars and shelters on Fourth Street. In addition, riders perceive a need to stagger the bus schedules of the routes that use Fourth and Eighth Streets.

3.1 Vehicular Circulation and Public Transportation Policies

- T1. The City shall reduce traffic speeds throughout the neighborhood to reinforce residential quality and improve safety.
- T2. The City shall make Fourth Street the major carrier of north-south through traffic in Barelas, while calming traffic on other neighborhood streets.
- T3. The City shall improve public transportation options in Barelas and make it better served and linked with the City-wide public transportation system.

3.2 Actions

3.2.1 Capital Improvements

3.2.1.a Traffic calming. Implement traffic calming that would encompass Second, Third and Eighth Streets between Bridge Boulevard and Coal Avenue; Tenth Street between Coal and Stover Avenues; and

the intersection of Fifth Street and Iron Avenue. Identify traffic calming priorities and designs to possibly include, such as bulb outs, enhanced pedestrian and bicycle crossings, on-street marked parking, diversion of Tingley Drive to Cesar Chavez including closing access from Tingley to Marquez, landscaped traffic circles, widened sidewalks, landscaped buffers, limiting access from Cesar Chavez to 8th Street at Cesar Chavez, traffic signals and signs (including possible four-way stop at Santa Fe & 8th), lane widths commensurate with posted speeds, chicane lane design, and other elements as appropriate. Make the appropriate street improvements.

Traffic calming was identified by the Steering Committee as a priority project. Although Eighth Street is a minor arterial, it is also located in the core of the neighborhood and requires attention. A previous study on Eighth Street did not indicate that speeding was a problem, but neighbors perceive that conditions at certain time of day are a concern. In particular, the traffic calming should take into account the volume and speed of traffic during morning and evening rush hours. The conversion of Second and Third Streets to two-way roadways, and adding marked parking spaces and bulb-outs to these streets to calm traffic are also desired. Finally, residents have identified the intersection of Fifth



Street/Iron Avenue as needing a four-way stop sign.

3.2.1.b Narrow gauge rail. Extend the narrow gauge rail line from the Zoo to create a loop at the National Hispanic Cultural Center. Create a transfer station at the NHCC, to connect with the train spur behind Bueno Foods leading to the Rail Yards. Provide funding for an additional train for the BioPark to meet the demand for this expansion, adding additional trains as needed. This project was deemed a high priority for CIP funds by the Steering Committee.

3.2.1.c Tingley Drive extension. Re-evaluate connecting Tingley Drive between Marquez Avenue and Avenida Cesar Chavez, possibly using ramps, to relieve Eighth Street traffic and provide better access to Bosque and BioPark amenities.

3.2.2 Program Enhancements

3.2.2.a Zoo Signage. Improve signage to direct Zoo visitors along specified routes that minimize traffic on residential streets.

3.2.2.b Fourth and Eight Street Signage. Create signage to

direct traffic to use Fourth Street to access and leave downtown.

3.2.2.c Express shuttle/trolley system. Support transit or trolley system to link the Zoo, Tingley Beach, the Rail Yards, and the NHCC to other Downtown

“String of Pearls” amenities such as Old Town, as suggested in the Downtown 2010 Plan. If implemented, include Fourth Street on this route (keeping in

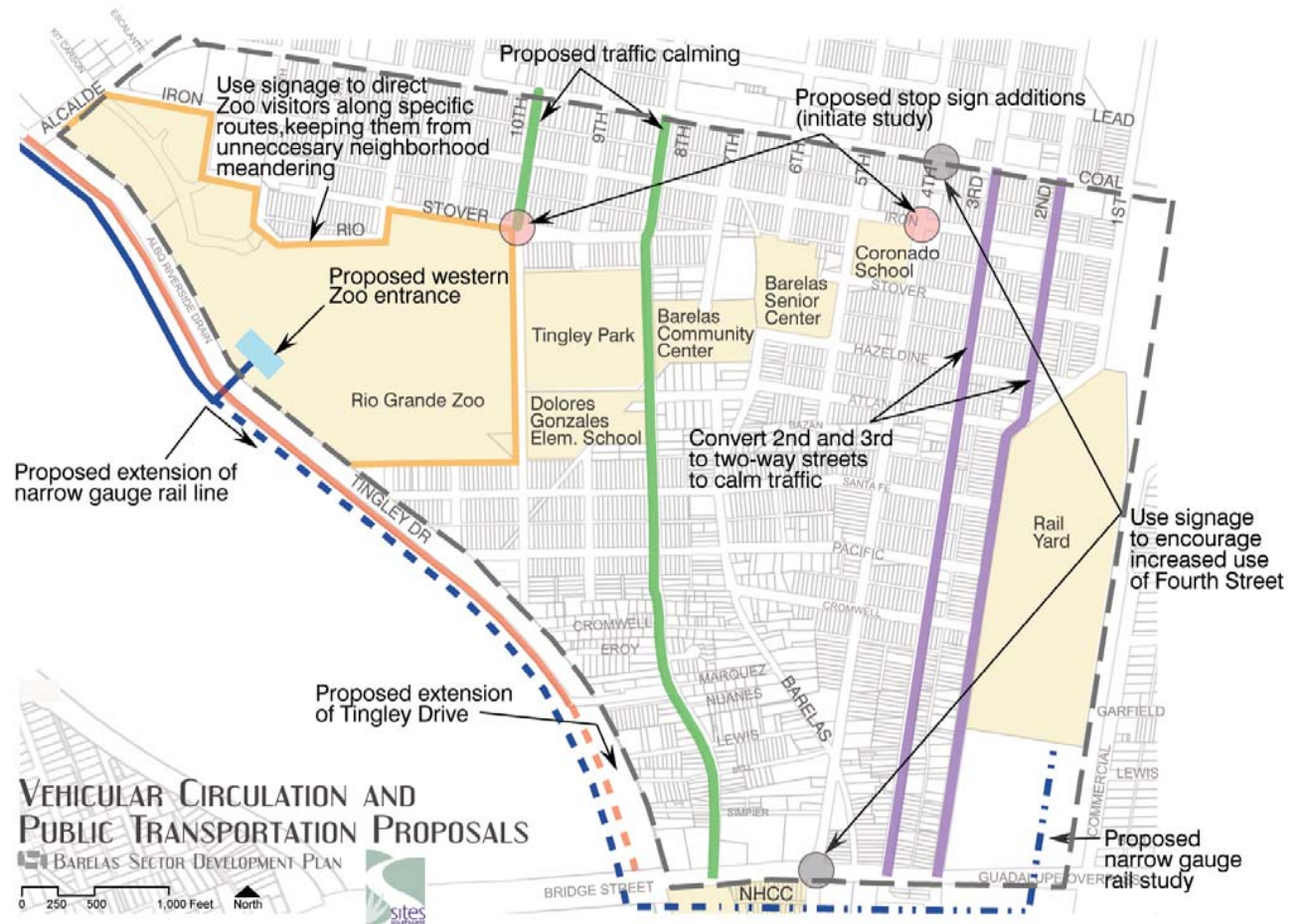


Figure 29. Vehicular Transportation Capital Improvements and Program Enhancements



line with its designation as a Major Transit Corridor in the Albuquerque/Bernalillo County Comprehensive Plan). Alternatively, extend the free D-ride circulator to include Barelas in its route.

intersection of Fourth Street and Stover Avenue, adjacent to the Sacred Heart Church. In addition, existing crosswalks on Bridge Boulevard/Avenida Cesar Chavez at Fourth and Eighth Streets (which connect Barelas to the South Barelas Industrial Park and the National Hispanic Cultural Center), and

the crossing at Atlantic Avenue and Eighth Street (adjacent to the Dolores Gonzales Elementary School) are in need of improvement. Additionally, there are areas in Barelas that lack sidewalks, and other areas that have narrow, broken, or otherwise unusable sidewalks. Furthermore, although Barelas

3.2.2.d Bus service. Evaluate bus schedules and service through Barelas. There may be a need to stagger pick-up times on Eighth and Fourth Streets. Expand the D-Ride bus service to include the Rail Yards. Conduct a community public transportation needs evaluation to better serve clients. Residents have indicated a need for better bus service to connect Barelas with CNM and other educational centers.

Pedestrian and Bicycle Circulation

The goal is to create a safe network of bicycle and pedestrian pathways connecting major destinations in Barelas.

Residents identified the major pedestrian routes and destinations in Barelas, noting that these are not supported with marked crosswalks. The result is that many people, including children, make mid-block crossings that could be dangerous. The areas most in need of attention are Eighth Street between Tingley Park and the Barelas Community Center, and the



Figure 30. Proposed Pedestrian and Bicycle Capital Improvements

borders the Bosque, access from the neighborhood is limited, as there are no pedestrian crossings over the Riverside Drain.

Although Eighth Street is a designated bike route, cyclists riding through Barelás must compete with fast-moving traffic, and express concern for their safety.

observation and community input suggest that mid-block crossings are frequent between Tingley Park and the Barelás Community Center, and there is a need to provide a safe crossing for those pedestrians. The

Steering Committee identified this item as a priority project.

3.4.1.b *Existing crosswalk improvements.* Make improvements to existing crosswalks at the following intersections: Fourth Street and

3.3 Pedestrian and Bicycle Circulation Policies

T4. The City shall improve pedestrian safety in Barelás.

T5. The City shall enhance access to and movement within the Bosque for neighborhood residents and visitors.

T6. The City shall ensure that the network and condition of sidewalks throughout Barelás meet appropriate codes and residents' needs.

T7. The City shall enhance bicycle access and safety in Barelás.

3.4 Actions

3.4.1 Capital Improvements

3.4.1.a Pedestrian-activated signals.

Develop a pedestrian-activated traffic signal with a marked crosswalk at Fourth Street at Stover Avenue to service the Sacred Heart Church, and at Eighth Street between Atlantic and Stover Avenues. Although there is already a signal at Eighth and Atlantic,



Figure 31. Proposed Sidewalk Improvements



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Avenida Cesar Chavez, Eighth Street and Bridge Boulevard, and Atlantic Avenue and Eighth Street. Improve the demarcation of the crosswalks with paint or contrasting materials or textures, and extend and show the signalized crossing times for pedestrians.

3.4.1.c *Footbridge(s)*. Develop a pedestrian footbridge over the Riverside Drain at Tenth Street and/or Santa Fe Avenue.

3.4.1.d *Trails*. Develop recreational trails in the Bosque adjacent to Barelás, as proposed by the Bosque Action Plan.

3.4.1.e *Sidewalk improvements*. Verify the completion of all sidewalk improvements called for in the 1993 Sector Plan. Install sidewalks where none currently exist, particularly along Second Street and portions of Barelás Road, Santa Fe Avenue and Cromwell Avenue. Survey existing sidewalks to determine which ones do not meet ADA accessibility standards due to width or other conditions, and remedy this problem. In particular, sidewalks on Barelás Road between

Pacific Avenue and Fourth Street are in need of attention.

3.4.1.f *Bike lanes*. Change the designation of Eighth Street to a bike lane and build. Add bike lanes on Second and Third Streets, as proposed by

the Long Range Bikeways System Map.

3.4.1.g *Bike routes*. Designate Atlantic Avenue as a bike route from Second Street to Tenth Street to provide access to the Zoo.

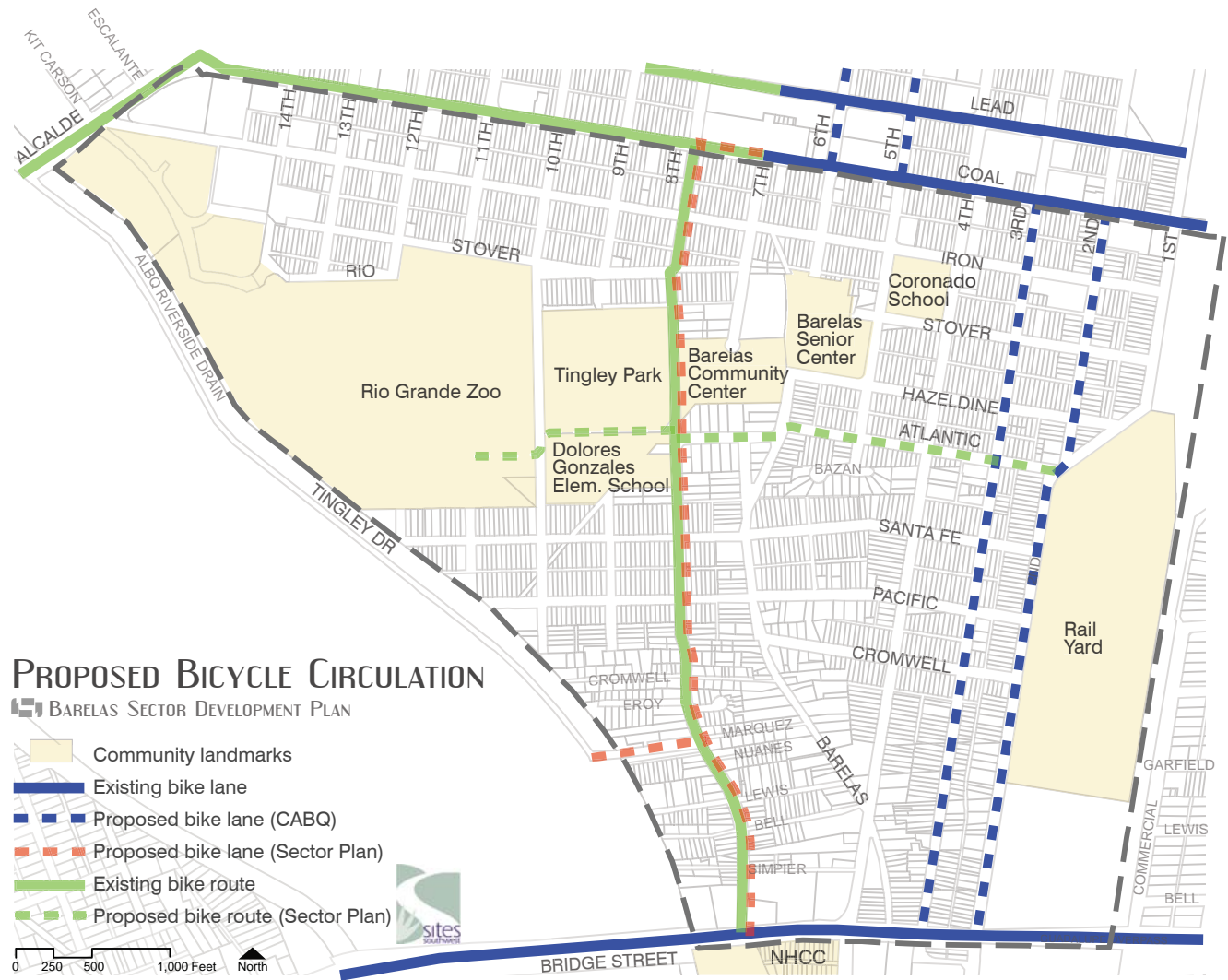


Figure 32. Proposed Bikeways Improvements



Parking

The goal is to provide safe and adequate parking for local facilities without disrupting the neighborhood.

Although there are several unused surface parking lots scattered throughout Barelás, the community still suffers from overflow parking from Downtown, the Zoo, and the National Hispanic Cultural Center.

On-street parking is permitted throughout the plan area; however, illegal parking at intersections reduces driver visibility.

3.5 Parking Policies

T8. The City shall take steps to ensure adequate provision of parking for local amenities including the Zoo, the National Hispanic Cultural Center, and Downtown, to keep overflow parking out of the neighborhood.

T9. The City shall support the ‘Park Once’ concept elaborated in the Downtown 2010 Plan which promotes the idea that visitors to the neighborhood park at one location, and are able to reach several destinations on foot, or by using public transportation.

T10. The City shall make improvements where needed to enforce no parking along curbs at intersections to improve visibility.

3.6 Actions

3.6.1 Program Enhancements

3.6.1.a Park-and-Ride. Create a well-advertised Park-and-Ride program with shuttle service from remote locations such as the Rail Yards or Downtown parking garages to

provide service for attendees of special events at the Zoo and the National Hispanic Cultural Center.

3.6.1.b Additional BioPark parking facility. Create additional BioPark parking facilities with access to Train to provide alternative transportation to the Zoo and other BioPark facilities.

3.6.1.c Parking permits. At neighborhood request, issue parking permits to neighborhood residents if overflow parking continues to be a problem.

3.6.1.d No parking zones. Paint curbs to indicate “No parking” zones at intersections.

3.6.2 Community and Private Initiatives

3.6.2.a NCHH parking structure. If built, line the NHCC’s proposed parking structure at the corner of Bridge Boulevard and Fourth Street with street-level retail businesses to make it more integrated and attractive to the neighborhood.

4. Public Safety, Social Services, and Community Facilities

Public Safety

The goal is to improve public safety in Barelás by reducing crime.

Barelás suffers from a high crime rate, particularly in regards to theft, vagrancy, drug use, and gang

activity. Several conditions are perceived by the neighborhood to exacerbate crime problems: the presence of the homeless shelters, the high number of absentee landlords, and physical conditions such as lack of street lighting and undergrowth in the Bosque.

4.1 Public Safety Policies

P1. The City shall take steps to reduce crime in Barelás by strengthening the police presence, improving the community’s capacity to address crime, and improving physical conditions that may contribute to crime.

P2. The City shall work with homeless shelters in Barelás to find ways to mitigate the negative impact of these services on the neighborhood, while encouraging their eventual relocation outside of Barelás.

4.2 Actions

4.2.1 Regulations

4.2.1.a Homeless shelter expansion. Do not allow an increase in the number of homeless service facilities in Barelás. Prohibit expansion of emergency services at existing shelters in Barelás. Support and maximize the development of off-street waiting areas for clients.

4.2.1.b Absentee landlord training. Require tenant-check trainings for owners of nuisance properties.

4.2.2 Capital Improvements

4.2.2.a Street light additions. Add street



lighting in Barelás' residential areas, in the Bosque, and around vacant lots and alleyways where none currently exists. Lighting should be standard in the neighborhood, and lighting near the Bosque should match the existing "historical" style lighting currently illuminating Tingley Beach.

4.2.3 Program Enhancements

- 4.2.3.a *Increased police presence.* (Albuquerque Police Department (APD)) Increase police patrols in Barelás, and make the police presence more visible. Create a community policing program that might include officers on foot, bike, or horse, a concept strongly supported by residents. Areas that particularly need more police attention are Second and Third Streets, especially the corner of Third Street and Iron Avenue, neighborhood parks, and the areas adjacent to the Diamond-Shamrock convenience store.
- 4.2.3.b *Improved networking.* (APD) Institute quarterly meetings with social service providers and the community to improve communication and safety. Knowing what times the organizations are open can help officers be more aware of when clients are likely to be outside waiting for services rather than committing vagrancy. Enhanced

communication can also help the police become familiar with clients who possibly have mental illnesses or drug and alcohol problems so as to better refer them to the proper City services. Work with the Barelás Neighborhood Association to encourage officers to introduce themselves and communicate more with residents to dissipate fear of police by residents and help develop mutual respect.

- 4.2.3.c *Resource guide.* (APD) Provide Barelás residents with the APD Resource Guide once it is completed.
- 4.2.3.d *Gang prevention programs.* (Family and Community Services) Expand and improve gang prevention and intervention programs in Barelás, focused especially on middle-school aged children, to provide positive paths for neighborhood youth. Programs should also focus on how best to respond to gang activity. Particularly in public places such as the Barelás Community Center.
- 4.2.3.e *Weed and Seed program.* Expand one of the two Federal Weed and Seed programs currently operating in Albuquerque to include the Barelás neighborhood. This program provides funds to "weed" out crime and "seed" in prevention, including community policing, intervention, treatments, and neighborhood restoration projects.
- 4.2.3.f *Street light maintenance.* (PNM) Improve street light maintenance

to ensure that they are lit every night.

- 4.2.3.g *Undergrowth.* (Open Space Division / Rio Grande Conservancy District) Clear undergrowth along the River, especially near the Cesar Chavez Bridge to prevent vagrant congregation there.

4.2.4 Community and Private Initiatives

- 4.2.4.a *Networking among shelters.* (Good Shepherd Center, the Bunk House and the Albuquerque Rescue Mission). Attend quarterly meetings of APD, Social Service agencies, and the community to determine how to improve the security around the shelters and work together toward solutions.
- 4.2.4.b *Shelter improvements.* (Albuquerque Rescue Mission). Open the enclosed courtyard to allow entrance to clients waiting for services *before* the services are actually provided. Prohibit clients to wait on the street before services are offered. Require clients to wait for the shuttle bus to the Opportunity Center inside the courtyard rather than on the street or work with the City to find a different pick-up location.
- 4.2.4.c *Anti-drug and anti-gang programs.* (Individual community members and groups). Support anti-drug and anti-gang programs at local schools and help make these programs more visible in the neighborhood.



Seek funding from the Albuquerque Partnership to implement creative, small-scale anti-drug and anti-gang programs at the neighborhood level.

- 4.2.4.d *Crime Watch program.* (Individual community members and groups). Reactivate the Neighborhood Crime Watch Program, partnering with the APD. This involves improving resident communication with police, and informing officers about when and where chronic crime is taking place. Coordinate with local businesses that can be the “eyes and ears” of the neighborhood during working hours.

Social Services

The goal is to provide excellent social services to Barelas residents.

Although Barelas houses many social services that provide assistance to residents of the neighborhood and the broader Albuquerque area, improvements are needed in making these services better known and more accessible to community members. In addition, some services are lacking.

4.3 Social Service Policies

P3. The City shall work with the community to assess existing programs, provide access to needed programs for all ages, and actively promote and disseminate information about existing resources.

4.4 Actions

4.4.1 Program Enhancements

- 4.4.1.a *Expansion of community center services.* (Department of Family and Community Services). Expand the Barelas Community Center to a Multi-Service Community Center that would house services for low-income residents such as health care screening for families, utility assistance, and bilingual services. Alternatively, the existing Center could house rotating social services.

- 4.4.1.b *Promotion of services.* (Department of Family and Community Services). Use the Barelas Community Center as a resource center to reach out to residents informing them about existing services in the community. Provide funding to develop and distribute a booklet of existing services and community and cultural resources in the Barelas area. Hold monthly meetings with all Barelas service providers, as well as the Zoo, NHCC, and the Hispano Chamber of Commerce to improve awareness about existing services, programs, and events.

- 4.4.1.c *Community signs and bulletin boards.* Install community bulletin boards at Tingley Park and other community locations to post events, services, and programs for Barelas residents. Install an outdoor informational sign at the Barelas Community Center visible from 8th Street.

Community Facilities

The goal is to maintain and improve existing community facilities in Barelas and ensure accessibility to Barelas residents.

The Barelas neighborhood is home to several City amenities, including the Rio Grande Zoo, National Hispanic Cultural Center, and Tingley Park, as well as other facilities that primarily service the neighborhood, such as the Barelas Community Center, the Dolores Gonzales Elementary School, neighborhood parks, and area churches and temples. It is important to maintain and improve these facilities for their continued viability in the neighborhood.

4.5 Community Facilities Policies

P4. The City shall revitalize neighborhood parks and green spaces by improving amenities and security.

P5. The City shall establish a community plaza or gathering space in Barelas.

P6. The City shall improve the visual character of Barelas by adding culturally and historically appropriate artwork in the neighborhood.

P7. The City shall improve the Barelas Community Center, by making it safer, more accessible to residents, and protecting it as a significant cultural center.

P8. The City shall work with APS to make improvements to the Dolores Gonzales Elementary School that enhance its appearance and expand programming.

P9. The City shall encourage the National Hispanic Cultural Center to maintain and



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improve close ties and active engagement with the Barelas community.

4.6 Actions

4.6.1 Capital Improvements

- 4.6.1.a *Restrooms for Tingley Park users.* Provide easy access to restrooms for Tingley Park users at the adjacent Barelás Community Center (possibly behind the Center near the handball courts) or Senior Centers. Alternatively, provide portable bathrooms for special events, or certain days of the week when the Park is most used.
- 4.6.1.b *Seating and shade near Bosque.* Add seating and shade structures south of Tingley Beach, in the area bordering the Bosque and the Barelás neighborhood. The Steering Committee identified this item for priority CIP funding.
- 4.6.1.c *Community plaza.* Develop a plaza/public gathering space in the area of the Barelás Community Center and/or near the Sacred Heart Church.
- 4.6.1.d *Community artwork.* Make streetscape improvements along First, Second and Third Streets that reflect the Railroad heritage. Create opportunities to install artwork that reflects Barelás' Hispano and Mexicano cultural heritage in the proposed plazas. For example, place statues of

Barelás' distinguished Hispanos in prominent locations.

- 4.6.1.e *Rail Yards gateway.* Create a public interaction/gateway area into the Rail Yards that celebrates the

property's historical connection to Barelás and Albuquerque.

4.6.2 Program Enhancements

- 4.6.2.a *Barelás Community Center programming improvements.* (Family

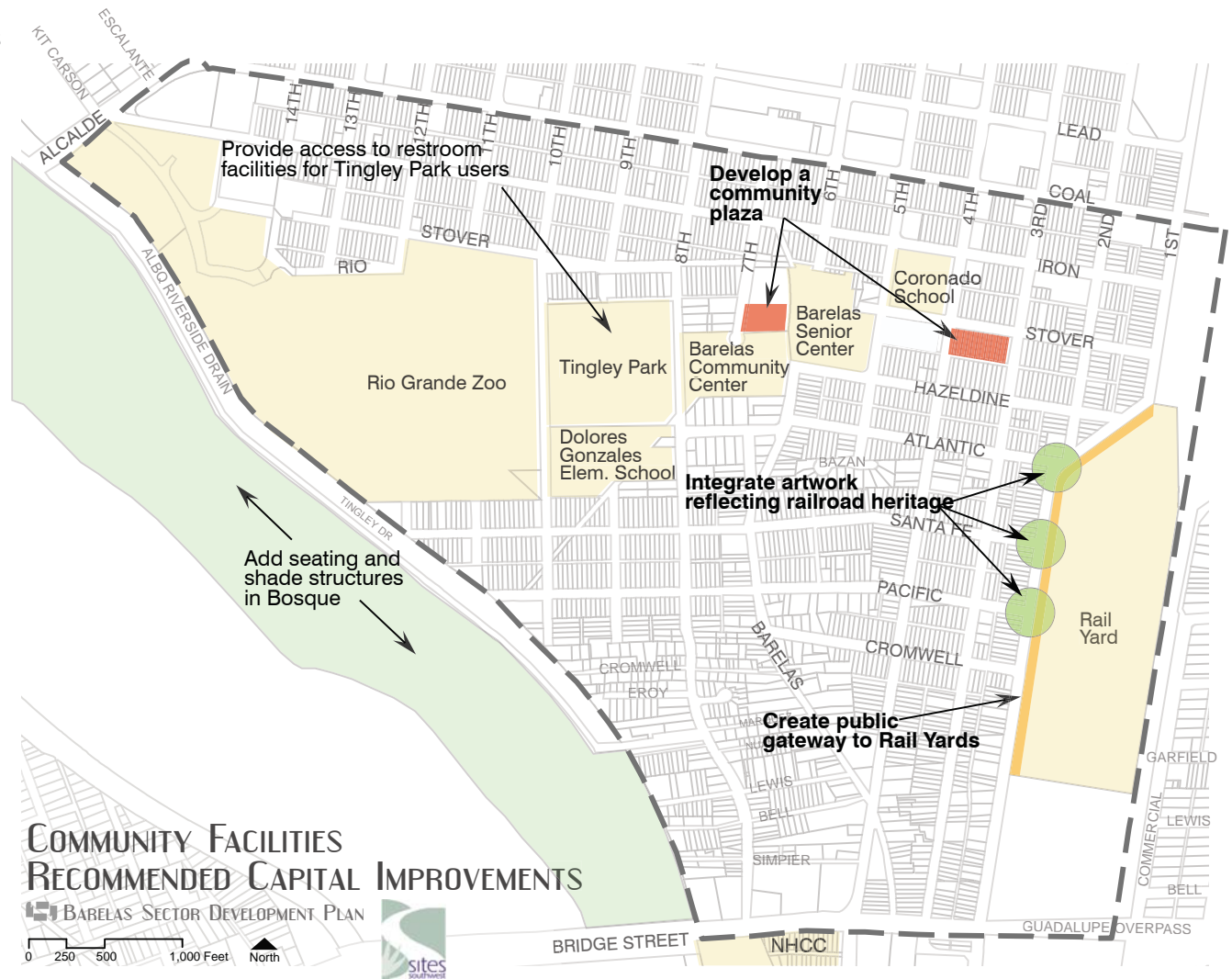


Figure 33. Recommended Capital Improvements to Community Facilities



and Community Services). Open the Barelás Community Center on Saturdays to create opportunities for weekend programming. Increase the number of programs targeted to neighborhood youth, families, and parents, including sports and dance activities. Provide sufficient funding for the BCC to hire more part-time staff to monitor children's programs.

- 4.6.2.b *Barelás Community Center physical improvements.* (Family and Community Services). Resurface the back parking lot of the BCC, and fix sidewalks all around the Center, which are a trip hazard for seniors and children. Build a stucco wall along the southern border of the Center to buffer neighbors from noise and activity.
- 4.6.2.c *Historical significance, Barelás Community Center.* (Family and Community Services). Provide funding to professionally refurbish the murals in the Indian Room, and to protect the integrity of the vigas.
- 4.6.2.d *Albuquerque Learning Centers Project.* Expand and formalize the ties between the existing Learning Center program and the Barelás Community Center, to provide more youth programming.
- 4.6.2.e *Security at parks.* (Open Space Division) Improve security at neighborhood parks through security guards or more frequent police patrols.
- 4.6.2.f *Clean parks.* (Open Space Division)

Ensure that trash receptacles are located at all public parks and regularly emptied.

- 4.6.2.g *Dolores Gonzales school grounds.* (APS). Develop campus of Dolores Gonzales (particularly dirt field adjacent to Eighth Street) to enhance appearance and reduce dust.
- 4.6.2.h *Dolores Gonzales and Washington Middle School after-school programs.* (APS). Expand community programs and activities at the Dolores Gonzales Elementary School and the Washington Middle School to offer positive activities for neighborhood youth.

4.6.3 Community and Private Initiatives

- 4.6.3.a *National Hispanic Cultural Center.* (NHCC). Improve communication and outreach to the community, possibly by partnering with the Barelás Community Center or the Barelás Neighborhood Association, to get the neighborhood more involved with the NHCC's activities. The organization should also be integrated into community celebrations and events. Expand programmatic opportunities and a systematic way of offering discount or free days to the Barelás community. Expand free outdoor events in the NHCC plaza. Deepen the existing partnership with the Dolores Gonzales Elementary School to promote understanding of local

Hispanic/Latino culture and history and to enhance curricula. Use the future Education Building as the location for neighborhood events and meetings.

- 4.6.3.b *Non-profit organization incubator.* Promote business resource center and non-profit incubator in Barelás that nurtures and supports emerging and existing non-profit and community-based organizations especially in the Rail Yard Development.

5. Economic Development

The goal is to spur economic development in Barelás in a way that will have broad benefits for the community.

Economic development is a key consideration in improving a community's well-being. In Barelás, residents want to ensure the viability of small businesses, particularly along Fourth Street, while also preparing for larger-scale developments such as those which may take place in the Rail Yards.

The Rail Yards property is currently vacant, but there have been several high-profile considerations for development in the past, including a movie production studio and a transportation museum. Future development of this property will be important to ensure that the Barelás community and other surrounding neighborhoods are able to maximize the benefits while minimizing the negative impact of any large project (such as traffic concerns and gentrification).



There is also a need for more businesses that support local shopping needs and provide employment to Barelás residents. Both small and large businesses should be encouraged to locate in Barelás. In addition, very small mobile and concession-stand type businesses should be welcomed in community spaces, such as around the Zoo and Tingley Park. Meanwhile, it is also important to support and nurture existing long-standing businesses that form part of Barelás' commercial fabric. These businesses may benefit from façade improvements and other assistance.

Barelás residents will not be able to take advantage of new job and business opportunities if they do not have the proper skills. For this reason, preparing workers to compete in today's job market is an important step to improving the overall economic conditions of Barelás and their families.

Finally, the South Barelás Industrial Park currently has only two tenants, Rose's Paper and Bueno Foods. The fact that the Park has room to expand can be an asset to neighboring communities, provided that new industrial occupants engage in activities that are not environmentally or otherwise detrimental to the neighborhood. However, the current Plan for this area does not make these types of stipulations.

5.1 Economic Development Policies

E1. The City shall ensure that future redevelopment of the Rail Yards occurs in a manner that benefits the Barelás community as a whole.

E2. The City shall take steps to attract and promote businesses in Barelás, particularly along Fourth Street.

E3. The City shall work with local organizations to improve the capacity of Barelás workers through education and workforce training.

E4. The City shall support future planning efforts for the South Barelás Industrial Park that highlight the importance of environmentally-friendly industry.

5.2 Actions

5.2.1 Regulations

5.2.1.a Rail Yards redevelopment. Any redevelopment proposal shall engage Barelás and other neighboring communities, especially the South Broadway neighborhood, to get their input. Initial discussion reveals that Barelás residents favor a mixed use shopping district that might include light retail, garden apartments and lofts, with a preference for owner-occupied rather than rental residences. Entertainment is also an acceptable use in the community's view, provided that this does not entail more bars that do not also provide food service. Redevelopment may not encroach upon adjacent neighborhoods in terms of traffic generated and off-street parking. Developers must make a best faith effort to hire residents of the Pocket of Poverty, particularly from the adjacent Barelás and South Broadway neighborhoods.

5.2.2 Capital Improvements

5.2.2.a Fourth Street improvements. Install street trees on Fourth Street south of Atlantic Avenue to improve the visual character of the corridor. Do not impede visibility of store fronts or signs.

5.2.3 Program Enhancements

5.2.3.a Façade improvements for businesses. Develop a façade renovation and landscape improvement program providing loans or grants to new and existing businesses using the EI Encanto/UDAG funds.

5.2.3.b Free Trade Zone. Create a Free Trade Zone, from 12th Street and I-40 to Woodward Drive, following the Railroad and connecting with the Airport to create jobs in trucking and warehousing.

5.2.3.c New businesses. Support the Hispanic Cultural Center's idea to create a mixed-use arts incubator at the southeastern corner of Fourth Street and Avenida Cesar Chavez (which is just outside of the Plan area). Encourage spin-off businesses related to the Zoo, BioPark, Rail Yards, and National Hispanic Cultural Center, as well as art studios and galleries to locate on Fourth Street.

5.2.3.d Small business incentives. Use incentives such as interest subsidies to attract small retail businesses to locate in Barelás. Encourage owners and developers



to provide small, affordable spaces for local business owners/entrepreneurs.

- 5.2.e *Barelas Community Center programming improvements.* Continue to support adults and youth education programs at the center through staffing and program funding.
- 5.2.3.f *Facilitate and support small vendor and concession-stand types of businesses,* particularly around Tingley Park, the Rail Yards and the Zoo.

5.2.4 *Community and Private Initiatives*

- 5.2.4.a *Information for businesses.* (Albuquerque Hispano Chamber of Commerce). Make information about how to start a small business, mobile vending business, or concession stand easily available to the public.
- 5.2.4.b *Local business support.* (Albuquerque Hispano Chamber of Commerce). Establish a partnership with the South Valley Economic Development Center to develop local businesses. Also, develop a joint marketing program for Barelas businesses (for promotion aimed both at potential customers and potential new businesses).
- 5.2.4.c *Local shopping needs.* Survey residents to find out what types of businesses are most desired. (A grocery store and ice cream parlor

are two community suggestions). Actively recruit those businesses to Fourth Street and the Rail Yards.

- 5.2.4.d *Community capacity.* (Albuquerque Hispano Chamber of Commerce). Continue to offer training programs for local people. Expand these to include internship and apprenticeship programs for residents, and licensing classes in Spanish and English for the construction field. Create a building cooperative and arts/crafts cooperative for local workers. In addition, conduct an inventory of existing businesses to find out what their employee needs are in order to better create an appropriate workforce.

C. Plan Implementation

The Plan Implementation section of this document presents recommended zoning revisions and a consolidated list of the project recommendations for each of the plan components.

Regulations and development guidelines are described in the zoning section of the implementation plan. Zoning recommendations, including the justification for zone changes, adopted zoning amendments and guidelines for residential and commercial design are included in the Implementation section of the plan.

The implementation chart lists recommended actions or projects, delineates the City or other agencies responsible for carrying them out, and identifies potential funding sources.

Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community and Private Initiatives.

1. Adopted Zoning and Design Guidelines

Justification

Residential Zones

The Sector Development Plan bases its residential zones on five existing zones in the Zoning Code – R-1, R-T, R-G, R-2 and R-3, which represent varying housing types and densities from single family through apartments. Residential uses are also allowed in commercial areas, which are almost exclusively designated as mixed-use.

Since the adoption of the 1993 plan, residents have identified issues that can be addressed through modifications to the zoning established by the 1993 Sector Development Plan. Of primary concern are the lot size requirements of the residential zones, which set a minimum lot width of 36 to 40 feet per dwelling and a minimum lot size of 3,600 to of 4,800 square feet in family residential zones. The historic subdivision pattern of Barelas includes a large number of 25-foot lots, some of which are vacant. “Shotgun” style homes on 25-foot lots are part of the historic character of Barelas. The proposed changes in lot size and width are intended to allow this type of development to continue, subject to the health and safety requirements of current building codes.

Small lots could accommodate a shotgun house configuration on a single lot. Other communities



have addressed development on 25' lots, which are common in older neighborhoods. Examples from a design competition in Portland, Oregon shown in Figure 34 and 35, illustrate how narrow houses can fit on 25' lots. A smaller than typical setback that meets the requirements of the International Building Code allows for a reasonable building width, particularly where vehicular access is from an alley, and no driveway is required. Regulations typically limit the frontage dedicated to automobiles, either as a driveway or a garage. Using alley access wherever possible eliminates auto domination of the streetscape.

If two or more lots were developed at the same time, a developer could construct either zero lot line units, with the homes aligned along one property line and a side yard, or attached townhomes subject to the regulations of the R-T zone.

Neighborhood residents are interested in allowing accessory dwelling units, including units with kitchens, in single family residential zones. Allowing accessory dwellings on a lot with a single family home can provide on-site housing for a family member or provide a source of income that makes the home affordable to the owner.

There is also some interest in creating live-work opportunities, particularly for artists, in the residential neighborhood from Fourth to Second Street. These are currently allowed as a home occupation business, which seems to be the most suitable approach within predominantly residential areas to protect residential character over the long term.

Commercial Zones

The commercial zones in Barelás typically encourage a mix of uses at a scale appropriate to their locations within the neighborhood. Along the northeast edge of the neighborhood, commercial zones provide a transition from the intense office and commercial development of downtown, and along Fourth Street, commercial zoning supports the role of this corridor as the

commercial "main street" of the neighborhood.

The commercial zones in the Sector Development Plan are based on the O-1, RC and C-2 zones in the City Zoning Code. Zones tailored specifically to the neighborhood are mixed use zones that include residential uses as well as compatible office and retail uses.



25' VACANT LOTS BARELÁS SECTOR DEVELOPMENT PLAN

Figure 34. 25' Vacant Lots



Narrow 25 foot lots demand creative housing solutions. Below are two examples of housing designed specifically for 25 foot lots (Living Smart House Designs).



Vargas Plan. City of Portland



Higgins Plan. City of Portland

25' VACANT LOT INFILL SOLUTIONS BARELAS SECTOR DEVELOPMENT PLAN

Figure 35. 25' Vacant Lot Infill Solutions

Industrial Zones

Two industrial zones in the Sector Development Plan are based on the C-3 and IP zones of the City Zoning Code. As with the commercial zones, industrial zones are mixed use, including community commercial uses and residential uses allowed based on the R-3 zone. These zones are applied in an area currently zoned C-3 adjacent to the downtown's warehouse district and in the Rail Yard property. The intent of the change in zone is to expand the uses possible on these properties and to provide for a transition between the residential areas on the east side of the neighborhood and heavy commercial/light industrial uses on the industrial properties.

Mixed use zoning supports the neighborhood's desire to provide high quality employment in the neighborhood, increase the neighborhood's residential population, and continue to provide for goods and services that meet the needs of neighborhood residents and businesses.

Adopted Zoning Amendments

The following section contains revised zoning language that updates the zoning contained in the 1993 Sector Development Plan. For all SU-2 zones, existing legal non-conforming uses or uses which become non-conforming upon adoption of this Plan are approved conditional uses. The zoning outlined herein corresponds to the Adopted Zoning Map, Figure 36. As defined in the Comprehensive City Zoning Code, the SU-2 Zone allows a mixture of uses controlled by a Sector Development Plan, which specifies new development and redevelopment that is appropriate to a given neighborhood when other zones are inadequate to address special needs. (Note: Additions and amendments to zoning from the 1993 Plan are written in *italics*).



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For all zones, the General Provisions of the City Zoning Code and all other provisions of the code that are common to all districts will apply. Of particular relevance to the nonconforming lots is §14-16-3-4, regulations for non-conforming lot size:

"D. Non-conforming Lot Size. A lot which has less area or width than required by the zone applied to the lot may be used without a variance as a separate lot occupied by a use permitted in that zone if:

1. The lot was legally created and placed on the records of the County, complying with any zoning and subdivision standards and procedures then applicable; and
2. The use and structure are permitted or are legally nonconforming, or if it is a new use or new construction, which is the use which most nearly meets lot area and width requirements."

SU-2/R-1

The SU-2/R-1 Zone corresponds to the R-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Conditional Uses. Uses permissive in the R-T Zone are added.
- B. Lot Size
 1. For lots with vehicle access from the street or alley, minimum lot width shall be 25 feet per dwelling unit; minimum lot area is 2,500 square feet.
- C. Setback
 1. There shall be a front yard setback of not less than 10 feet except setback for

a garage or carport shall be not less than 20 feet.

2. Side Yard Setback

- a. For lots of 40 feet or greater in width, the side yard setback shall be as required in the R-1 zone.
- b. For lots of less than 40 feet in width,

SU-2/R-T

The SU-2/R-T Zone corresponds to the R-T Zone

the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code.

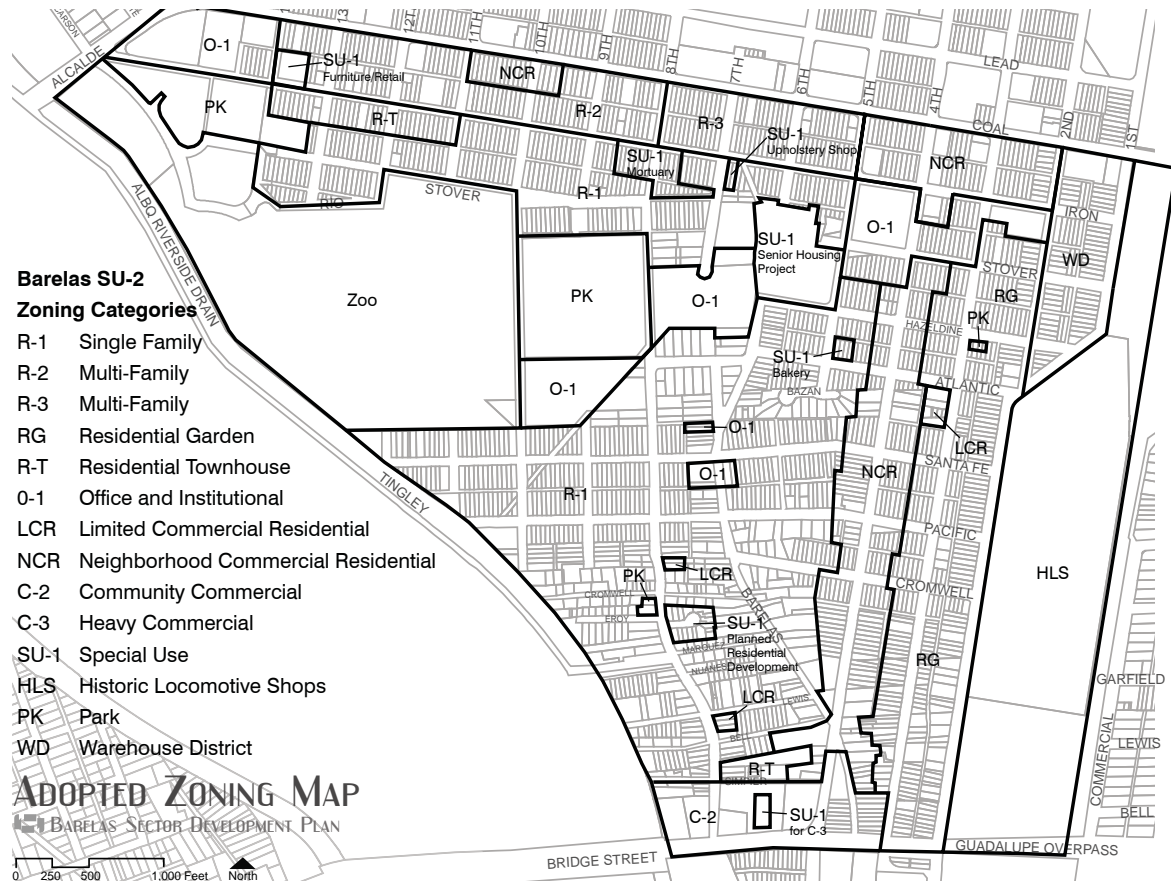


Figure 36. Adopted Zoning Map



in the City Zoning Code and is subject to the same regulations as that zone, with the following exceptions:

- A. Lot Size.
 - 1. *For a house with vehicle access from the street or alley, minimum lot width shall be 25 feet per dwelling unit; minimum lot area is 2,500 square feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.*

SU-2/R-G

The SU-2/R-G zone corresponds to the R-G zone in the zoning code and is subject to the same regulations as that zone with the following exceptions:

- A. Lot Size
 - 1. *For a house with vehicle access from the street or alley, minimum lot area shall be 2,500 square feet per dwelling unit and minimum lot width shall be 25 feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot of less than 36 feet in*

width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.

SU-2/R-2

The SU-2/R-2 Zone corresponds to the R-2 Zone in the City Zoning Code and is subject to the same regulations as that zone with the following exceptions:

- A. Lot Size.
 - 1. Minimum lot area and width for lots developed only with houses and townhouses shall be as follows:
 - a) For lots with vehicle access from the street, minimum lot area and width shall be as provided in the R-T zone.
 - b) *For a house with vehicle access only to the rear yard from an alley, minimum lot width shall be 25 feet; minimum lot area shall be 2,500 square feet.*
- B. Setback.
 - 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
 - 2. *For a house on a lot of less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building*

Code. The distance between buildings shall be as required by the International Building Code.

- C. Off –Street Parking. For new multi-family residential development not less than one space for units with one bath *and two spaces for units with 2 or 3 baths.* Off street parking shall be provided at the rear of the property, and alley access is encouraged when possible.
- D. Usable Open Space. For new construction usable open space shall be provided on-site in an amount equal to 200 square feet per one-bedroom dwelling unit, 250 square feet per two bedroom dwelling unit, 300 square feet per three bedroom dwelling unit or more.
- E. Site Plan Approval. Site development plan approval by the City Planning Director is required for all new multi-family residential developments less than 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

SU-2/R-3

The SU-2/R-3 Zone corresponds to the R-3 Residential Zone in the Comprehensive City Zoning code and is subject to the same regulations as that with the following exceptions:

- A. Lot Size
 - 1. Minimum lot width for lots developed with multi-family units shall be 60 feet.
 - 2. *Minimum width for lots developed only with houses and townhouses shall be 25*



feet; minimum lot area for lots developed only with houses and town houses shall be 2,500 square feet.

- a) *For lots of 36 feet or greater in width, minimum lot area and width shall be as provided in the R-T zone.*
- b) *For lots of less than 36 feet in width, minimum lot width shall be 25 feet; minimum lot area shall be 2,500 square feet.*

B. Setback.

- 1. There shall be a front yard setback of not less than 10 feet, except driveways shall not be less than 20 feet long.
- 2. *For a house on a lot of less than 36 feet in width, the side yard setback shall be not less than three feet or the setback required for adequate spacing between buildings as required by the International Building Code. The distance between buildings shall be as required by the International Building Code.*

C. Density

- 1. For lot with a minimum lot dimension of less than 142 feet, a floor area ratio of 0.75 is the maximum permitted.
- 2. For lots with a minimum lot dimension of 142 feet or greater, a floor area ratio of 1.25 is the maximum permitted.

- D. Off Street Parking.** For new multi-family residential development not less than one space for units with one bath and *two spaces for units with 2 or 3 baths.* Off street parking shall be provided at the rear of the property, and alley access is encouraged when possible.

- E. Usable Open Space.** For new construction usable open space shall be provided on-site in an equal to 200 square feet per one-bedroom dwelling unit, 250 square feet per two bedroom dwelling unit, 300 square feet per three bedroom dwelling unit or more.

- F. Site Plan Approval.** Site development plan approval by the City Planning Director for all new multi-family residential developments less than 45,000 square feet prior to approval of a building permit. Any multi-family developments over 45,000 square feet will require review and approval by the Environmental Planning Commission.

SU-2/O-1

The SU-2/O-1 Zone corresponds to the O-1 Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone.

SU-2/LCR

The SU-2/LCR Zone corresponds to the RC (Residential/Commercial) Zone in the Comprehensive City Zoning Code and is subject to the same regulations as that zone with the following exception:

- A. Permissive Uses: Non-Residential uses listed as permissive are not limited by floor area.

SU-2/NCR

The SU-2/NCR Zone corresponds to the C-1 Neighborhood Commercial and R-2 Residential Zones in the Comprehensive City Zoning Code and is

subject to the same regulations as those zones with the following exceptions:

A. Permissive Uses

- 1. Copying and blueprinting are permitted.
- 2. Wholesaling of jewelry, furniture and other arts and crafts is permitted.

B. Conditional Uses

- 1. Uses permissive in the C-2 Zone except:
 - a) Retail sale of alcoholic drink for consumption off-premise is not a conditional use.
 - b) Outside storage is not a conditional use.

C. Height

- 1. Commercial structures shall not exceed 26 feet in height, except as provided in the C-1 zone.
- 2. The height of residential and mixed use structures that include residential uses above the first floor shall be regulated by the provisions of the R-2 zone.

D. Setback

- There shall be no front yard setback allowed for properties abutting Fourth Street, except when the setback area is needed to provide:
- 1. outside seating and/or pedestrian plaza space
 - 2. required clear sight triangles

SU-2/WD

The SU-2/WD Mixed Warehouse District Zone corresponds to the R-3 Residential Zone and C-3



Heavy Commercial Zone in the Comprehensive City Zoning Code with the following exceptions:

- A. Permissive Uses
 - 1. Uses permissive in the R-3 Residential Zone.
 - 2. Uses permissive in the C-3 Heavy Commercial Zone
- B. Conditional Uses
 - 1. Uses conditional in the C-2 Zone and R-3 Zone are conditional in this
- C. Prohibited Uses
 - 1. Automobile desmantling yard.
 - 2. Construction contractor's equipment storage or contractor's plant.
 - 3. Feed or fuel storage or sales.
 - 4. Vehicle storage outdoors as a principal use.
 - 5. Emergency shelter.
- D. Height

Structure height up to 36 feet is permitted at any legal location. Maximum building height for any structure is 52 feet. The height and width of any structure over 36 feet shall fall within 45-degree angle planes drawn from the horizontal at the mean grade along each internal boundary of the premises and each adjacent public right-of-way centerline. To protect solar access, a structure over 36 feet in height may not exceed the solar access, a structure over 36 feet in height may not exceed the northern boundary of these 45-degree planes, but may be sited in any other direction within planes drawn at a 60-degree angle from the same boundaries or centerline.

Exceptions to the above are provided in Section 14-16-3-3 and Section 14-16-3-5 of this Zoning Code. Notwithstanding any of the above regulations, structures shall not exceed 26 feet in height within 75 feet of a lot zoned specifically for houses.

- E. Lot Size

No requirements.
- F. Setback
 - 1. No front or coner side yard setback is required.
 - 2. There shall be a setback of 11 feet from the junction of a driveway or alley and a public sidewalk location.
 - 3. No side yard setback is required, except that a 5-foot side yard or rear yard setback shall be required where a site abuts any of the following addresses in residential use as of the adoption of this plan, so long as the residential use remains: 709 and 713 First Street SW, 704 2nd Street SW.
 - 4. Notwithstanding any of the above regulations, the clear sight triangle shall not be infringed upon at street intersections.
- G. Off-Street Parking
 - 1. Off-street parking spaces shall be provided according to half of the requirement for each use in listed in listed Section 14-16-3-1 of the Zoning Code.
 - 2. No reductions are allowed.
- H. Usable Open Space
 - 1. Usable open space shall be provided on-site in an amount equal to 200 square feet for each efficiency or one-

bedroom dwelling unit, 250 square feet for each two-bedroom dwelling unit, and 300 square feet for each dwelling unit containing three or more bedrooms.

- 2. Where an aggregate of two or more dwelling units is constructed on any given lot, the development shall include landscaping of the ground-level usable open space, planted and maintained according to a landscaping plan approved by the Zoning Enforcement Officer.

SU-2/HLS Historic Locomotive Shops Zone

The SU-2/HLS Zone provides suitable sites for a mix commercial, residential and light industrial uses on the historic locomotive shops site. The zone provides for flexibility of land use and design within the property and for compatible orientation to the neighborhood and buffering between the locomotive shops complex and residential areas. (Upon approval of a Master Site Development Plan - see section J below - this zone will be amended to adopt the Master Plan.)

- A. Permissive Uses
 - 1. Uses permissive in the R-3 zone.
 - 2. Uses permissive in the C-2 zone with the following exceptions:
 - a) Wireless telecommunications facility is not a permissive use.
 - b) Laboratory is not a permissive use.
 - 3. Uses permissive in the I-P zone with the following exceptions:
 - a) Air separation plant is not permitted.
 - 4. Iron or steel foundry or fabrication plant, forging, rolling or heavyweight casting, as



regulated by the Master Development Plan and provided that such use is buffered from abutting residential zones or residential uses, as approved in the Master Development Plan.

B. Conditional Uses.

1. Uses conditional in the C-2 Zone.
2. Uses conditional in the R-3 Zone.
3. The location of conditional uses and their relationship to the other uses on the site must be shown on the Master Development Plan.

C. Prohibited Uses.

1. Emergency shelter is not allowed.
2. Retail sale of alcoholic drinks for consumption off-premise is not allowed.
3. Off-premise signs are not allowed.
4. The sale of gasoline and liquefied petroleum gas is not allowed.
5. Adult amusement establishment and adult store are not allowed.
6. Cold storage plant is not allowed.
7. Pawnshop is not allowed.

D. Height.

1. Same as O-1 of the City Zoning Code, except height up to 67 feet (five stories) is allowed at a minimum distance of 100 feet from any single-family residential zone.

E. Lot size. No requirement. See item J for Master Development Plan approval requirement for the entire site.

F. Setbacks.

1. Setback along Second Street is a



minimum of 10 feet.

G. Off-street Parking.

1. Parking should be screened by buildings where possible and not front on streets. Parking that is adjacent to the street because of the configuration of existing buildings must be screened by landscaping or a solid wall or fence 3 feet in height.

H. Landscaping.

1. Landscaping shall meet the requirements of the City Zoning Code. The intent of landscaping of the locomotive shops site is to provide a visually attractive edge and streetscape between it and the neighborhood and provide an attractive environment within the property, including color and shade.
2. Perimeter landscaping should be

consistent with the character of the adjacent neighborhood, with an emphasis on drought tolerant plants to minimize water consumption.

3. A public gathering area shall be designed into commercial uses on the site. These might include porticos along commercial storefronts or an open plaza with seating and/or outdoor dining. Shade should be provided by landscaping or shade structures.

I. Orientation.

1. New residential and commercial development along First Street or Second Street shall orient entrances to the street.
2. Buildings along the street frontage shall include entries and windows open to the street.



3. Where possible, public access to the property shall be provided, and the use of existing buildings for uses accessible to the public is encouraged.
4. The entrance to the locomotive shops property should open to the neighborhood and provide access to public areas of the property.
5. Where buildings orient to First or Second Street, development should be open to the street.

K. Master Development Plan Approval.

1. Master Site development plan review by the Environmental Planning Commission and approval by the City Council is required for the entire site before a building permit is issued for any portion of the site. Exceptions include a museum project and a City-sponsored housing project, both of which may receive approvals and building permits prior to the adoption of a Master Plan, subject to an agreement with the City that has been approved by Council being in place.
2. The Master Development Plan must include appropriate buffering between residential and non-residential uses.

Design Guidelines for Single Family Residential Development

In 1999, the Design and Planning Assistance Center at the University of New Mexico prepared design guidelines for infill housing appropriate to the Barelás, San José, and South Broadway neighborhoods. The design concepts contained in this document provide excellent guidance for new and renovated residential structures. Key guidelines are included in Appendix F. Briefly, features that shall be considered are as follows:

1. *Appropriate Roof Pitch.* The predominant rooflines in Barelás are pitched roofs with approximately a 6:12 or greater ratio of rise to span. Some homes have flat roofs in keeping with modern or other revival styles that can be found in Barelás.
2. *Facades with Character.* Facades are characterized by variety in details that reflect the neighborhood's historic styles. These details include porches, recessed windows, colors and staggered facades that create a visually interesting and attractive streetscape.
3. *Usable Front Porches.* Usable front porches with doors visible from the street provide a comfortable transition from the public space of the street and front yard to the private space of the house. The visibility of the street from the house and of the front door from the street enhances security.
4. *Landscaped Front Yards.* Landscape front yards with appropriate drought tolerant plants that include trees, shrubs, ground cover and accent planting.

5. *Front Fences.* A number of homes in Barelás have open front yards that create a visually interesting streetscape and provide security through visibility of the home from the street and from the street to the front of the house. When front fences exist, they are typically three to four feet in height and are "see through". Wrought iron, chain link with masonry, wood or metal piers and rails are typical. Solid block walls are discouraged in the front yard setback area.
6. *Compatible Scale.* Existing houses in Barelás are predominantly one story or two story where the second story is set within the roof pitch. New houses should be compatible in scale to the surrounding homes. Two-story and attached units may be integrated with existing homes through roof line, second story setbacks, front porches and window details.
7. *Site Layout and Landscaping.* Sites should be designed to provide adequate outdoor space and accommodate parking on the side or rear of the property.
8. *Site Innovation.* When new homes are built on adjoining lots, zero lot line development or attached units may be built to accommodate housing on narrow lots.
9. *Off-street Parking.* Parking should be provided beside or behind the house, taking advantage of alley access where available. Development on lots of less than 40 feet in width shall provide all vehicular access from an alley where available.
10. *Fencing and Outdoor Storage.* Side and backyard fencing should screen any outdoor



storage. A storage shed or oversized garage in keeping with the design and materials of the main house are preferred for storing items.

The Design Guidelines also contain a variety of recommendations for house designs and construction techniques that would be implemented through mechanisms other than zoning.

Design Guidelines for Areas with Historic Significance

Two districts within the Barelás Sector Plan area are identified as having historic significance sufficient to warrant a historic district.

Fourth Street. The Barelás South Fourth Street Historic District is listed on the National Register of Historic Places and the New Mexico State Register of Historic Places. Key features of the historic properties include scale, orientation to Fourth Street, and a combination of architectural styles that reflect the pre-railroad, railroad and highway eras of the road. Over time, buildings have been remodeled or altered, but the pedestrian scale remains. The Sector Development Plan recommended that the City develop pamphlets that explain the historic significance of Barelás. The community in collaboration with the City could develop voluntary design guidelines or use those contained in the Barelás Neighborhood Commercial Area Revitalization Plan, the MRA Plan for Barelás (See Appendix E).

Hazeldine. The area along Hazeldine Avenue from First to Sixth Street, which has a high concentration of representative residential architecture dating from 1895 to 1910, has the potential for National Register

nomination. Residents have expressed concern about the impact of historic guidelines and a formal approval process for façade renovations, such as window replacements, on housing affordability. The recommended approach to maintaining the historic character of this area as well as all residential areas of Barelás is to develop informational materials that educate homeowners about historic character and appropriate renovation and maintenance consistent with the residential design guidelines. An example of such guidelines is the University Neighborhoods History Handbook published in 1986. New residential development in Barelás should follow the guidelines in Appendix F.



2. Plan Implementation Chart

Abbreviations and Acronyms used in the following table:

- APD = Albuquerque Police Department
- Barelas CDC = Barelas Community Development Corporation
- BNA = Barelas Neighborhood Association
- COA = City of Albuquerque
- DMD = Department of Municipal Development
- Fire = Albuquerque Fire Department
- MR = Metropolitan Redevelopment
- MRA = Metropolitan Redevelopment Agency
- MR-COG = Mid Region Council of Governments
- NHCC = National Hispanic Cultural Center
- SBA = Small Business Administration (federal)
- SHPO = State Historic Preservation office
- UDAG = Urban Development Action Grant
- USBC = United South Broadway Corporation

Priority Projects

Through the public involvement process, the Barelas Steering Committee identified the following as the Priority Projects to receive Capital Improvement funds from among those receiving the most votes during a public meeting in December 2005:

Element	ID	Action	Lead Agency	Cost Estimate
Home Ownership and Affordability	2.2.2.a	Acquire land to create a community land trust to provide affordable housing over time.	Family & Community Services (COA)	\$256,000
Transportation	3.2.1.a	Implement traffic calming for 2nd, 3rd and 8th Street between Coal and Bridge; Marquez Lane Between Tingley Drive and 8th Street; 10th between Coal and Stover; and the intersection of 5th and Iorn. Make appropriate traffic calming improvements. Coordination with City Council Services required.	DMD/Traffic Analyses (COA)	\$335,000 for 2nd & 3rd Streets two way conversion
Transportation	3.2.1.b	Extend narrow gauge rail from Zoo to NHCC, with possible extension to Rail Yards.	DMD (COA); Rio Grande Zoo	\$1.8 million
Transportation	3.4.1.a	Develop pedestrian-activated crosswalks at 8th St between Atlantic and Stover Aves. and across 4th St. at Stover Ave. Coordination with City Council Services required.	DMD (COA)	\$60,000
Public Safety, Social Services, Community Facilities	4.2.2.a	Add street lighting in Barelas' residential areas, in the Bosque, and around vacant lots and alleyways where none currently exist. Match lighting near the Bosque to the historical-style lighting along Tingley Beach.	DMD (COA)	\$333,000
Infrastructure	N/A	Upgrade drainage facilities to prevent flooding in the Barelas Neighborhood	DMD (COA)	\$9,704,000
Transportation		Streetscape improvements along 8th Street. Coordination with City Council Services required.	DMD (COA)	\$111,000
Public Safety, Social Services, Community Facilities	4.6.1.c	Develop a plaza/community gathering space in the area of Barelas Community Center or near Sacred Heart Church. Implement proposals to develop plaza/parking lot at the City building at 700 4th Street SW. The design will enable the parking lot to function as a parking lot but be closed off and function as a plaza for public events.	DMD (COA)	\$600,000
Transportation - Pedestrian Circulation	3.4.1.e	Verify completion of all sidewalk improvements called for in the 1993 Barelas Sector Plan. Install sidewalks where none exist, particularly along 2nd Street and portions of Barelas Rd., Santa Fe Ave., and Cromwell Ave. Survey and improve existing sidewalks that do not meet ADA standards.	DMD (COA)	\$300,000
Community Facilities	4.6.1.b	Install seating and shade structures south of Tingley Beach, in the area bordering the Bosque.	Parks & Recreation (COA)	\$60,000



Projects and Programs

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Land Use and Zoning	1.2.1.b	LUZ1, LUZ3	Guidelines	Adopt voluntary historic preservation design guidelines, disseminate information, and provide guidance for rehabilitation of buildings with sensitivity to historic character. (See Appendices E and F.)	Advance Planning (COA)	Private Owners	SHPO, CIP
Land Use and Zoning	1.2.2.a	LUZ6, LUZ7	Program Enhancement	Complete MR Plan update and/or Sector Plan for South Baretas to the City limits, to be compatible with the Baretas Sector Plan and involve Baretas stakeholders.	MRA/Planning (COA)	City Council Services	CIP
Land Use and Zoning	1.2.2.b	LUZ1	Program Enhancement	Apply for City Landmark status for the Baretas Community Center.	Family & Community Services (COA)	SHPO Advanced Planning (COA)	N/A
Land Use and Zoning	1.2.2.c	LUZ1	Program Enhancement	Apply for City Landmark status for the Railroad repair shops.	Advance Planning (COA)	SHPO	N/A
Land Use and Zoning	1.2.2.d	LUZ1	Program Enhancement	Create a grant or loan program to assist residents and business owners in code compliance and historic rehabilitation.	Family & Community Services (COA)	MRA/Planning (COA)	EI Encanto / UDAG Fund; CDBG
Land Use and Zoning	1.2.2.e	LUZ1	Program Enhancement	Create and disseminate a guide for property owners describing the historic neighborhoods in Central Albuquerque and how to rehabilitate buildings with sensitivity to historic character.	Advance Planning (COA)	SHPO	SHPO; City Council; Urban Enhancement Trust Fund
Land Use and Zoning	1.2.2.f	LUZ1	Program Enhancement	Designate historic buildings with consultation of owners. (See Appendix A.)	Planning (COA)	Property Owners	N/A
Land Use and Zoning	1.2.2.g	LUZ1	Program Enhancement	Actively promote historic preservation tax incentives and assistance available to local residents.	Planning (COA)	BNA / State	State Legislative
Land Use and Zoning	1.2.2.h	LUZ5	Program Enhancement	Place vacant City-owned lots into the community land trust and open them to improvements by private (for-profit and non-profit) developers.	Family & Community Services (COA)	MRA/Planning (COA), City Council Services	Metropolitan
Land Use and Zoning	1.2.3.a	LUZ1	Community and Private Initiative	Add historic markers to entrances of Baretas. Install signage along Fourth Street to identify the route as being Historic Highway 85.	Community Organizations; Baretas CDC	BNA	SHPO, CIP



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Land Use and Zoning	1.2.3.b	LUZ1	Community and Private Initiative	Establish a community-based code compliance group, “enforcement with a heart,” to identify non-conforming properties and assist owners in getting buildings up to code.	BNA	Code Enforcement (COA) / Office of Neighborhood Coordination (COA)	N/A
Land Use and Zoning	1.2.3.c (see also 2.2.3.a)	LUZ5	Community and Private Initiative	Create a citizen volunteer group and join the Albuquerque Clean Team to clean and maintain vacant lots.	BNA; Barel as CDC	Solid Waste Management (COA)	Keep Albuquerque Beautiful
Land Use and Zoning	1.2.3.d	LUZ5	Community and Private Initiative	Identify lots as community garden sites. Work with community-based groups to develop gardens that improve the appearance and productive use of alleys without obstructing vehicular access.	Community organizations; Residents	Alley Gardens Org., City Council Services	
Home Ownership and Affordability	2.2.1.a	H1	Capital Improvements Project	PRIORITY PROJECT: Acquire land to create a community land trust to provide affordable housing over time.	Family & Community Services (COA)	Barel as CDC	CIP; Workforce Housing Trust Fund (COA)
Home Ownership and Affordability	2.2.2.a	H1	Program Enhancement	Use public resources to provide financial and tax incentives for developers to create affordable housing options in Barel as and to help subsidize homeownership by qualified low-income residents. (See Appendix D.)	Family & Community Services (COA)		El Encanto / UDAG Fund; MRA Programs; Workforce Housing Trust Fund (COA); NM-MFA tax credits; GAP funding
Home Ownership and Affordability	2.2.2.b	H2	Program Enhancement	Promote programs that assist first time homebuyers through financial assistance and tax credits.	Family & Community Services (COA)	USBC	NM-MFA
Home Ownership and Affordability	2.2.2.c	H2	Program Enhancement	Promote programs that provide homeowner and homebuyer education on financial assistance and historic rehabilitation.	Barel as CDC	USBC	HUD, CDBG
Home Ownership and Affordability	2.2.2.d	H1, H3	Program Enhancement	In extreme situations of property neglect, condemn properties and turn over to develop affordable housing units.	Code Enforcement (COA)	APD, Fire	General Fund, Metropolitan



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Home Ownership and Affordability	2.2.2.e	H3	Program Enhancement	Maintain clean streets through regular street cleaning, particularly around the Rail Yards.	Solid Waste Management Department (COA)	BNA	General Fund
Home Ownership and Affordability	2.2.2.f	H5	Program Enhancement	Ensure sufficient electrical supply from 5th St. to Rail Yards to support future redevelopment.	PNM		
Home Ownership and Affordability	2.2.3.a (see also 1.2.3.c)	H3	Community and Private Initiative	Join the Albuquerque Clean Team to host neighborhood clean-up days in collaboration with the City.	BNA; Barelás CDC	Solid Waste Management Department (COA)	Keep Albuquerque Beautiful
Transportation	3.2.1.a	T1, T2	Capital Improvements Project	PRIORITY PROJECT: Conduct traffic calming study for 2nd, 3rd and 8th St. between Coal and Bridge; 10th between Coal and Stover; and the intersection of 5th and Iron. Make appropriate traffic calming improvements.	City Council Services	DMD, BNA	CIP
Transportation	3.2.1.b	T2, T3	Capital Improvements Project	PRIORITY PROJECT: Extend narrow gauge rail from Zoo to NHCC, with possible extension to Rail Yards.	Rio Grande Zoo	NHCC; DMD (COA)	CIP; State Legislative
Transportation	3.2.1.c	T2	Capital Improvements Project	Re-evaluate potential neighborhood and/or traffic benefits of connecting Tingley Dr. between Marquez and Avenida Cesar Chavez.	DMD (COA)	BNA, City Council Services	CIP
Transportation	3.2.2.a	T2	Program Enhancement	Improve signage to direct Zoo visitors along specified routes that minimize traffic on residential streets.	DMD (COA)	Rio Grande Zoo	General Fund
Transportation	3.2.2.b	T2	Program Enhancement	Create signage to direct traffic from Bridge to use Fourth St. to access downtown.	DMD (COA)	Barelás CDC	General Fund
Transportation	3.2.2.c	T3	Program Enhancement	Support transit or trolley system to link the Zoo, NHCC, Rail Yards and 4th St. to other Downtown "String of Pearls" amenities.	ABQ Ride (COA)	State Dept. of Cultural Affairs	General Fund; TEA-21; State Legislative
Transportation	3.2.2.d	T3	Program Enhancement	Evaluate bus schedules and service through Barelás; conduct community survey to access needs.	ABQ Ride (COA)	BNA; NHCC	General Fund/Transit Operating Fund



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	3.4.1.a	T4	Capital Improvements Project	PRIORITY PROJECT: Develop pedestrian-activated crosswalks at 8th St between Atlantic and Stover Aves. and across 4th St. at Stover Ave.	DMD (COA)	City Council Services	CIP
Transportation	3.4.1.b	T4	Program Enhancement	Improve existing crosswalks at 4th St/ Cesar Chavez; 8th St/Bridge Blvd; and 8th St/Atlantic Ave. by demarcating crosswalks with paint or other texture/materials and extending the signalized crossing time.	DMD (COA)		CIP
Transportation	3.4.1.c	T5	Capital Improvements Project	Develop a pedestrian footbridge over the Riverside Drain at 10th St. and/or Santa Fe Ave.	Open Space (COA)		CIP
Transportation	3.4.1.d	T5	Capital Improvements Project	Develop trails in the Bosque, adjacent to Barel as, as proposed in the Bosque Action Plan.	Open Space (COA)	BNA	CIP
Transportation	3.4.1.e	T6	Capital Improvements Project	Verify completion of all sidewalk improvements called for in the 1993 Barel as Sector Plan. Install sidewalks where none exist, particularly along 2nd St., and portions of Barel as Rd, Santa Fe Ave, and Cromwell Ave. Survey and improve existing sidewalks that do not meet ADA standards.	DMD (COA)		CIP
Transportation	3.4.1.f	T7	Capital Improvements Project	Designate 8th St. for a bike lane and build. Add bike lanes on 2nd and 3rd St., as proposed by the Long Range Bikeways System Map.	DMD (COA)	MR-COG; Parks & Recreation (COA)	CIP
Transportation	3.4.1.g	T7	Capital Improvements Project	Designate Atlantic Ave. as a bike route from 2nd to 10th St to provide access to the Zoo.	Parks & Recreation (COA)	DMD; MR-COG	CIP
Transportation	3.6.1.a	T8	Program Enhancement	Create a well-advertised Park-and-Ride program to service the Zoo and the NHCC for special events.	Rio Grande Zoo; NHCC	ABQ Ride	General Fund/Transit Operating Fund
Transportation	3.6.1.b	T8	Capital Improvements Project	Construct proposed BioPark parking garage.	BioPark; Rio Grande Zoo	DMD, City Council Services	CIP Bio Park Society



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Transportation	3.6.1.d	T8	Community Initiative	At neighborhood request, issue parking permits to residents if parking overflow continues to be a problem.	BNA	Traffic Analysis (COA)	
Transportation	3.6.1.e	T10	Program Enhancement	Paint curbs to indicate “no parking” zones at intersections.	DMD (COA)		General Fund
Transportation	3.6.2.a	T8	Community and Private Initiative	Build NHCC’s proposed parking structure and line it with street-level retail businesses to make it more integrated and attractive to the neighborhood.	NHCC	BNA	State Dept. of Cultural Affairs
Public Safety, Social Services, Community Facilities	4.2.1.a (see also 4.2.4.c)	P2	Regulation	Prohibit increase in the number or expansion of homeless shelter services in Barelas. Support the development of off-street waiting areas for clients.	City Council (COA)	Social Service Agencies	N/A
Public Safety, Social Services, Community Facilities	4.2.1.b	P1	Regulation	Require tenant-check training for landlords of nuisance properties.	City Council (COA)	Family & Community Services (COA)	General Fund, Trainees
Public Safety, Social Services, Community Facilities	4.2.2.a	P1	Capital Improvements Project	PRIORITY PROJECT: Add street lighting in Barelas’ residential areas, in the Bosque, and around vacant lots and alleyways where none currently exist. Match lighting near the Bosque to the historical-style lighting along Tingley Beach.	DMD (COA)	PNM	CIP; General Fund
Public Safety, Social Services, Community Facilities	4.2.3.a	P1	Program Enhancement	Increase police patrols in Barelas and make them more visible; create a community policing program with officers on foot, bike, or horse; focus especially on 2nd and 3rd Sts (corner of 3rd and Iron), and near parks and the Diamond-Shamrock convenience store.	APD		General Fund
Public Safety, Social Services, Community Facilities	4.2.3.b (see also 4.2.4.c)	P1, P2	Program Enhancement	Institute quarterly meetings of APD, social service agencies, and the community to improve security around the shelters.	APD; Family & Community Services (COA)	Albuquerque Rescue Mission (ARM); Good Shepherd Refuge; The Bunk House; BNA	



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.2.3.c	P1	Program Enhancement	Provide Barelás residents with the APD Resource Guide once completed.	Albuquerque Police Department (APD)	BNA, Barelás Community Center, BCDC	
Public Safety, Social Services, Community Facilities	4.2.3.d (see also 4.2.4.d)	P1	Program Enhancement	Expand and improve gang intervention and prevention programs in Barelás, providing some in coordination with the Barelás Community Center.	Family & Community Services (COA)	BNA, Existing Juvenile Justice Programs	General Fund, Existing Juvenile Justice Programs
Public Safety, Social Services, Community Facilities	4.2.3.e	P1	Program Enhancement	Introduce existing federal Weed and Seed program into Barelás for crime prevention.	Family & Community Services (COA)		Weed and Seed (US Department of Justice)
Public Safety, Social Services, Community Facilities	4.2.3.f	P1	Program Enhancement	Improve street light maintenance throughout the Plan area.	PNM	BNA	
Public Safety, Social Services, Community Facilities	4.2.3.g	P1	Program Enhancement	Clear undergrowth along the River, especially near the Cesar Chavez Bridge to prevent vagrant congregation there.	Open Space Division (COA)	Rio Grande Conservancy District	General Fund
Public Safety, Social Services, Community Facilities	4.2.4.a (see also 4.2.3.b)	P2	Community and Private Initiative	Establish quarterly meetings of APD, social service agencies, and the community to improve security around the shelters.	Albuquerque Rescue Mission (ARM); Good Shepherd Refuge; The Bunk House; BNA	APD	
Public Safety, Social Services, Community Facilities	4.2.4.b (see also 4.2.1.a)	P2	Community and Private Initiative	Open enclosed courtyard area to allow entrance to clients waiting for services to open. Prohibit clients from waiting on the streets. Require clients to wait inside ARM for shuttle to the Opportunity Center.	Albuquerque Rescue Mission		
Public Safety, Social Services, Community Facilities	4.2.4.c (see also 4.2.3.d)	P1	Community and Private Initiative	Support anti-drug and anti-gang programs at local schools and help make these more visible in the neighborhood. Seek funding from the Albuquerque Partnership to implement creative, small-scale programs at the neighborhood level.	BNA; Individual community members and groups		



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.2.4.d	P1	Community and Private Initiative	Reactivate the Crime Watch Program.	BNA; Individual community members and groups	APD; Local businesses	
Public Safety, Social Services, Community Facilities	4.4.1.a	P3	Program Enhancement	Expand services offered at the Barelás Community Center to a Multi-Service Community Center with more social services for low-income residents and more rotating services.	Family and Community Services (COA)		General Fund
Public Safety, Social Services, Community Facilities	4.4.1.b	P3	Program Enhancement	Develop and distribute a booklet of existing services and community and cultural resources in Barelás. Hold quarterly meetings at the Barelás Community Center with local service providers and programs.	Barelás Community Center	All local service providers, BNA	General Fund
Public Safety, Social Services, Community Facilities	4.4.1.c	P3	Program Enhancement	Install outdoor informational sign at the Barelás Community Center and a community bulletin board at Tingley Park to inform residents about programs and events.	Family & Community Services (COA)	NHCC; Barelás CDC	CIP
Public Safety, Social Services, Community Facilities	4.6.1.a	P4	Capital Improvements Project	Provide easy access to restrooms for Tingley Park users at nearby public buildings, such as the Barelás Community Center and the Senior Center.	Family & Community Services (COA)		CIP
Public Safety, Social Services, Community Facilities	4.6.1.b	P4	Capital Improvements Project	PRIORITY PROJECT: Install seating and shade structures south of Tingley Beach, in the area bordering the Bosque and the Barelás neighborhood	Parks & Recreation (COA)		CIP
Public Safety, Social Services, Community Facilities	4.6.1.c	P5	Capital Improvements Project	Develop a plaza/community gathering space in the area of the Barelás Community Center or near Sacred Heart Church	Family & Community Services (COA)	City Council Services	CIP
Public Safety, Social Services, Community Facilities	4.6.1.d	P6	Capital Improvements Project	Make streetscape improvements to 2nd and 3rd Sts that reflect the Railroad heritage. Install artwork in the community plaza(s) that reflects Hispano and Mexicano cultural traditions.	DMD (COA)	City Council Services	CIP/Public Art Program



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Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Public Safety, Social Services, Community Facilities	4.6.1.e	P6	Capital Improvements Project	Create a public interaction/gateway area into the Rail Yards celebrating the property's historic significance to Barel as and Albuquerque .	MRA/Planning (COA)	City Council Services	CIP; SHPO; State Dept. of Cultural Affairs
Public Safety, Social Services, Community Facilities	4.6.2.a	P7	Program Enhancement	Open the Barel as Community Center on Saturdays, increase programming aimed at youth and families, provide funding to hire more staff.	Family & Community Services (COA)	BNA	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.b	P7	Program Enhancement	Make physical improvements to the Barel as Community Center, such as resurfacing the back parking lot, fixing the sidewalks, and creating a southern wall to buffer neighbors.	Family & Community Services (COA)		General Fund, CIP
Public Safety, Social Services, Community Facilities	4.6.2.c	P7	Capital Improvements Project	Provide funding to professionally refurbish murals in the Indian Room and protect the integrity of the vigas.	Family & Community Services (COA)	BNA; DMD/Public Art Program (COA); Planning (COA)	CIP/Public Art Program
Public Safety, Social Services, Community Facilities	4.6.2.d	P7	Program Enhancement	Expand and formalize ties between the Barel as Community Center and the Albuquerque Learning Centers Project to provide more youth programming.	Albuquerque Learning Centers Project; Family & Community Services (COA)	UNM; BNA	
Public Safety, Social Services, Community Facilities	4.6.2.e	P4	Program Enhancement	Improve security at neighborhood parks through security guards or increased police patrols.	Parks Management (COA)	APD	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.f	P4	Program Enhancement	Ensure that trash receptacles are located at all public parks and are regularly emptied.	Department of Solid Waste Management (COA)	Parks Management (COA)	General Fund
Public Safety, Social Services, Community Facilities	4.6.2.g	P8	Program Enhancement	Develop and/or landscape grounds of Dolores Gonzales Elementary School (particularly dirt field adjacent to 8th St.) to enhance appearance and reduce dust.	Albuquerque Public Schools (APS)	BNA	
Public Safety, Social Services, Community Facilities	4.6.2.h	P8	Program Enhancement	Expand community programs and activities at the Dolores Gonzales Elementary School and Washington Middle School to promote after-school uses.	APS	BNA; Family & Community Services (COA)	



APPENDICES

Appendix A: List of Historic Properties in Barelas

The following properties were identified in 1980 by the Historic Landmarks Team as having historic architectural interest. This list is not comprehensive; there may be more buildings in Barelas with historic character.

524 Atlantic Ave. SW	414 Hazeldine SW	1405 Second St. SW (C.W. Lewis House)
801 Barelas Rd. SW (Barelas Community Center)	418 Hazeldine SW	501 Third St. SW
1219 Barelas Rd. SW	508 Hazeldine SW	722 Third St. SW
1321 Barelas Rd. SW	520 Hazeldine SW	917 Third St. SW
1418 Barelas Rd. SW	423 Iron SW	1420 Third St. SW
420 Coal Ave. SW	512 Iron SW	1422 Third St. SW
518 Coal Ave. SW	523 Iron SW	601 Fourth St. (Coronado School)
616 Coal Ave. SW (Newlander Apartments)	524 Iron SW	929 Fourth St. SW (Durand Motor Company)
311 Cromwell SW	209 Pacific SW (Railroad Superintendent's House)	1003 Fourth St. SW
312 Cromwell SW	309 Pacific SW	1100 Fourth St. SW (Magnolia Oil)
314 Cromwell SW	317 Pacific SW	1101 Fourth St. SW (Arrow Supermarket)
316 Cromwell SW	319 Pacific SW	1110 Fourth St. SW
102 Hazeldine SW	601 Second St. SW (Good Shepherd Center)	1115 Fourth St. SW
316 Hazeldine SW	1203 Second St. SW (Railroad Superintendent's House)	1211 Fourth St. SW
318 Hazeldine SW	1207 Second St. SW	1303 Fourth St. SW (Red Ball Café)
324 Hazeldine SW	1209 Second St. SW	901 Fifth St. SW
410 Hazeldine SW		903 Fifth St. SW



APPENDICES

Appendix B: Social Services and Community Facilities in Barelás

Name of organization	Address and phone number	Types of services offered
Albuquerque Hispano Chamber of Commerce	1309 4 th Street SW Albuquerque, NM 87102 Ph. (505)-842-9003	Economic development. Business development, workforce training, small business assistance.
Albuquerque Rescue Mission	525 Second Street S.W. Albuquerque, NM 87102 Ph. 505-3464673	Homeless services. Residential care, work and education assistance, meals.
Barelás Child Development Center	1440 Iron Ave SW Albuquerque, NM 87104-1065 Ph. (505) 764-3235	Child care. Full day, year-round, preschool, day care and early childhood development programs for low-income families.
Barelás Community Center	801 Barelás Road SW Albuquerque, NM 87102 Ph. (505) 848-1343	Education, family, skills. The center has a gym, weight room, ceramics studio, and a summer camp.
Barelás Community Development Corporation	700 4th St. SW Albuquerque NM 87102 Ph. (505) 247-2039	Housing. Property rehabilitation assistance, façade program, fencing program, workforce housing.
Barelás Job Opportunity Center	Hispano Chamber of Commerce 1309 4 th Street SW 87102 Albuquerque, NM Ph. (505) 842-9003	Job training. Bilingual, assistance with computer job applications. Located in the Albuquerque Hispano Chamber of Commerce.
Barelás Multi-Service Senior Center	714 7th St. SW Albuquerque, NM 87102 Ph. (505) 764-6436	Senior services. Recreational and other services for seniors.
The Bunkhouse	1019 2nd St. SW Albuquerque, NM 87102-4124	Homeless services for men. Bunks, kitchen access, shower
Catholic Social Services of Albuquerque, Inc.	1410 Coal SW Albuquerque, NM 87104	Child care, parent education. Parent education, support groups, transportation, life skills training, child care. For low income, single teen parents and homeless families.
Centro De Amor Headstart Center	309 Stover Ave SW Albuquerque, NM 87102-3851	Nursery school for low-income families.



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Name of organization	Address and phone number	Types of services offered
Good Shepherd Center	218 Iron SW Albuquerque, NM 87102 Ph. (505) 243-2527	Homeless services. Drug and alcohol rehabilitation. Free clothing. Meals, night shelter for men.
Hibernian Senior Housing	624 Coal Ave SW Albuquerque, NM 87102 Ph. (505) 244-0380	Housing for seniors.
National Hispanic Cultural Center	1701 4th SW Albuquerque, NM 87102 Ph. (505) 246-2261	Museum, cultural events. Year-long programming, exhibitions, events.
Rio Grande Zoo	903 Tenth Street SW Albuquerque, NM 87102 Ph. (505) 764-6200	Zoological park. Exhibits, summer programs, events.
St. Vincent De Paul	714 4th SW Albuquerque, NM 87102 Ph. (505) 242-3434	Thrift store. Clothing, furniture, household items, donation



APPENDICES

Appendix C: Private Organizations based outside of Barelás mentioned in Plan recommendations

Name of organization	Address and phone number	Types of services offered
LAND USE		
Alley Gardens	1229 Girard NE Albuquerque, NM 87106 Ph. (877) 476-9227 www.alleygardens.org	Community-based gardens. Works with neighborhoods to implement gardens in alley ways.
HOUSING OWNERSHIP AND AFFORDABILITY		
New Mexico Mortgage Finance Authority	344 4th Street SW Albuquerque, NM 87102 Ph. (505) 843-6880 www.nmmfa.org/	Home ownership. Offers below-market rate loans for medium to low income homebuyers, and home ownership workshops and education.
United South Broadway Corporation	1550 Walter SE Room 204 Albuquerque, NM 87125 (505) 764-8867	Home ownership. Down payment grant assistance, home ownership education.
PUBLIC SAFETY, SOCIAL SERVICES, AND COMMUNITY FACILITIES		
Albuquerque Partnership	202 Central Ave. SE, Suite 102 Albuquerque, New Mexico 87102 Ph. (505) 247-9222 www.abqpartnership.org	Drug prevention among youth. Works with neighborhoods to develop drug prevention strategies.
Albuquerque Weed and Seed	306 San Pablo SE Albuquerque, NM 87123, NM 87123 Ph. (505) 256-2035	Federal crime prevention program. Community policing, community partnerships to address and prevent violent and drug-related crimes.
Albuquerque Community Learning Centers Project	725 University Blvd. SE Albuquerque, NM 87106 Ph. (505) 842-3648	Community-based youth programming. Collaboration between APS and UNM to provide literacy-based and other youth programs.
ECONOMIC DEVELOPMENT		
South Valley Economic Development Center	318 Isleta Blvd. SW Albuquerque, NM 87105 Ph. (505) 877-0373	Business incubator. Supports emerging small businesses.



Appendix D: Explanation of Affordable Housing Tools

Land trust

A community land trust is formed by properties that are donated to the trust or purchased by the trust. In the case of Barelás, the trust would be made up of participating scattered sites. Other neighboring properties would not be affected by the trust.

Community land trusts are mechanisms to ensure affordable housing and desired commercial development over time. A community land trust is a non-profit organization made up of residents and an elected board of trustees that owns land, develops housing, and sometimes develops commercial properties. Instead of selling the land itself, the land under a particular building is leased to the homeowner or business owner. Because “buyers” do not have to pay the price of purchasing the land, house prices and commercial rents are more affordable. Because the land is not sold with the house or commercial space, affordability is maintained over time. Land leases are long-term (typically ninety-nine years) and renewable, and the lease can be passed down to heirs of the leaseholder. Land trusts are able to limit how the resale price of housing through “limited equity” policies and formulas, which also keeps houses affordable over time.

One successful local example that has served as a model nation-wide is the Sawmill Community Land Trust. In addition to creating long-term affordable housing, the trust builds a strong base for community action and promotes resident control of the neighborhood. Sawmill is a valuable local resource that should be examined if a land trust is to be implemented in Barelás.

Sources: “Community Land Trusts: An Introduction” by Tom Peterson (<http://www.plannersweb.com/articles/pet112.html>)

Sawmill Community Land Trust (<http://www.sawmillclt.org/>)

Albuquerque Metropolitan Redevelopment Agency (AMRA)

Barelás is a Metropolitan Redevelopment Area and can take advantage of the financial and other incentives of AMRA to stimulate affordable housing development.

The Albuquerque Metropolitan Redevelopment Agency promotes redevelopment (both housing and commercial) in distressed neighborhoods. This is accomplished through strategic planning, creating Metropolitan Redevelopment Areas, working with community groups and leaders to establish their priorities, purchasing property for projects that can act as an anchor for other new development in the area, issuing Requests for Proposals to develop the City owned property and then setting up public/private partnerships where the private sector is the developer.

The Metropolitan Redevelopment Agency works closely with community organizations, neighborhood organizations and developers. The Agency utilizes resources of the Metropolitan Redevelopment Fund and Federal Community Development Block Grants, as well as other local and state capital funds to pay for the public portion of public/private projects.

The City’s Brownfields program is aimed at identifying and remediating environmental contamination on project sites, such as Old Albuquerque High School, the Bell Trading Post and the Hyder Property, as part of the redevelopment process. The program is ongoing and funded by grants from the U.S. Environmental Protection Agency (EPA)

Albuquerque Metropolitan Redevelopment Agency: <http://www.cabq.gov/planning/amra>

New Mexico Mortgage Finance Authority (NMMFA)

The NMMFA offers a number of programs to help home buyers, homeowners and renters secure affordable housing.

Homebuyers. The MFA Homeownership programs provide a variety of assistance to first time home buyers of low- to moderate-income New Mexicans including below market interest rates, closing cost assistance and down payment assistance programs.

Existing MFA Loan Holders. Loan Servicing assistance and information is available to those who have obtained or participate in MFA’s loan finance programs.

Renters. The MFA provides resources for occupants of subsidized living and information for locating available units in New Mexico.

Specialized Groups and Services
The MFA’s mission includes helping those with special housing needs that are generally not met traditional services.



Housing Services Directory. A directory of all of MFA's partners and affiliated housing service providers.

Information about any of these programs can be obtained on line through the New Mexico Mortgage Finance Authority web site: www.nmmra.org

United South Broadway Corporation (USBC)

USBC is a local Community Development Corporation that works with older historic neighborhoods to address housing opportunities, commercial revitalization, crime prevention and youth development. USBC was established in 1986 as a non-profit CDC that grew out of a neighborhood driven initiative.

The goals for USBC are to increase the availability of quality affordable housing for people with low- and moderate-incomes; develop models for center-city neighborhood commercial revitalization; develop comprehensive solutions to revitalize inner-city civic infrastructures and preserve neighborhoods and end displacement of local residents; provide comprehensive homebuyer's education for individuals and families seeking home-ownership opportunities; and provide support to neighborhood driven initiatives in the area of education, service learning and crime prevention.

Greater Albuquerque Housing Partnership (GAHP)

GAHP is currently developing homes in Barel as as well as in other of Albuquerque's older neighborhoods. GAHP offers first-time homebuyer families, within specified income levels, financial

assistance to help them purchase a home built by GAHP.

Financial assistance is provided as a soft second mortgage. So as long as the purchaser of the home owns the home they never have to repay the second mortgage. It is only upon the sale of their home to someone above the income guidelines that the soft second mortgages would have to be repaid.

GAHP's program requires a 1% down payment from the homebuyer.

Financial assistance is based on their income and financial need. The assistance normally ranges between \$15,000 to \$20,000, although it can be as much as \$25,000. This assistance is used to cover down payments above the 1% down payment requirement, closing costs, and to reduce the amount of the first mortgage.

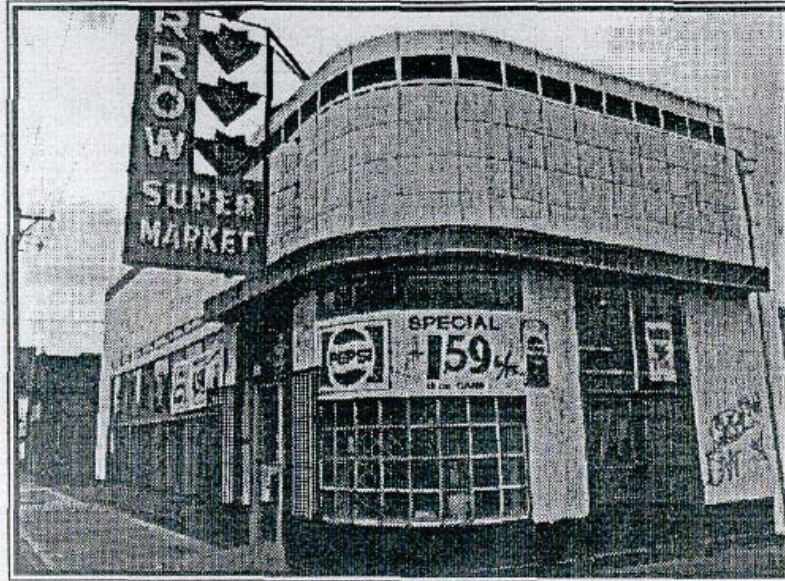
GAHP offers first time homebuyers home ownership counseling and home ownership education classes to assist them in qualifying for low interest rate products.

GAHP web site: www.abqgahp.org



Appendix E: 4th Street Design Guidelines

BARELAS NEIGHBORHOOD COMMERCIAL AREA REVITALIZATION PLAN



Barelas



BARELAS NEIGHBORHOOD COMMERCIAL AREA REVITALIZATION PLAN

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South Fourth Street Merchants
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Part II:

Design Guidelines

The heritage of Barelás is unique. It can make a contribution to Albuquerque and the region that is different from any other part of Albuquerque. This section will develop design guidelines that will further define the character of the area. The character of the area is the relationship between the place and the observer, in this case, whether motorist or pedestrian. The character of an area is developed in the mind of the observer by their interaction with the objects of the landscape: the building forms, the feel of the pedestrian spaces, street furniture, trees, open space, and building masses.

The design guidelines are also intended to show re-investment in Barelás as a means to stabilize the community and re-vitalize the commercial sector. The Barelás design guidelines are concerned with developing a unique "sense of place", with a well defined district character. A well defined character in terms of physical appearance and market niche, will allow Barelás to better target desirable business that will be an asset to other business on 4th street and to the community as a whole.

The goal of establishing design guidelines is to help Barelás achieve a unified image, greater in impact and higher in quality than would be achieved by a collection of individual competing projects. In general, design guidelines are regarded like a bitter pill, but the present disconnected image of Barelás is hampering rather than enhancing business. The design guidelines are intended as a general guide, within this guide we have allowed a great deal of individualism. The principles in general speak to a creating a safe, attractive, and human scale environment that is inviting to the business patron. Sidewalk populations create interest, commerce, and safety. These guidelines will augment the character created by public investment in the upcoming streetscape projects.

The basic goals of the Barelás 4th Street Design Guidelines is to promote the development of the district in keeping with its historical character. Building design that is "easy to read" in terms of the activities they house are desirable, especially those that temper the character in favor of the pedestrian. These guidelines seek to maximize the potential for window shopping and pedestrian strolls by eliminating blank walls, vacant land, and untreated parking areas.

The guidelines are presented in a simple format, they are grouped according to subject: i.e. commercial buildings, housing, plazuelas, parking, signs, and streetscape elements. A general statement of intent is presented for each category, then a series of guidelines that address the goal. The guidelines generally address environment and relationships and how to create a setting that supports the principle. The guidelines recognize that there are many ways to meet the principle. This is why the guidelines are preceded by a statement of intent for each set of guidelines. If the design guidelines do not address the specifics of a particular design issue, the statement of intent will guide the practitioner in the guideline implementation. The general nature of the guidelines allows for a diversity of imaginative solutions that accomplish the intent in creating a unique district character. Finally, these guidelines are intended as transitional, designed to guide the re-development through its early stages. As the areas begins to make significant progress, these guidelines should be updated to better address the specific issues of the new developments.

The goal of the Barelás Design Guidelines is to:

- create an image that is consistent with the historical heritage of the area
- create a continuity of pedestrian experience in this community commercial environment
- encourage small scale development consistent with the character and parcel platting of the area
- encourage landscaping to enliven pedestrian paths and compliment the unhurried character of the area
- encourage new infill development that will generate new interest in the area and re-populate existing commercial structures
- encourage a variety of architectural styles related to the railroad and pioneering heritage of the community

1.0 Buildings:

1.1 Compatibility and Continuity of Neighborhood Commercial and Residential Uses.

Intent:

To encourage 4th Street to become a place of concentrated pedestrian activity. High pedestrian activity will mean an enhanced feeling of pedestrian safety, a lower potential for building vandalism, and a more appealing retail environment. If 4th Street is to have life, then the buildings must be oriented to the pedestrian. Low scale buildings with open fronts and a concentration of neighborhood related services and retailing are desired.

Guidelines:

1.1.1 When planning new buildings or redevelopment projects, develop the ground floor with a minimum of 50% of the area devoted to retail or neighborhood commercial space. Manufacturing, storage, and repairs without a 75% floor area retail component shall not be allowed.

1.1.2 Develop the front of the building and facade to provide visual interest to the pedestrian. This means outdoor dining, display windows, or service oriented facilities that can be viewed through non-barred open storefront glazing. If the enterprise or the structures restricts open storefront glazing, treat blank walls with decorative finishes, sculpture, or plant material.

1.1.3 All shops and services shall have direct sidewalk access, accessible to the handicapped, in keeping with the roadside style of 1950's (Route 66 and US-85), general buildings. There shall be no minimum setback for commercial structures with neighborhood commercial activities occupying a minimum of 75% of the first floor area.

1.1.4 When a lot is developed as a residential unit, set the structure back a minimum of 10' from the property line. The maximum height of walls in the 10' setback shall be 24", the setback shall be landscaped with living organic material. All parking areas shall be located in the rear of the structure.

1.2 Storefront Design

Intent:

To remove the existing barred and heavy grilled window treatment. To encourage legible storefront design that returns to the vigor and richness of its original design. To create storefronts that are tasteful and pedestrian friendly, providing a continuous shopping experience along the street. To provide a feeling of safety and security for property owners and pedestrians using the street.

Guidelines:

1.2.1 Provide a minimum of 25% of the entire storefront area of commercial structures as clear glazing. Provide good visibility into storefront windows. Glazing and doors shall not be covered with bars or mesh on the interior or exterior of the glazing.

1.2.2 Provide a minimum of 15% of the entire street facade walls of residential structures as clear glazed openings. Glazing shall not be covered on the interior or exterior with bars or mesh.

1.2.3 It is desirable in plan, that all commercial structures generally align to form a continuous facade. This produces a comfortable feeling for the pedestrian, and a continuous shopping experience that encourages the pedestrian to continue along the commercial nodes.

1.2.4 Use cantilevered canopies or building mounted canopies to provide shade and reduce glare on window openings. *Units may be retractable.*

1.2.5 If the structure is to be set back from the sidewalk line, use a different paving material, planters, or portal to define the edge of the sidewalk.

1.2.6 Give special attention to corner lots. Corner lots are defined to have fronts on both streets they abut. All provisions relating to the front facade apply on both street faces of corner lots.

1.3 Sidewalk Cafes

Intent:

Sidewalk Cafes promote feelings of a hospitable environment, people watching, newspaper and coffee relaxation. Sidewalk dining promotes every positive aspect of the district and is highly encouraged. Storefronts that are openable in good weather that promote any retail activity are also encouraged.

Guidelines:

1.3.1 Open air sidewalk cafes shall be permanently un-enclosed, even though they may have a fabric or solid roof. This partial enclosure shall not be later used as the justification to enclose with walls an area that is technically roofed.

1.3.2 Paving of sidewalk cafes shall be brick, flagstone, saltio, or other non-sidewalk material. Colored pavers, or colored stamped concrete is also appropriate.

1.3.3 A clear sidewalk path of 5' shall be maintained.

1.3.4 Permanent cooking equipment and service stations shall not be allowed in outdoor areas.

1.3.5 A wall hydrant or other provisions shall be installed to maintain the cleanliness and washdown capabilities of the area.

1.3.6 Eating areas should be easy to maintain, well lighted, and well defined. Open railings to define the area are suggested. Potted flowering plants in containers on the railings are encouraged.

1.4 Accessibility and the Americans with Disabilities Act

Intent:

To encourage the commercial revitalization of 4th Street to develop the entire district as fully accessible. A number of the existing buildings in Barelás are not accessible. Often the floor level of buildings abutting the public sidewalk are raised above the sidewalk level. While it will not be possible in every case to correct existing barriers, all new and major renovations shall adhere to ANSI accessibility guidelines.

The guiding principle of this guideline is that facilities shall be designed so that handicapped individuals can use the same facilities as the general public. Handicapped individuals shall not be required to use separate routes or facilities.

Guidelines:

- 1.4.1 The primary entrance to the building shall be the accessible route for the handicapped.
- 1.4.2 If the parking is located in the rear of a facility with a secondary entrance from the rear, both entrances shall be handicapped accessible.
- 1.4.3 Building projections that do not extend to the ground shall not protrude into a pedestrian area by more than 4" to project the blind from unexpected impacts.
- 1.4.4 All latched doors on the accessible route shall be equipped with a lever hardware or other handicapped device.

1.5 Street Wall Improvements

Intent:

To enliven the sidewalk and promote redevelopment of the 4th Street commercial area by removing permanently boarded up windows, and dull alienating, blank walls. This is critically important to the revitalization effort, and is seen as the first step in returning the former vitality of the area.

Guidelines:

1.5.1 Boarding or grillage on windows and openings shall not be allowed as a permanent installation. Boarding and security grillage shall be allowed if an active construction or renovation permit is actively pursued.

1.5.2 Retractable or permanent grillage of any kind shall not be allowed.

1.5.3 Barbed wire, concertino wire, or similar devices shall not be allowed to remain on buildings not under construction or active renovation. Such devices are not allowed as permanent fixtures along the top of buildings visible from any street or public area.

1.5.3 Chain link fencing along the 4th Street frontage or corner lots shall not be allowed, except for areas under active construction or renovation.

1.5.4 All glazing on the street frontage shall be clear. Painted glazing shall not be allowed to remain.

1.5.5 Any blank wall more than 50 feet in length shall be opened with glazing or covered with greenery within two years.

1.5.6 All glazing installed to meet the new design guideline criteria shall be defined as having a minimum width of two feet.

15.7 All exterior doors on the street frontage should be at least 30% transparent.

1.6 Fourth Street Building Materials, Colors, and Textures.

Intent:

To recreate the unique character of the Barelás historical heritage by using materials, textures, patterns, and colors similar to those that originally inspired the area. Much of the Architecture of Barelás was inspired by the buildings of the Santa Fe Railroad structures and the Alvarado Hotel. Architectural forms, color, and textures that reflect this tradition are encouraged. Any housing style found existing along 4th Street is appropriate for new residential construction.

Guidelines:

1.6.1 Use materials and building forms that are supportive of the historical heritage of the area. Enhance the district with the use of colors and textures that reinforce the earlier railroad era buildings.

1.6.2 Use patterns that give scale to the desired pedestrian environment.

1.6.3 Use building forms that are sympathetic to any adjacent residential uses. Commercial lighting shall be shielded from spilling onto adjacent residential uses.

1.6.4 Treat all visible facades of a building equally in terms of materials, color, and design details. Designs shall turn the corner onto all visible side elevations.

1.6.5 Existing false front architecture shall not be rebuilt if it is damaged or deteriorates.

1.6.6 Use architectural features that support the district and tie it together as an identifiable area.

1.7 Building Height on the 4th Street Frontage

Intent:

To preserve the historic small scale structures, and keep the pedestrian experience related to human scale.

Guidelines:

1.7.1 Limit the height of commercial buildings on the sidewalk to a maximum height of 26 feet. A structure taller than 26' shall step the portion above 26 feet back within a 45 degree angle from the permitted height.

1.7.2 Residential units meeting the 10' setback requirement shall not be limited in height, except as required by other applicable zoning requirements.

2.0 Parking

2.1 Parking

Intent:

To provide convenient and safe parking in support of 4th Street commercial structures. To provide the needed parking in a manner that does not detract from the renovations of the district. To provide for a continuous shopping experience, where possible, and maintain an interesting and lively streetscape. To shield new and existing residential properties from any harmful effects of adjacent parking areas.

Guidelines:

- 2.1.1 Parking lots shall not be placed at the sidewalk edge where alternatives exist, because it breaks the continuity of the retail window shopping experience.
- 2.1.2 Parking should be placed behind the facility when possible. This will keep the facade line constant along the street.
- 2.1.3 Place parking on existing residential structures behind the structure when possible. New residential units shall be designed with the parking in the rear of the structure, unless the width of the lot does not permit compliance.
- 2.1.4 When the parking lot is to be constructed on the side of a structure with full street or corner street frontage, the parking shall be screened with both a low solid masonry wall of 30" and wrought iron fencing above the wall. The fencing shall have a maximum height of 6 feet, and an opaque factor of 30-50%.
- 2.1.5 The number of curb cuts should be minimized, and located on side streets where possible to avoid conflicts with pedestrians.
- 2.1.6 A minimum 5' landscape buffer shall be maintained on the 4th Street frontage and 3 feet on side street frontage in front of the screening described in item 2.1.4. The landscaping shall be maintained to prevent a screening factor of more than 50% which would create an unsafe feeling in the parking area.

3.0 Plazuelas

3.1 Plazas and Plazuelas

Intent:

To provide open space as relief and comfort for the streetscape. As a pedestrian amenity, they should be designed to easily accessible, usable (shading) for a majority of the year, and safe and well lighted.

Guidelines:

3.1.1 Plazuelas are minor plazas, appropriate to the limited available lot sizes in Barelás. Plazuelas should connect directly to other activities such as outdoor cafes, restaurants, and shop entrances.

3.1.2 Plazuelas should be arranged to create a view, screen an objectionable view, and take advantage of summer shade and winter sunshine.

3.1.3 Plazuelas should be designed without blind corners, or permanent fixtures that will hold water or debris. Planter walls are encouraged for seating.

3.1.4 Plazuelas shall include a water hydrant and other facilities as necessary to permit periodic cleaning.

3.1.5 Plazuelas shall not be totally concealed when they abut public streets.

3.1.6 Plazuelas shall include landscaping to humanize and soften hard materials. Hanging planters, potted plants, and planting beds shall occupy a minimum of 150 square feet of every 1000 square feet of plaza area. Plazuelas with less area shall have not less than 100 square feet of planting area.

3.1.7 Plazuelas shall include not less than one 4" caliper tree per 1000 sq. ft., or less of plaza area. The tree shall be an ornamental, shade, deciduous variety.

3.1.8 Plazuelas shall be paved with a decorative pattern, clay brick, grass, or natural flagstone.

4.0 Streetscape Furnishings

4.1 Public Telephone Facilities

Intent:

To provide convenient access to telephones.

Guidelines:

4.1.1 Public telephone facilities shall be provided adjacent to bus shelters and other public gathering places.

4.1.2 Telephone facilities shall be located in plainly visible locations, promoting safe and convenient use by the public.

4.1.3 Telephone booths shall be the approved district phone booth, consistent with other streetscape furnishings.

4.2 Benches

Intent:

To provide places of rest and gathering. To provide amenities for the enjoyment of the pedestrian wishing to stroll and relax in the area. Care should be taken to discourage loitering by locating these facilities in plain, un-obstructed view from the street.

Guidelines:

4.2.1 Street benches should be located at bus stops and other areas of concentrated pedestrian activity.

4.2.2 Locate benches so they do not obstruct the sidewalk, or other pedestrian areas.

4.2.3 Provide decorative paving around bench areas, that will distinguish between the sidewalk and seating areas.

4.2.4 All benches shall be the district approved bench, compatible with the district streetscape furniture design.

4.3 Litter Receptacles

Intent:

To insure there is enough easily accessible litter receptacles keep the area clean. Generally, people are good about placing refuse in a container if the container is convenient, and there is room in the container to accept the items. Insuring a plentiful supply of receptacles will keep the District litter free, and esthetically pleasing.

Guidelines:

4.3.1 Provide a minimum of one container for each 750 square feet, or fraction thereof, of plazuela area.

4.3.2 Outdoor Cafes and other outdoor dining shall provide receptacles at the rate of one for every 400 sq. ft. of outdoor dining area.

4.3.3 Each food vending cart shall be accompanied by a portable receptacle, the maintenance and off district dumping the responsibility of the vendor.

4.3.4 Any bench area with seating for more than six people shall have a litter receptacle.

4.3.4 All permanent litter receptacles visible from the street shall be the approved District container, compatible with the streetscape design.

4.4 Bicycle Parking

Intent:

To provide for and encourage the use of bicycles in the district. To encourage the patronage of bikers expected to increase as the quality of life projects and the Rio Grande river frontage is opened to recreational uses. To encourage bicycle use for the neighborhood and planned urban trails connecting Barelás to the outside communities.

Guidelines:

4.4.1 Provide a minimum of one bicycle rack at each automobile parking lot.

4.4.2 Provide a minimum of one bicycle rack for each node of commercial activity.

4.4.3 Provide a minimum of one bicycle rack for each outdoor cafe, newsstand, or place of public gathering.

4.4.4 Provide the district approved bicycle rack.

4.5 4th Street District Pedestrian Lighting

Intent:

To provide for the safety of all during hours of darkness. To increase the potential of plazuela and street usage after darkness. To protect people and property from harm. To illuminate pedestrian paths, especially where limited visibility would create a hazard of any kind.

Guidelines:

4.5.1 A lighting intensity of not less than 2 horizontal foot candles during hours of darkness will provide adequate illumination without creating glare visible in adjoining residential properties.

4.5.2 Pedestrian lighting shall be the district approved lighting standard and fixture, and of a type approved by the City of Albuquerque Public Works Department.

4.5.3 Plazuela lighting, visible from the street, may be any compatible fixture, pole or wall mounted.

4.6 Vending Machines and Newspaper Dispensers

Intent:

To prevent indiscriminate placement of newspaper dispensers and other vending machines that would distract from the unified image of the Barelás district. Newspaper dispensers are necessary to make the streetscape serve the public, they must be integrated into the district design scheme.

Guidelines:

4.6.1 Place newspaper dispensers as close as possible to pedestrian nodes of activity.

4.6.2 Maintain clear sight triangles, do not place where they would potentially obstruct the motorists view of pedestrians wishing to cross the street.

4.6.3 Where a number of dispensers are needed, they shall be stacked in banks in district approved dispensers. And located so as not to obstruct pedestrian movement.

4.6.4 Where possible, integrate the newspaper dispensers into the design of buildings and planters.

4.6.5 All other dispensers and vending machines shall not be placed in any street visible area in the district. Dispensers chained to benches, light and power poles, etc., are specifically prohibited in the district.

5.0 Signs

5.1 Business Signs

Intent:

The purpose of business signs is to identify the location and presence of a building, to promote the availability of a particular service, and to attract and inform potential customers of a business activity.

To attain the goals of signage in Baretas, the building and sign must work together. Most existing buildings have ample area for signage. New buildings should be designed to integrate the signage with the design of the building.

All signage should first meet existing City of Albuquerque ordinances, and then the more restrictive and district related criteria of these design guidelines.

Guidelines:

5.1.1 Signs on commercial buildings should fit within the features of the existing facade.

5.1.2 Consider the designs of new buildings with built in signage area.

5.1.3 Use sign materials, shapes, colors, etc., that will complement the design elements of the building.

5.1.4 Signage shall not be positioned on new or existing buildings that would obscure interesting architectural detail.

5.1.5 Signage shall reflect the period architecture of existing buildings in the district.

5.1.6 All signage in the district shall be professionally painted. Crude hand painted signs by non-craftsmen detract from the redevelopment character of Baretas.

5.1.7 Signs in windows should not block views into or from the store to the sidewalk.

5.1.8 Billboard signs for hire shall not be permitted within the district.

5.1.9 Lighted signs shall not overpower the street lighting or other signs on the street. Power to lighted signs shall be provided by a concealed source. Exposed wires, and exposed conduit shall not be permitted.

6.0 Removing Existing Detriments

6.1 Items counterproductive to Commercial Revitalization

Intent:

This section deals with practices that have developed over time that are counterproductive to the revitalization effort. These guidelines recognize that many practices have developed because of the need for economy. Some practices violate existing zoning ordinances which have not been enforced.

Guidelines:

6.1.1 All new buildings, and major renovation projects in the district shall be served by underground power feeds. Power shall be fed down the pole and carried underground to the main disconnect panels. Disconnect panels shall be placed in non-visible areas or in a screening enclosure.

6.1.2 Murals and other Art work in the district shall be approved by the District Design Review Committee, (the district design review committee shall be a three person committee appointed by the neighborhood association board). No mural or art work shall be placed prior to approval by this committee.

6.1.3 The existing billboards in the district are a particular hardship on Barelás, as it enters the process of revitalization. All existing billboards should be removed.

6.1.4 Trash dumpsters shall be screened. No dumpster shall be visible from any street frontage.

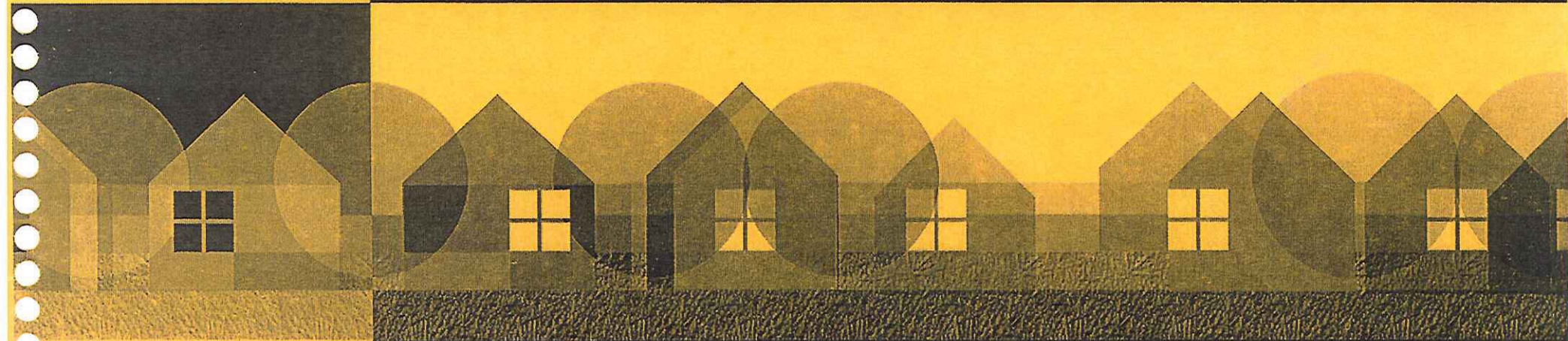
6.1.5 Graffiti allowed to remain detracts greatly from the character of the district. Graffiti shall be removed as soon as practical, but in no case shall be allowed to remain for more than 30 days.

Appendix F: Design Guidelines for Infill Housing



Design Guidelines for Infill Housing

Barelas, San Jose,
& South Broadway Neighborhoods
Albuquerque, New Mexico



Design & Planning Assistance Center

School of Architecture & Planning
University of New Mexico

Design and Planning Assistance Center

The Design and Planning Assistance Center (DPAC) is a community service center of the School of Architecture and Planning at the University of New Mexico. The DPAC works with community groups and not-for-profit organizations throughout New Mexico on architectural, planning and landscape projects of value to the community. The DPAC has operated since 1969 and is staffed by students in architecture, planning and landscape.

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School of Architecture and Planning
University of New Mexico
Richard Nordhaus, Director

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Acknowledgements

These design guidelines are the product of a community effort and would not have been possible without the generous contribution of many concerned and dedicated people.

The neighborhood residents who contributed their time and expertise to the project.

Residents and concerned citizens who participated in the workshops:

Manuela Aragon	Maria Gutierrez
Frances Armijo	Cynthia Harris
Rudy Brown	Nancy Hogan
Jacque Buckhanan	Mary Lucero
Sam Carnes	Christine Martin
Herman Chavez	Albert Martinez
Hesiquio S. Cordova	Curtis Mark
W.M. Doswell	Consuelo Martinez
Pauliana Flores	Santos T. Martinez
Rosa Flores	Ceasario Munoz
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Paul Jurkowski	Ron Sakai
Steven Kells	Jonathan Siegel
Kathleen Kess	Steve Schreiber

Students and professionals who volunteered as recorders for the workshops:

KC Cress	Robert Rivera
Sarah Ijadi	Christina Sandoval
Cindy Lopez	Kate Sommers
Paul Olafson	Lupe Sosa
Shelly Moeller	

City of Albuquerque, Department of Family and Community Services:

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Michael Pyatok for his inspiration and vision.

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Introduction

The issue

The problem of affordable housing has become increasingly acute for many families as Albuquerque grows and the cost of housing continues to rise. Most moderately priced housing has been built at the periphery of the city, where land is less expensive to purchase and develop, while suitable land in older established neighborhoods remains undeveloped. Vacant infill sites represent a largely untapped resource for builders, neighborhoods and city agencies concerned about the need for decent housing in vital older neighborhoods.

The project

The City of Albuquerque has identified over 200 vacant lots in the central neighborhoods of Barelas, San Jose, South Broadway. These lots are connected to urban infrastructure with convenient access to services and transportation. Infill housing benefits the city, the neighborhoods and the home buyer. It strengthens the City's tax base, supports the vitality of the neighborhoods and enlivens the downtown commercial core. The neighborhood improves with an increase in the percentage of owner occupied homes, and a decrease in the number of absentee landlords with poorly maintained rental properties. Infill housing also offers an opportunity for the upcoming generation of children to remain in their community. Existing property values are raised just by virtue of filling up empty and unsightly lots. Buyers who want to live near the downtown will also benefit from the availability of infill housing. The City has initiated a project to sponsor development of a hundred or more single family homes in the area targeted at moderate income home buyers.

The City contracted with the United South Broadway Corporation, a community based, not-for-profit development corporation, to inven-

tory and analyze potential building sites, and facilitate a resident based design process. The Design and Planning Assistance Center (DPAC) of the School of Architecture and Planning at the University of New Mexico agreed to work with United South Broadway and neighborhood residents to develop a set of design guidelines for use by the City, developers and the neighborhood to promote design sensitive to the values and priorities of the neighborhoods and the homeowners.

Neighborhood residents were initially concerned that infill development would be motivated primarily to maximize developer profit, without community participation or sensitivity to local design preferences. They were worried that 'gentrification' might drive up housing costs and force dislocation of current residents. The neighborhood wants quality housing which meets the needs of future residents and enhances the unique character of their communities.

The process

The following Guidelines are the result of the collaboration between the DPAC, United South Broadway and the residents of the Barelas, San Jose and South Broadway neighborhoods. The DPAC team undertook research, held focus groups, visited neighborhood sites, and conducted community workshops. The preliminary research, focus groups and discussion with residents, builders, architects, and city personnel laid the groundwork to design and conduct two half day community workshops which discussed the issues of neighborhood character, site layout, parking, dwelling unit layout and priorities. The Guidelines present the needs, concerns and priorities expressed by the participants.

The Guidelines

New development should enhance the character of the surrounding neighborhood, building homes that instill pride of ownership, and meeting the varied needs of different families. These Guidelines address how buildings are sited on the lots, how designs fit into the neighborhood context, and how changing homebuyer needs can be accommodated. They range from recommendations on design details to overall strategies that contribute to long term affordability.

The Guidelines are intended to articulate and communicate the needs and priorities of the community. They are suggestive, identifying possibilities, without any intention to instruct building professionals how to design and build. The Guidelines are not inclusive. Some issues of community concern, such as neighborhood character, are more clearly addressed than other more technical considerations. The most important issues have been formulated as a set of principles that include fitting in with the neighborhood, providing choice, encouraging home ownership, building quality, achieving long term affordability and promoting security.

The Guidelines are directed at the building professionals who will develop housing in the neighborhood but they are also designed to be used by home buyers, residents and neighborhood groups who will be the primary beneficiaries of the project. If the Guidelines serve to improve communication between housing producers and housing consumers, the effort will result in profitable housing development that produces attractive, affordable houses which contribute to the revitalization process currently taking place in the neighborhoods.

Principles Underlying the Guidelines

Be a good neighbor.

New homes should fit in with neighborhood character; they should contribute to the well-being of the neighborhood.

Provide variety and choice of housing.

Family needs and preferences vary, their homes should as well. The neighborhoods are varied and diverse, and should remain that way.

Facilitate ownership.

Home ownership adds to neighborhood stability, security, and control. Ownership increases land values and builds families' equity.

Design for long term affordability.

Housing must be affordable in the long term. Design for sound, energy efficient construction with low maintenance requirements.

Design for personal and neighborhood security.

The design of the home can contribute to real and perceived security in the home and in the neighborhood.

Design Guidelines:

The neighborhoods of Barelás, San José, and South Broadway have a long and distinctive history that is clearly reflected in their unique character. This is highly valued by the residents. Understanding and respect for neighborhood character is critical for successful integration of new housing. Successful new housing will fit in and instill pride, building on the best qualities of the community. The goal of the infill housing project is to enhance and revitalize these neighborhoods while providing home ownership opportunities to families with varied income levels.

When people are proud of their homes, they care for and maintain them. These homes then become a long term asset to the owners and the community. Attention to detail and thoughtful design choices can make the difference between a house that is admired and valued and one that is not. The challenge is to identify and incorporate building approaches that increase real and perceived value over time, while keeping costs affordable for mixed income homeowners.

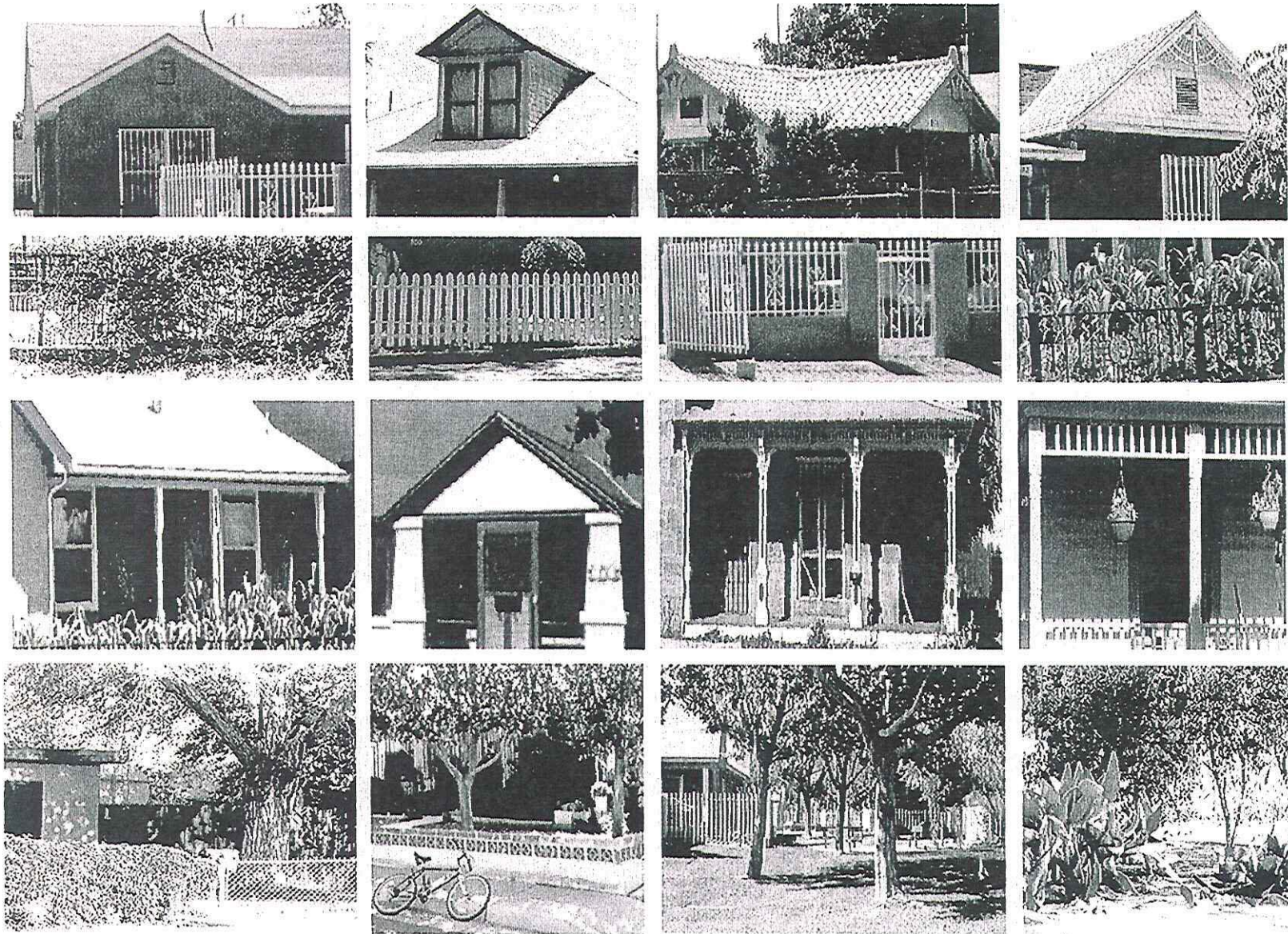
The home is both a private refuge for family and a place to socialize with friends and neighbors. The quality and character of houses and yards also establish the quality and character of the surrounding neighborhood. Design must strike a balance between privacy and security, and neighborliness so that the

family is protected and secure in a house that contributes to a friendly and welcoming neighborhood. Fences, porches, visible entries, compatible building style, and well maintained landscaping can create a neighborhood that is secure, welcoming and attractive.

Research reveals specific characteristics which residents prefer so that new houses will fit in and enhance the existing neighborhood character:

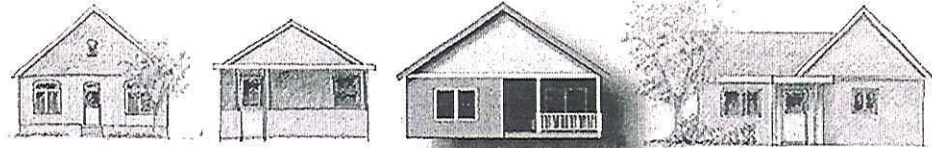
- Appropriate roof pitch
- Facades with character
- Usable front porches
- Landscaped front yards
- Front fences
- Compatible scale

the Neighborhood



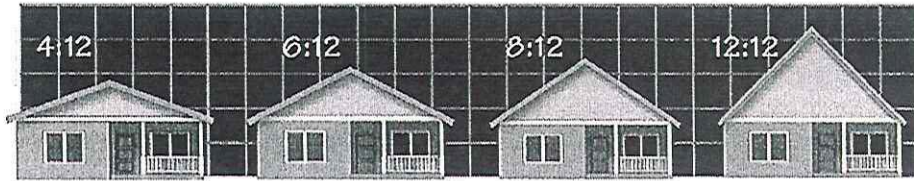
1 Appropriate Roof Pitch

Design houses with rooflines that fit in with others on the street. Generally, sloped roofs should have a pitch of 6 in 12, or steeper, with a gable facing the street.



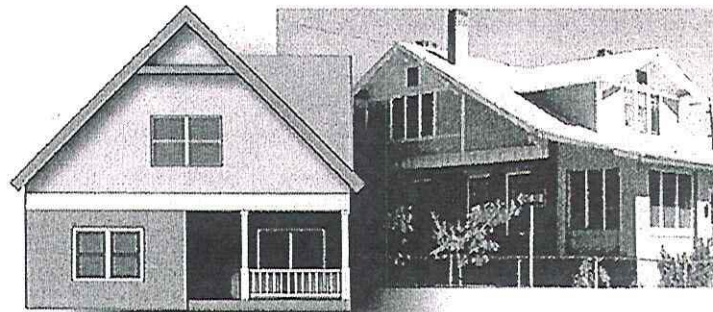
Build a roof slope that fits in to the context of the street & the neighborhood

Pitched roofs predominate in the neighborhoods. Residents recognize that the pitch of the roof is important to establish an architectural character that fits in. Generally, roofs should have a pitch of 6 inches of rise for 12 inches of span (6 in 12) or greater. In some areas with older Queen Anne and Victorian houses, roof pitches should be 8 in 12 or steeper. In areas with mixed roof slopes residents strongly prefer steeper pitches because they reflect the style and quality of the older houses. Houses with sloped roofs should have a gable facing the street.



Generally, houses should have pitched roofs 6:12 or steeper.

Some areas have a significant number of pueblo style homes. Low slope roofs with parapet walls are acceptable where they are compatible. However, the general mix of sloped to 'flat' roofs along the street should be maintained by new construction.

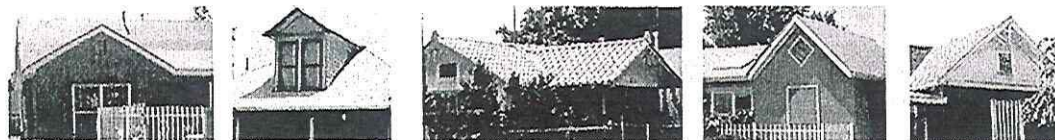
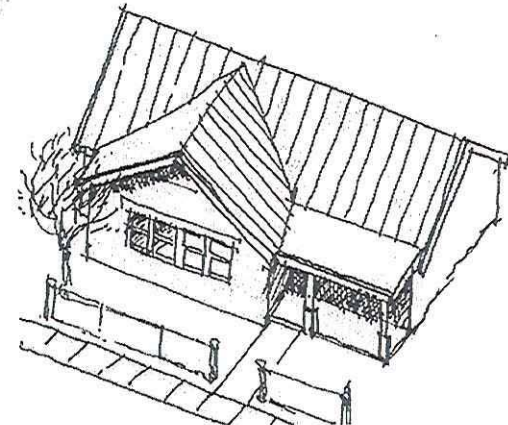


In areas with Queen Anne or Victorian houses, roof pitches should match, with slopes of 8 in 12 or steeper.

Residents are concerned that 'flat' roofs are not as reliable or maintainable as sloped roofs. Use high quality design and construction to improve the acceptability of this design approach.

Houses with sloped roofs should be oriented with the gable facing the street.

If the ridge line is parallel to the street, use a dormer or porch roof to maintain the context.



2 Facades with Character

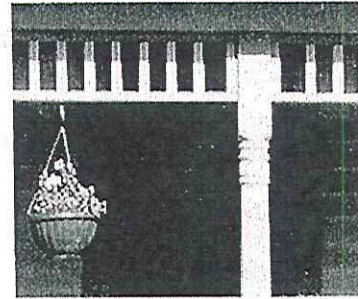
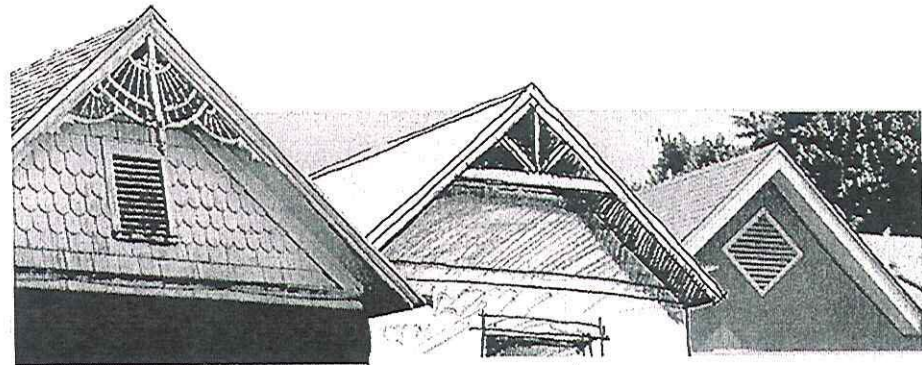
Design facades that provide visual interest, variation, and a sense of quality and permanence.

Houses with varied and interesting facades create a perception of value and permanence, reinforcing the economic and social value of the neighborhood. Porches, recessed windows, and floor plans with staggered facades are consistent with the character of the neighborhoods and create an interesting and attractive streetscape.

Many houses in the neighborhoods are enhanced by bright colors and decorative features. When color and strategic ornamentation are provided in new housing, they can enhance the homeowner's feeling of pride, project a sense of quality, provide visual interest, and improve the 'curb appeal' of the house.

The selection of windows and exterior finish materials contribute directly to this outcome. Windows and siding materials that require frequent or expensive maintenance, or look cheap, should be avoided. Stucco is a common finish material that requires little maintenance, is attractive, and invokes a sense of solidity and stability.

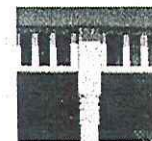
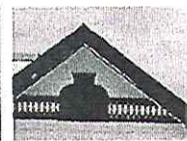
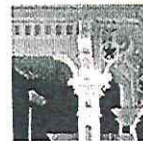
Design or construction that appears cheap and shoddy is detrimental to the neighborhood. For example, houses with blank, flat facades are associated with 'mobile homes' and inferior housing. Variations in facade design maintains the interesting visual complexity of the streets in these neighborhoods.



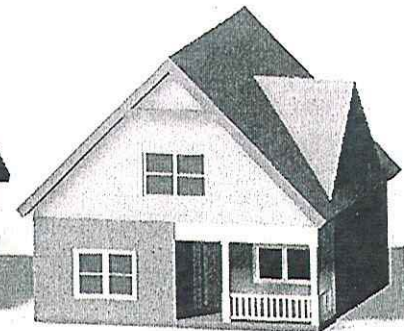
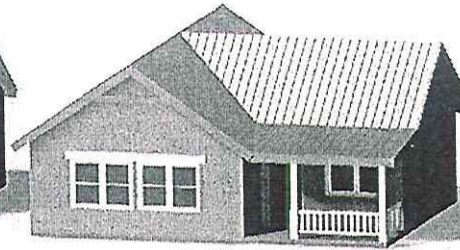
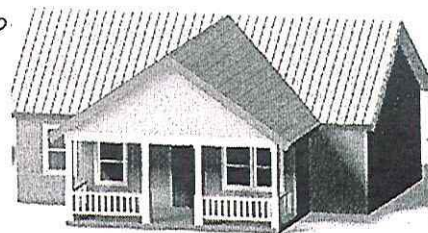
Include details that reflect the historic styles in the neighborhood and make a house unique and attractive

Use color, in moderation, as accents and on trim.

Avoid clapboard siding & aluminum sliding windows.



Add interest and relief to facades with Porches, Staggered floor plans & Gables



3 Usable Front Porches

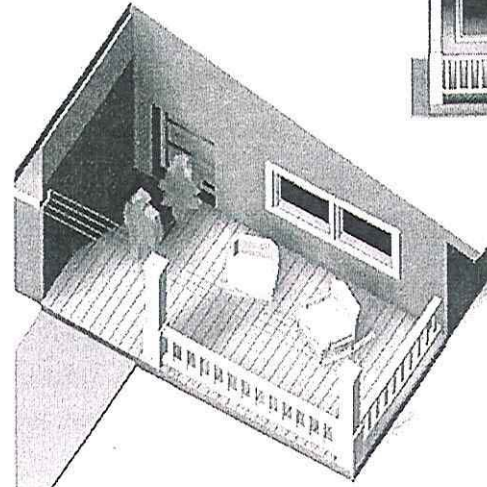
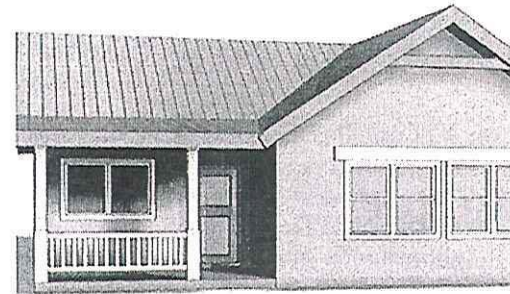
Provide usable front porches with front doors that are visible from the street.

Porches provide a comfortable transition space between the public realm and the privacy of the home. Porches also add visual interest to the design of the front of the house, enhancing overall attractiveness.

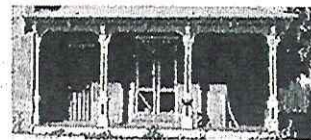
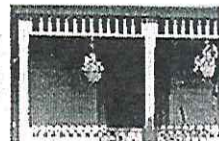
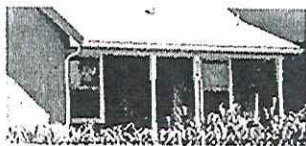
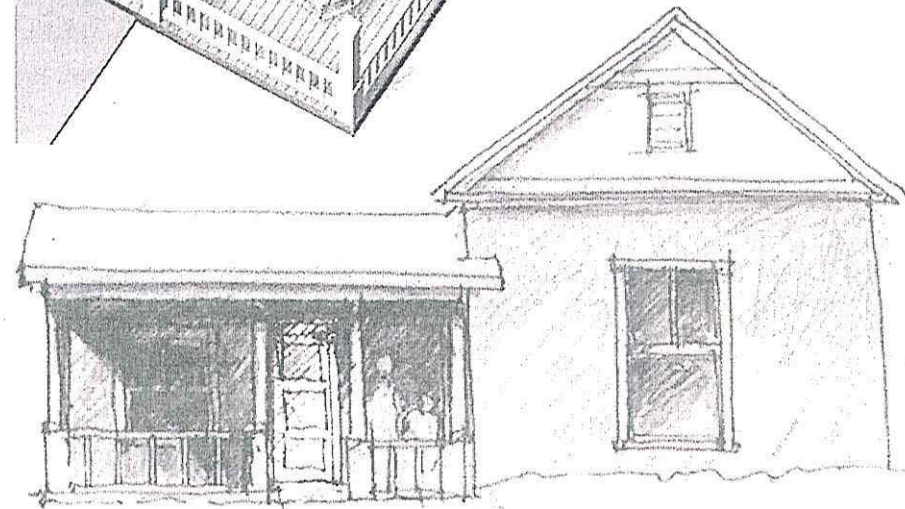
Porches create a sheltered space at the entry and a comfortable outdoor room in which to sit and greet neighbors. Porches are common in the neighborhoods, representing the traditional character that many residents value. Front porches should be included in all new houses.

A porch with a visible front door makes the entrance to the house both welcoming and secure. A visible front entry enhances security by allowing homeowners to see the comings and goings of neighbors and visitors and to keep an eye out for intruders. A visible front door sends a 'welcome' signal to the neighborhood. In contrast, residents perceive side entrances as security risks because they reduce opportunities for the surveillance of the street. Front doors of all new houses must be visible from the street.

Put porches at the front of the house with the front door visible from the street.



Make porches large enough to use for sitting and greeting neighbors.



4 Landscaped Front Yards

Landscape front yards to enhance the neighborhood and increase comfort and usefulness to the residents, while respecting the desert climate.

Basic landscaping in the front yards of all new houses is required. It will enhance the neighborhood and contribute to the livability of the home. Residents can augment and personalize this basic landscaping as their interests and budgets allow. Make front yards colorful, attractive, and economical by using drought tolerant plants that thrive in an arid climate and require little water or maintenance. Landscaping should be designed to provide shade and protection from wind and dust.

Shade trees provide livable outdoor spaces to extend small interior spaces. Outdoor rooms create places for kids to play and for parents to watch or sit and visit with neighbors. Designing landscaping with family activities in mind increases the family's enjoyment of the home and promotes interaction among neighbors.

Creative use of landscaping could also enhance other design guidelines. For example, inexpensive, yet durable, chain-link fencing, bordered by hedges or covered with vines, can be quite attractive, and trees can help reduce the cost of cooling in the summer by shading the house. Landscaping can also be designed to increase security. The judicious placement of a cactus under a windowsill is a great deterrent to an uninvited guest.

New homes should be provided with basic landscaping in the front yard including:

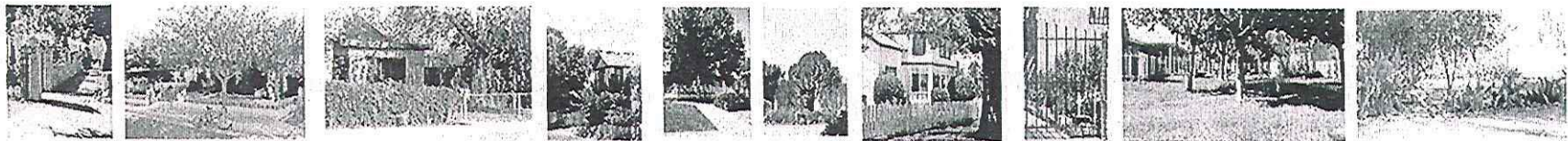
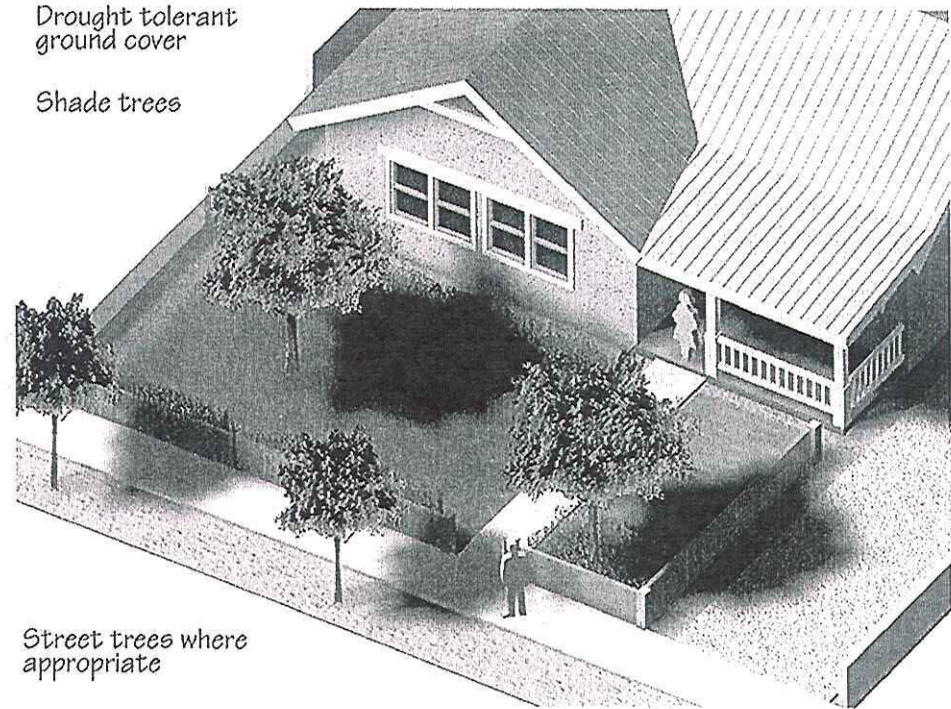
Space for flowers or accent planting

Hedges or shrubs to block winds and filter dust

Drought tolerant ground cover

Shade trees

Select from list of recommended plants (or ones with similar characteristics) that conform to water use regulations.



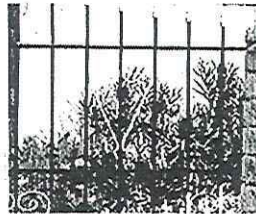
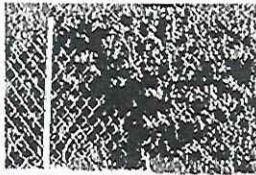
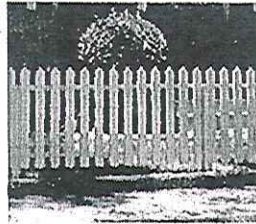
5 Front Fences

Provide front fences that define property, provide security, and present a neighborly face.

"Good fences make good neighbors." For residents of these neighborhoods, a 'good' fence is three to five feet high, is transparent enough to see through, and is well maintained and attractive. In all new houses, provide fences that enclose the front yard and present a neighborly face.

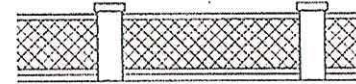
The front yard is a visual extension of the house. Although the preferred height of a fence may vary with neighborhoods, a fence that is too high will be viewed as unfriendly, while a fence that is too low will not provide a sense of security or keep dogs out. The degree of transparency is important to residents. Most believe that 'see-through' fences are more secure than solid walls, behind which someone could hide.

The appearance of a fence affects the appearance of the house. Wood fences are discouraged because they require maintenance and tend to deteriorate. Chain link fences require little maintenance and can look attractive when covered with vines or hedges. Wrought iron is the preferred fencing material. Combinations of materials are also acceptable. For example, a 3'-5' fence with a short masonry base and wrought iron above, can be an attractive, secure fencing solution.

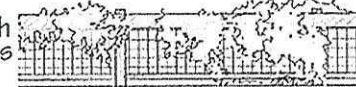


Use materials that require minimum maintenance

Chain link with masonry piers



Hardware wire with wood or metal rails



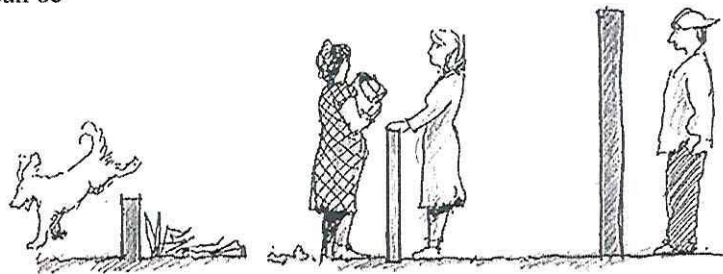
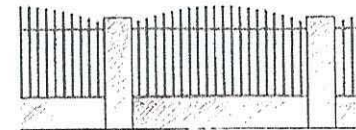
Wire fences can be covered with vines to form an attractive hedge



Wrought iron with masonry

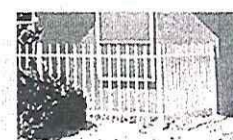
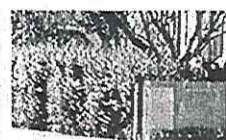
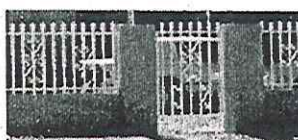
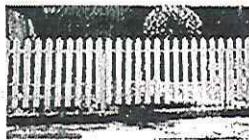
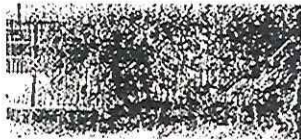


Avoid solid block walls.



3 foot fence

Front fencing should be 3' to 5' high in keeping with the context of the neighborhood.



6 Compatible Scale

Only build two-story houses, duplexes, and triplexes in the appropriate context and in scale with existing houses.

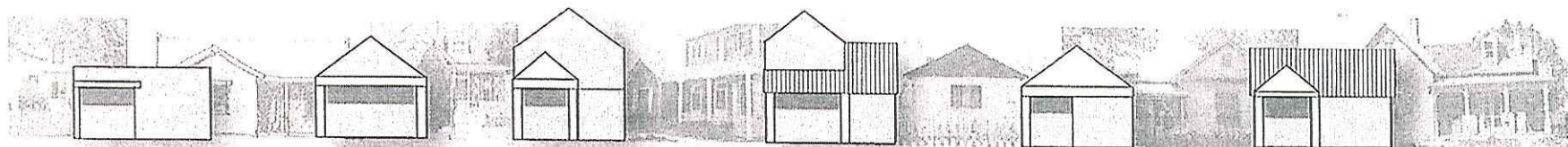
While single-story, single-family, detached homes predominate in most of the neighborhood, there are some situations in which two-story or attached single-family houses may be appropriate, such as streets with significant numbers of two-story houses or lots that are too narrow to accommodate a single-story house. Multistory and attached houses should only be built when they are visually compatible with the immediate surroundings.

Owner-occupied, attached houses offer many of the advantages of single-family detached houses while also providing improved affordability and meeting special needs. By clustering housing around shared open space, land costs can be reduced and people who are elderly, disabled, or single parents can benefit from a 'mini-community'. The design should reflect the character and scale of a single-family house and the roof line should be compatible with neighboring homes. Attached house types are best suited for corner lots and higher density areas that exist in the neighborhood.

Since it is an objective of the neighborhood to minimize on-street parking, the duplex or triplex must be designed to provide adequate parking on the lot. Designs must also provide hidden storage for trash containers to avoid front porches lined with garbage cans.



The use of single story elements such as porches and roof overhangs can "scale down" 2 story houses in areas with single story homes.



Design Guidelines:

The arrangement of buildings, cars, trees, shrubs, and paving on a lot affects how a property fits into the neighborhood. Lots should be designed to improve usefulness for the residents and to enhance the value of the property. This requires understanding the concerns and preferences of both residents and homebuyers.

The Barelás, San José and South Broadway neighborhoods are among the oldest in Albuquerque. Consequently, site configuration and building placement varies. Some areas have narrow lots and extensive alley systems. Some areas have houses located very close to the street, while others have more front yard space. These existing characteristics present site design challenges and opportunities including the placement of the house, parking, access, and landscaping.

Off-street parking is a particular concern. Where lots are narrow, the higher density results in more cars per block. At present, residents believe too many cars are parked on the streets. They also do not want to see a streetscape of garage doors. The lot should be designed so cars can be parked unobtrusively off the street, leaving the front yard attractive for the residents and the neighborhood.

Existing alleys offer opportunities for vehicle access and parking. Many residents worry that alleys contribute to crime. As a result some alleys have been closed to traffic at one or both ends. Where alley access is available, increased use and surveillance can reduce security concerns while helping to accommodate off-street parking.

Use of outdoor space is another important design consideration.

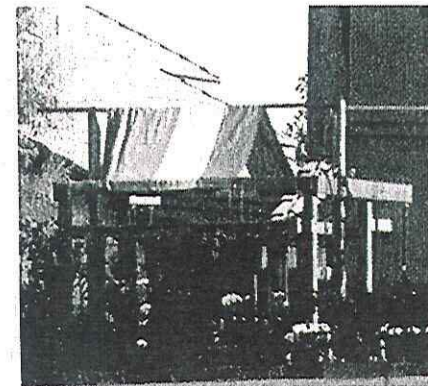
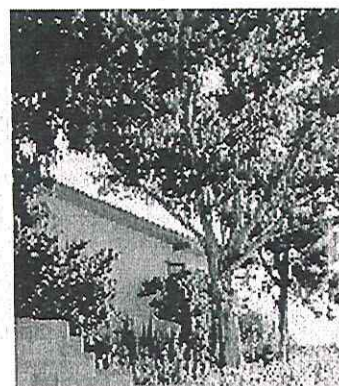
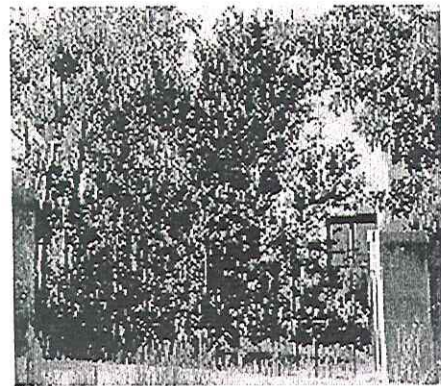
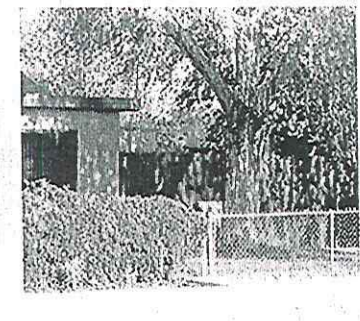
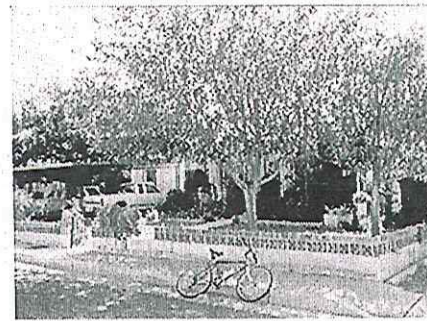
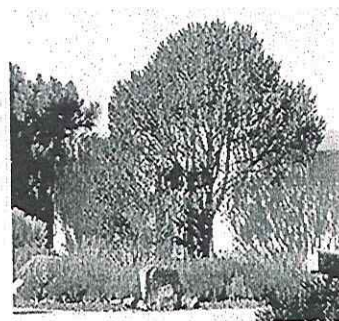
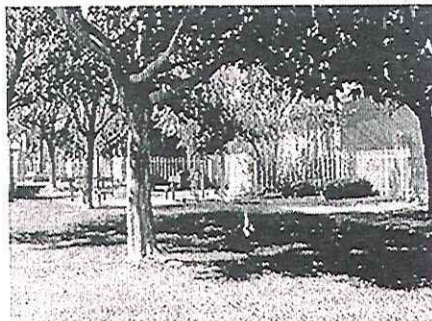
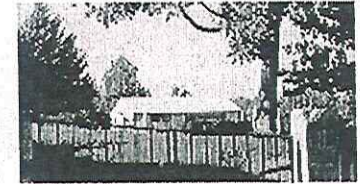
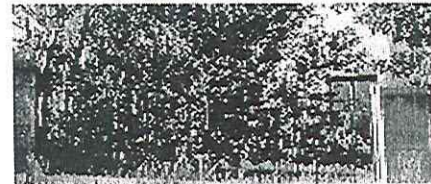
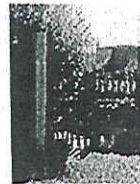
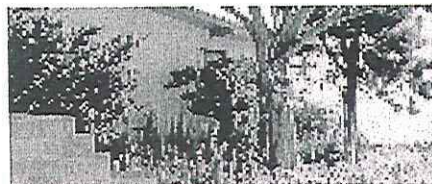
Families use outdoor spaces for children's play areas, for entertaining, and for gardening. Appropriate landscaping can offer ways of expanding livable areas to include exterior spaces. Fences define areas for privacy and provide safe places for children to play. Well-selected ground cover, trees, and plants make places for outdoor rooms, reduce cooling costs, and improve the value of the lot. Vegetable and flower gardens offer enjoyable activities, as well as the benefit of what they produce.

Lot design must take into account the placement of a storage unit, garage or carport, and auxiliary buildings. The house's orientation on the site can reinforce energy conserving strategies. A well designed site and landscape plan should provide options for homeowner additions and improvements.

Considerations for lot layout include::

- Site layout and landscaping
- Plan for change
- Site innovation
- Off-street parking
- Setbacks
- Fencing and outdoor storage

the Lot



7 Site Layout & Landscaping

Design the site with usable, landscaped outdoor spaces for the residents, designated space for cars, and good solar orientation.

Careful placement of the house and the provision of modest landscaping can greatly enhance the livability of a dwelling. Although full landscaping is outside the scope of this affordable housing project, the builder is responsible for landscaping the front yard according to guideline number four. The front yard is the neighborhood face and the builder should provide appropriate low water use plants to create livable outdoor rooms that are shaded in the summer and protected from spring winds.

Landscaped areas generally do not do well when cars are parked on them. While the layout of the site must accommodate cars, automobile access and parking should not detract from the family's enjoyment of the home and yard. Parking areas should be thoroughly separated from the landscaped living spaces. Alleys, where available, provide opportunities for automobile access and entry to auxiliary buildings. A careful site plan should utilize alleys without sacrificing neighborhood security.

The neighborhood residents generally prefer a streetscape where houses line up along the street. Variation in facades, landscaping and roofs can create a streetscape that is both ordered and interesting. While some variation in setback can provide visual interest and may solve parking problems or provide space for attractive landscaping, differences should be limited. It would not be appropriate to place one house at the back of the lot when all the others on the street are near the street.

In all cases, design and orient the house for winter sun and summer ventilation. Take advantage of southern and eastern exposures and place windows and overhangs to get the most benefit for winter heating and summer cooling.

Site the house on the lot to create usable outdoor spaces, for:

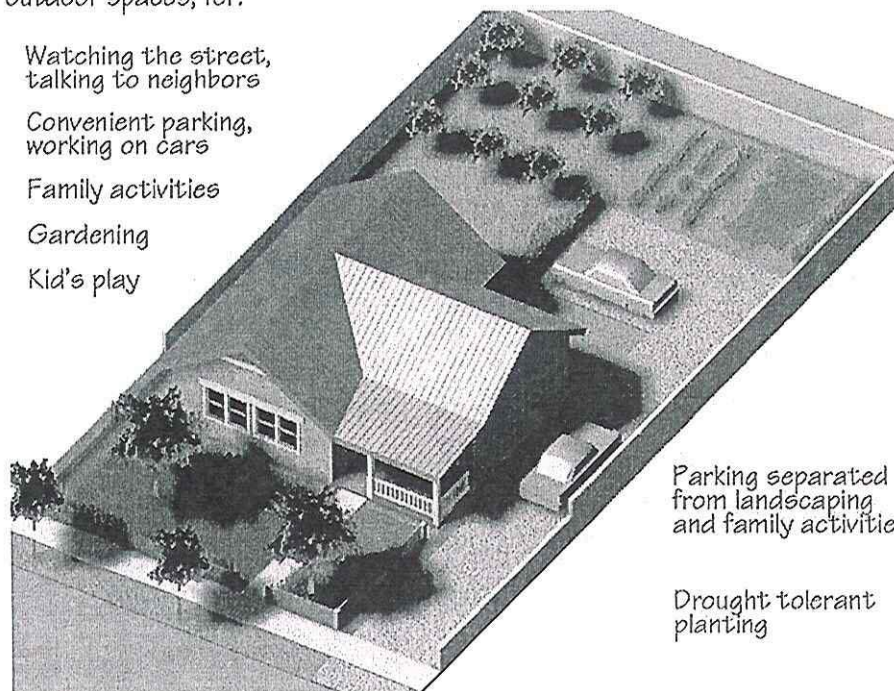
Watching the street,
talking to neighbors

Convenient parking,
working on cars

Family activities

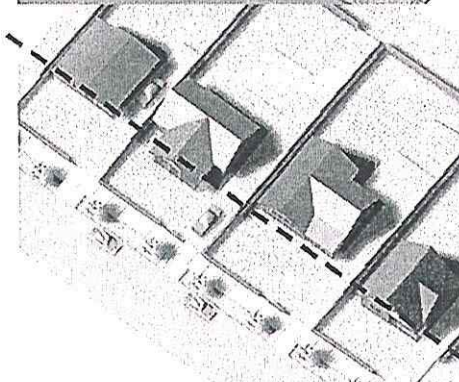
Gardening

Kid's play

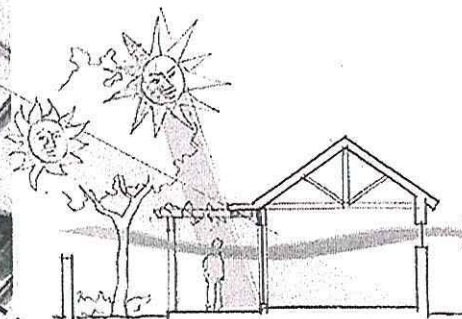


Parking separated
from landscaping
and family activities

Drought tolerant
planting



Align the fronts of new houses with
existing homes on the street.



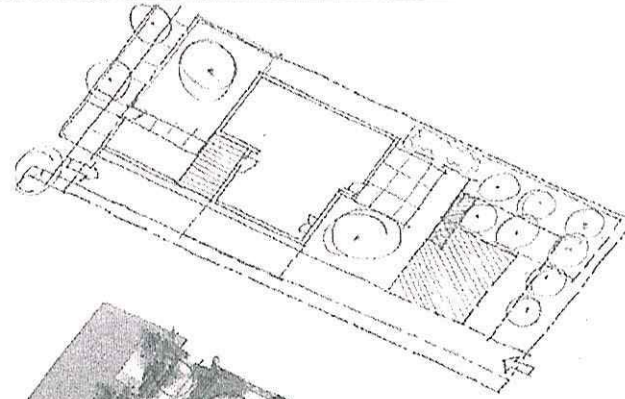
Orient the house for winter
sun and summer ventilation.

8 Plan for Change

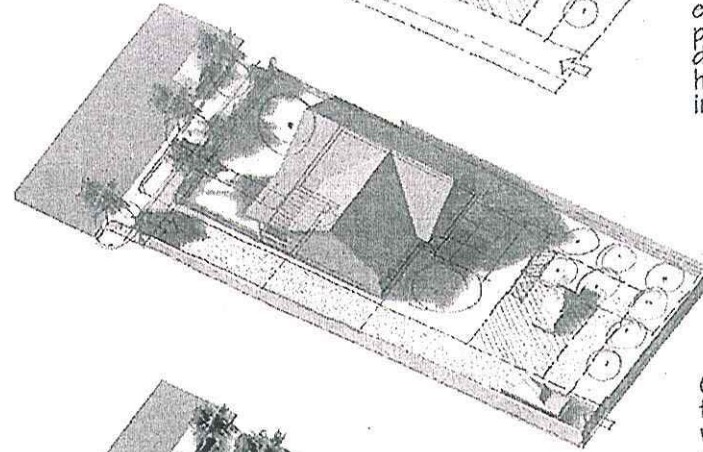
Provide a fully annotated site plan and landscaping plan with options for owner built additions and landscaping.

The builder should provide a clearly annotated plan for future landscaping and development of the lot by the owner. A well designed landscape transforms a bare lot into an enjoyable usable space. The careful placement of an adobe bench (banco) can offer an inviting sunny spot for a winter afternoon. Suggesting areas for flower and vegetable gardens offers occupants ideas to enhance their property, further instilling a sense of ownership and pride in their new homes. Supplying a plan for a fully developed landscape with suggestions for trees, plants, patios and built-in out-door 'furniture' could give the homeowner the incentive and the information to landscape more completely over time.

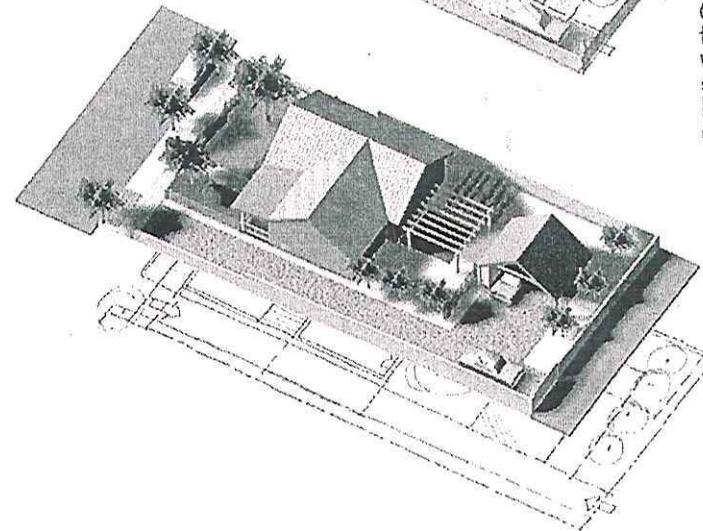
An important consideration of a good site plan is the possibility of future expansion to meet the changing needs of families. The placement of the house on the lot should allow the homeowner to easily expand their home or add an auxiliary unit at a later time. The site plan might offer alternative arrangements of trees, plants, and outdoor furniture that would accommodate different additions. At a minimum, the site plan should provide one example of how to landscape the back and side yards, while allowing for future expansion of the house.



Provide an annotated plan of a complete landscape design that the homebuyer could implement over time.



Offer suggestions for materials with which to build patios, shade structures, bancos and other outside amenities.



Include a list of suggested plants, trees, and ground cover that thrive in this climate with limited water use.

9 Site Innovation

Very narrow or unusual lots may be grouped for innovative site planning.

Narrow and unusual lots present an opportunity for innovative site planning. Site configuration should maximize the usable space of small or irregular lots. The placement of the house on these lots is a major consideration in solving this problem.

Two story houses provide one way to accommodate family needs, on narrow lots.

Some lots are contiguous and therefore could be assembled into larger lots. Contiguous lots can take advantage of 'zero-lot line' plans, which place the house directly on the side lot line, making the usable space on the other side five feet wider. Zero-lot line development is acceptable when other houses are similarly situated. Attached houses that appear and function like single-family dwellings, and are owner occupied are another viable alternative on contiguous lots.

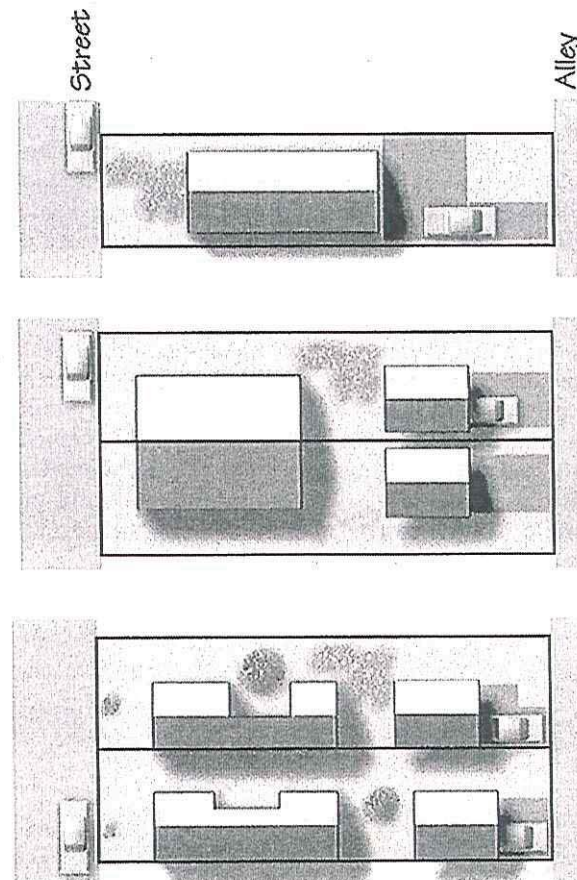
Use alleys to provide the opportunity for

- Expandability
- Auxiliary buildings & storage
- Parking, carport, garages
- Granny apartments
- Alley access

Attached or 2 story units may be necessary on narrow lots.

Duplex units can have the appearance of single family homes, while saving space on the site.

Zero lot line units can provide usable outdoor space at the side of the home.



10 Off-street Parking

Provide a parking area for at least two vehicles, beside or behind the house, taking advantage of alley access where appropriate.

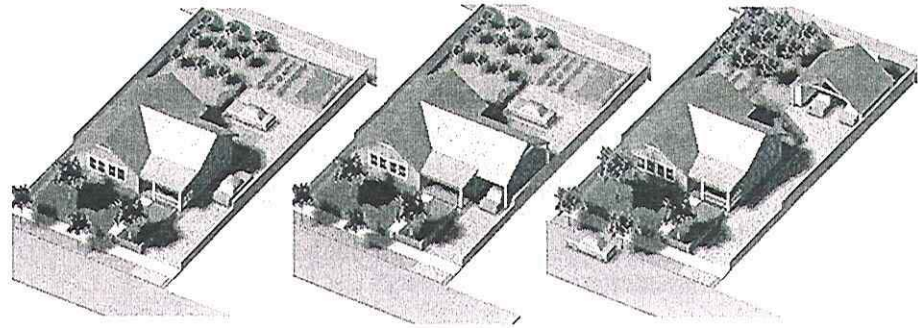
Neighbors say there are too many cars parked on the streets, making off-street parking for new housing a high priority. Parking must be designed to accommodate two vehicles per house, with the flexibility to provide additional spaces where possible. The on-site parking area should be clearly defined with paving, or other appropriate parking surface, and edging that separates it from the rest of the yard. Parking should be located to provide convenient access to the kitchen.

In keeping with the traditional character of these neighborhoods, garages or carports should be recessed behind the front facade, either along the side of the house, or in the back. Designated parking areas may not be located in front of the house. Side yard parking, although a common solution to parking on narrow lots, creates its own problems. Parking directly next to a neighbor's window can bother them with noise and exhaust fumes. Tandem parking, with one car parked behind another, can be inconvenient.

One inexpensive design strategy might be to use paved strips for driveways. The use of less asphalt paving improves cooling in the summer by reducing heat absorption that re-radiates into the atmosphere near the house.

Where alleys are available, they provide an alternate way to access the property. Increasing the use of alleys can improve security. 'Eyes on the alley' (surveillance from office and apartment windows and cars) act as a deterrent to inappropriate activity. The design for a more active alley can help to reduce people's feelings that alleys are unsafe.

Provide clearly designated parking for at least two vehicles on the lot.



Parking may be enclosed, covered or open, depending on the home buyer's preference and situation.

Garage doors or carports should not dominate the street facade.



Avoid parking next to a neighbor's window

Provide space for additional cars and guests.

11 Fencing & Outdoor Storage

Provide back yard fencing and sufficient lockable outdoor storage, designed to complement the house.

Side and backyard fencing gives families privacy and flexibility for outdoor activities. Although most new houses do not generally include complete fencing, it is helpful to the homebuyer to be offered cost effective strategies to provide their own fencing. Limited side or backyard fencing to solve specific problems is required. An example might be a small side fence to hide unattractive evaporative coolers.

Residents view outdoor storage as a necessity. A lockable place for storing tools, garden equipment, and seasonal home accessories should be provided. Storage can be attached to a carport or garage, attached to a house, or freestanding. An oversized garage could also provide storage, as long as its size is in scale with surrounding buildings and adequate parking is still made available. Whichever option is employed, the storage unit must be in keeping with the style and materials of the house so that it enhances, rather than detracts from, the value and appearance of the neighborhood.

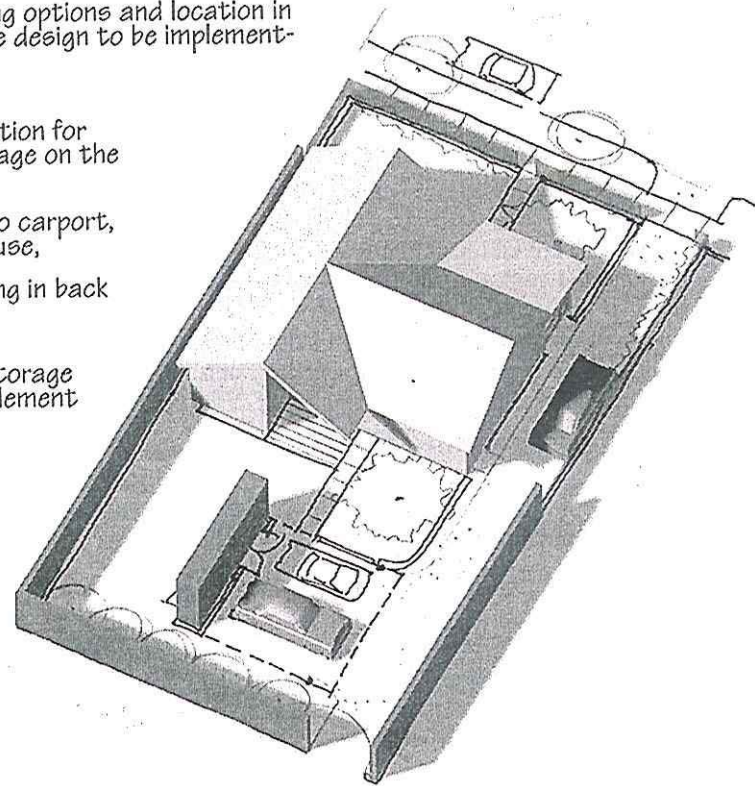
Give homebuyers the option of including side and backyard fencing at an additional cost.

Specify fencing options and location in the landscape design to be implemented later.

Provide an option for outdoor storage on the lot.

- Attached to carport, garage or house,
- Freestanding in back

Design the storage unit to complement the house.



Design Guidelines:

The design of the dwelling presents one of the greatest challenges to producing housing that is affordable to low and moderate income families, fulfills the needs of diverse households, and enhances the neighborhood.

Families come in various sizes and structures. Less than thirty percent of today's households fit the conventional profile of a father and mother with two children. Blended, single parent, and multi-generational families, one-person households, and childless couples have different needs and require different housing configurations. Houses should be designed in a variety of sizes, and homebuyers need the opportunity to select a plan that best meets their requirements.

Every unit should provide flexibility so the occupants can arrange furniture in different ways for different functions. The sizes of rooms, placement of doors and windows, and proximity to other rooms all affect how easily alternative uses can be accommodated within a space.

A well organized sequence of spaces in the house is important to many families. The entry should be at the front, facing the street, and provide a transitional space inside so visitors do not

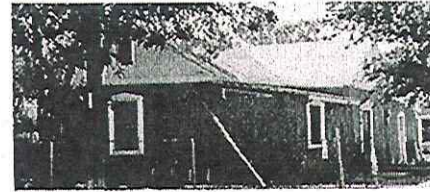
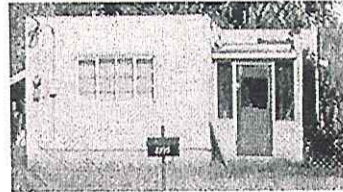
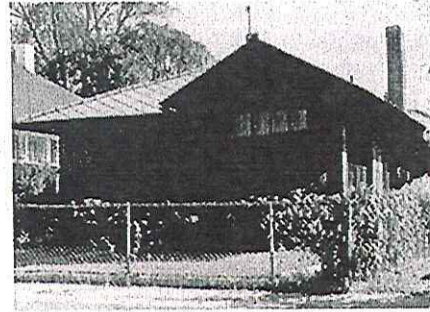
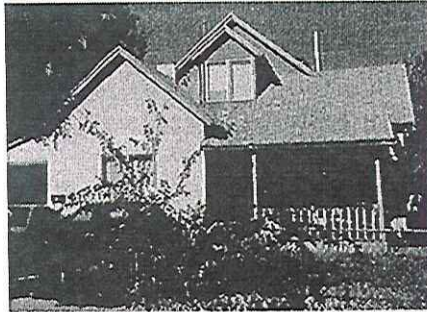
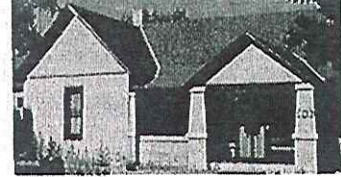
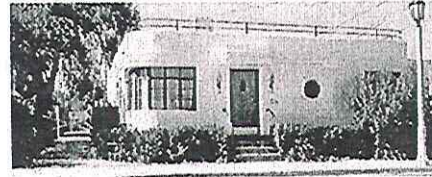
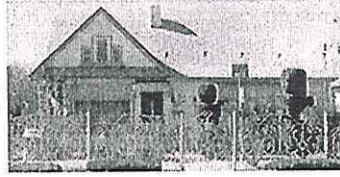
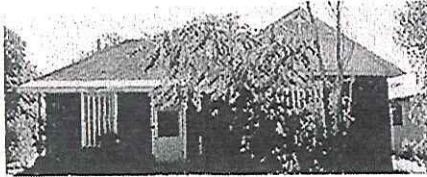
walk directly into the living room. Generally, most people also want the living room at the front, and prefer to have the kitchen in the back, or at least shielded from the entry.

People also express strong concerns about functional issues, including the need for two bathrooms, a utility room, and storage. The kitchen or utility room should have convenient access to the car and the backyard. Security is extremely important, both within the house and in the neighborhood.

The guidelines for the design of the house include:

- Variety of house plans
- Flexible arrangement
- Living room in front
- Eyes on the street
- Two bathrooms, utility room and storage
- Visitable by people with disabilities

the House



12 Variety of House Plans

Offer a variety of floor plan options that provide choice of room arrangement.

Designing housing that is affordable and fulfills the needs of diverse households is a challenge. Families differ in size, structure, income, preferences and lifestyle. No single design can satisfy everyone. Affordable home design requires exceptional skill to create compact, economical and livable shelter that offers the variety of plans needed by diverse families.

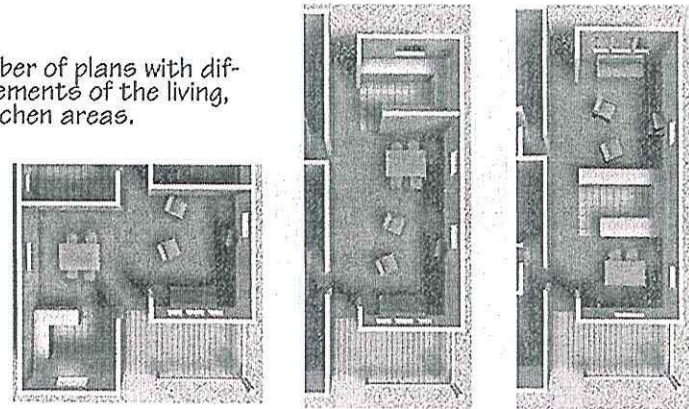
Some people prefer open plans for flexibility of furniture arrangement, a sense of spaciousness and the ability to watch children. Others prefer walls to separate children and adults, hide kitchen mess, and increase wall space. Some residents also feel a lack of security if a passer-by could see all the way through a home with an open plan.

Many people want the dining area adjacent to the kitchen, while others prefer the dining connected to the living area. Very few prefer either a completely open plan, combining living, dining, and kitchen, or three separate spaces. Whatever the arrangement, most would like an eating area in the kitchen.

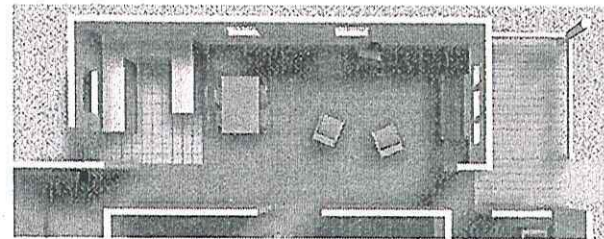
The structure of the household influences preferences for bedroom arrangement. Couples with small children often want all bedrooms clustered together. Couples with older children tend to prefer some separation of the master bedroom from the children's bedrooms. Some people like the idea of a bedroom in the front of the house so they are aware of street activity while others feel a front bedroom is a security risk or a noise problem.

Early involvement of homebuyers in the process allows them the flexibility to choose from various options and potentially make minor modifications. Early decisions keep homes affordable while meeting diverse family needs.

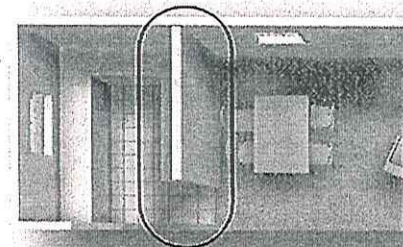
Provide a number of plans with different arrangements of the living, dining, and kitchen areas.



Maintain some degree of openness, to allow the occupants to organize the spaces in multiple ways.



Provide the opportunity for some separation between the three main living areas through the use of moveable partitions, half-walls or wall openings.



13 Flexible Arrangement, Living in Front

Place the entry and living room toward the front of the house. Provide convenient access to parking and backyard from the kitchen. Design rooms that permit flexibility of furniture arrangement.

Most people believe that the living room should be at the front of the house because it is the most public and 'formal' area of the home. They also desire a separate front entry space so visitors don't 'fall into the living room.'

The kitchen should not be visible from the entry, to screen kitchen clutter from visitors. An additional 'family' entrance should provide easy access to the kitchen and utility room. The tasks of bringing in groceries and unloading children are best served if parking is close to the kitchen or utility entry and protected from the weather. Many people also feel that it is important to provide easy access to the backyard from the kitchen for family outdoor activities such as kids' play, gardening, and barbequing. A transition space is helpful to reduce the dirt that can be tracked into the house.

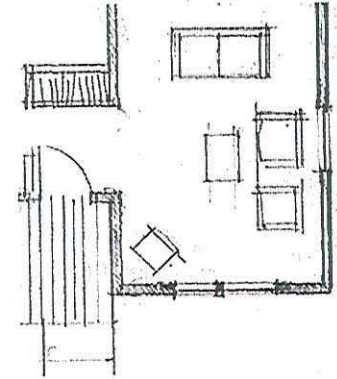
Family size, income, needs, and preferences vary among homeowners and change over time. Design spaces in the home that are flexible and adaptable to accommodate alternative functions and arrangements. Flexibility for furnishing is particularly important in compact houses where spaces must often serve multiple functions and there is no leeway to compensate for an awkward layout.

The careful placement of doors can prevent circulation from encroaching on usable living space. Uninterrupted walls make it easier to place large furniture pieces, allowing for more arrangement possibilities. The use of 'left over' spaces as study areas, storage, or special places for kids, also improves the overall flexibility of the house.

One room should be designed to accommodate alternative uses, such as separate quarters for an extended family member or a home office. This room should include bathroom access and an outside entry to enhance options for future use.

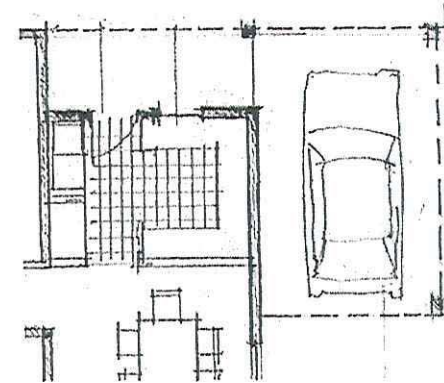
Most people prefer the living room at the front of the house.

Provide a separate front entry space. The kitchen should not be visible from the entry.

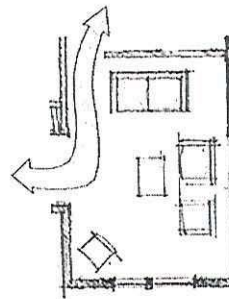


Locate the kitchen and parking so that there is a close and direct link between the two.

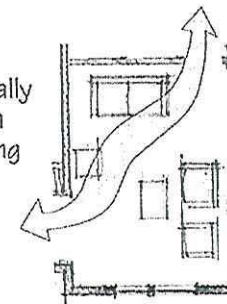
Provide covered passage from the car to the kitchen, when possible.



When circulation must go through a room, place it at one side.



Walking diagonally through a room makes furnishing difficult.

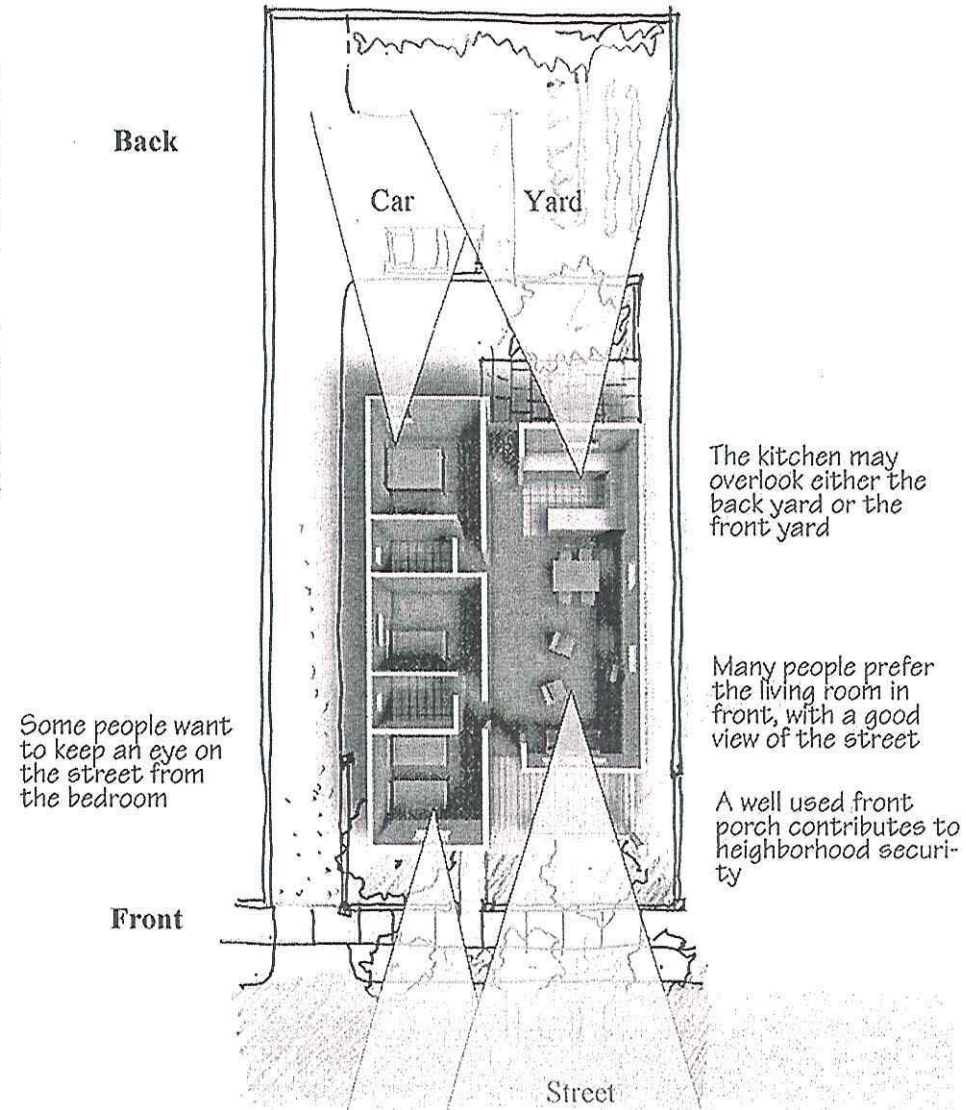


14 Eyes on the Street

Design houses with good surveillance of the street and lot.

Security is a major concern in the neighborhoods. 'Eyes on the street' - the ability for residents to observe and monitor the street, and their neighbors' houses fosters a safe and secure neighborhood. Although people use their homes and their own yards differently, many want to be able to see the front yard and street from the living room. It is also important to provide a street view from other frequently used spaces, such as the kitchen.

In some neighborhoods, residents use their side and back yards extensively and want the ability to observe activities in those areas. Good views to the outside should be available from the living, dining and kitchen areas of the house, and there should be a clear relationship between outdoor activity areas on the site and visibility to these areas from the kitchen, dining and living rooms.



15 Two Baths, Utility Room & Storage

Design houses with two bathrooms, a utility room and as much storage as possible.

The overwhelming majority of people want a second bathroom in a three or four bedroom house. In most cases a three quarter bath (with a shower instead of a tub) is acceptable as a second bathroom. The need for a second bathroom is obvious for large families, but couples and single people also prefer the second bathroom for a variety of reasons. They may have house guests or grandchildren who stay over, they may wish to expand the house at a later date, or they may recognize that a second bathroom will improve resale value.

People assert a critical need for storage. House plans should include as much storage as possible, with careful consideration to the type, size and location. Storage is particularly important when homes do not have garages or attics. Lack of storage compromises both comfort and usability. Appropriately sized closets in bedrooms, coat closets, linen closets, and kitchen pantries are not luxuries, but necessities. Storage for infrequently used items that would go into a garage, basement or attic in a larger home must also be provided. The amount of storage should be sized to accommodate family need. Outdoor storage that is locked and located close to the house can reduce indoor storage requirements.

Most residents prefer a separate utility room that serves a variety of functions such as laundry, folding and ironing, storage of tools and cleaning supplies, and a work space for minor house repairs. The utility room can also serve as a 'mud room' and transition space between outdoor and indoor activities.

Provide a second bath in all homes. A 3/4 bath is acceptable for smaller homes, but 3 and 4 bedroom homes should have a full second bath. One bath should be accessible from the master bedroom

Two story homes should have a bath on each floor.

Storage should include:

- one linen closet in a hallway or bathroom
- a coat closet at the front entry
- a pantry or broom closet in kitchen or utility
- a walk-in closet in the master bedroom, if possible

Provide a separate utility room if possible. The utility room should be large enough to accommodate a washer and dryer along with storage and work space.

16 Visitable by People with Disabilities

Build houses that are visitable by guests with disabilities.

All new homes must be designed to accommodate visitors with disabilities. Many households have family members, friends or relatives who have a disability and need to have access to visit the family. A guest or family member in a wheel chair, on crutches, or with hearing or visual disabilities must have step-free access to an outside door with a minimum clear opening of 32", access to the social spaces in the house; and a clear 32" wide path to a bathroom.

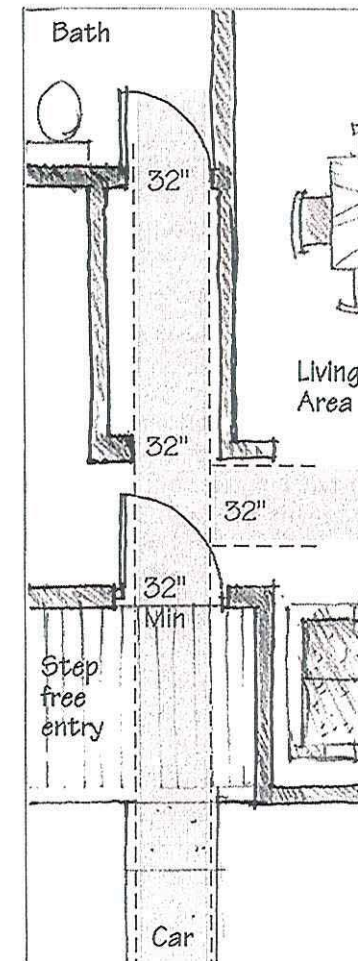
Some new houses need to be fully accessible to meet the requirements of homebuyers with disabilities and, whenever possible, new units should be designed so they can be converted to complete accessibility at a later time,

Address all accessibility code requirements.

In addition, provide basic access for visitors with disabilities including:

- One step-free entry,
- Minimum 32" wide doors.
- Minimum 32" clear passage between step free entry, living areas and bathroom.

Offer fully accessible homes for homebuyers with disabilities.



Design Guidelines:

New housing in the Baretas, San Jose and South Broadway neighborhoods should provide a safe, secure, attractive home for the residents while contributing to the security and viability of the neighborhood. New housing must also be affordable to the intended market. Affordable means affordable to buy and affordable to maintain. Housing for families with low and moderate incomes must strike a balance between the initial purchase price and the long term occupancy costs. Homeowners must be able to afford the down payment, meet the mortgage payments and pay taxes, utilities and other monthly housing expenses without sacrificing other essential needs. Over time owners will have to repair and replace appliances and fixtures and maintain the dwelling.

A house with a low initial cost does not serve a family well if they cannot afford the costs of operation and maintenance. Inexpensive windows may reduce short term construction costs at the expense of long term utility bills. A house that is built poorly, with materials that are expensive to maintain, will eventually detract from the neighborhood if the homeowner is unable to keep it up.

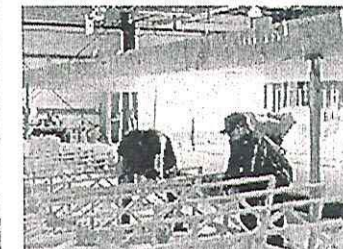
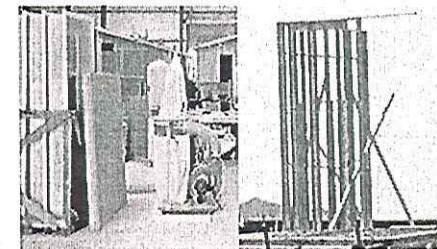
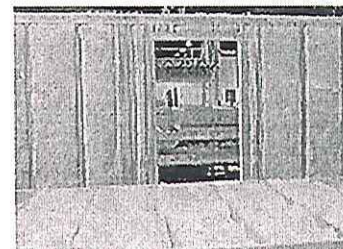
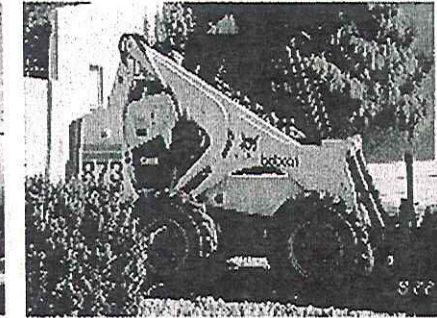
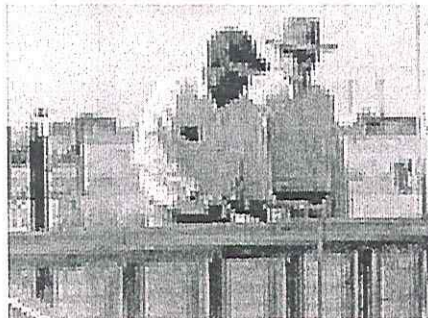
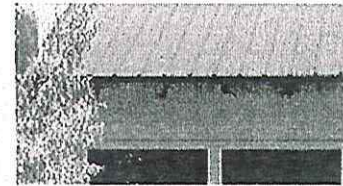
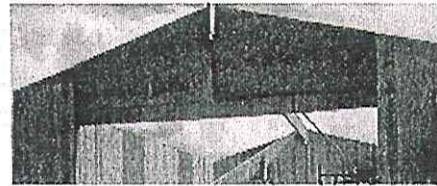
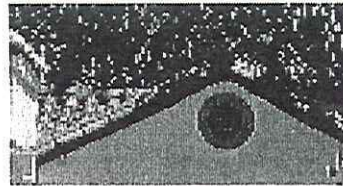
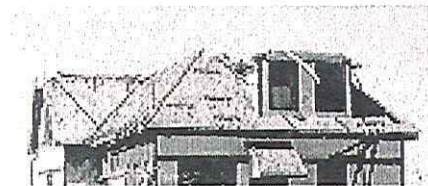
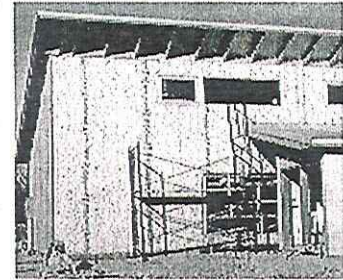
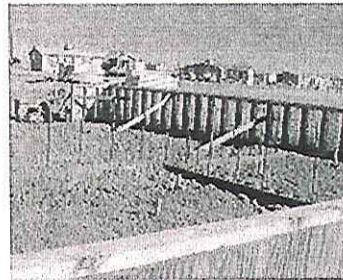
Affordability can best be achieved by balancing thoughtful design, economical construction, and efficient development. Each area may contribute to cost reduction to make homes affordable for moderate income families. The goal is to provide homes that are durable, attractive, livable, economical, and enhance the neighborhood.

For most people the purchase of a home is the major investment of their lives. The infill project offers an important opportunity for residents of the neighborhoods to achieve economic security by building home equity.

The Guidelines address both initial and long term affordability through:

- Compact, efficient floor plans
- Innovative construction
- Durable construction, do-it-yourself repair
- Reduced energy and water costs
- Flexibility for growth

Affordability



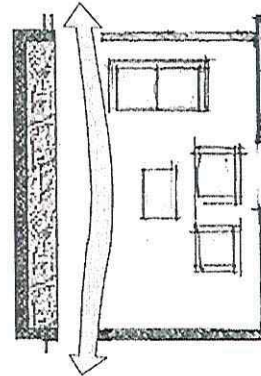
17 Compact, Efficient Floor Plans

Maximize usable living space by designing efficient floor plans

Housing designed for low and moderate income families must be compact and efficient. However, it must also be livable, spacious and functional. To achieve both goals requires exceptional skill and commitment by designers and builders.

Good, compact design should minimize hallways and circulation spaces that serve no other function. Circulation through a room can be placed along one side so that it does not interfere with the arrangement of furniture or comfortable use of the space. The circulation spaces can also be utilized for storage and shelving, children's play space or small work areas.

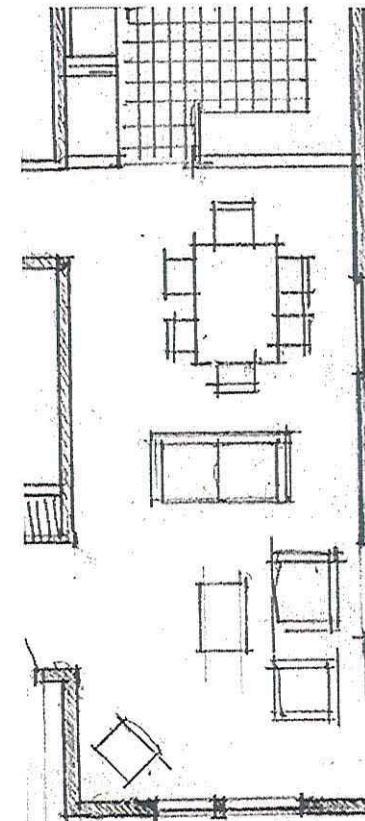
Compact floor plans can feel spacious if rooms open to one another and windows are placed with a view to the outside. Daylight and outside views can transform spaces that might otherwise seem dark and cramped into a pleasant and comfortable home.



Minimize circulation space.

Provide multi-functional spaces, e.g. storage or study area in hallways.

Compact floor plans can be made spacious by opening up the walls between rooms and windows to the outside.



18 Innovative Construction

Use building technology that reduces building costs but is visually indistinguishable from conventional housing in the neighborhood.

Available building technology offers a wide range of construction materials and techniques that can reduce costs and improve the quality of moderately priced homes. Manufactured and modular housing, panelized construction, prefabricated building components, energy efficient windows, improved insulation techniques and many other products are reliable and competitively priced.

Many innovative construction techniques have been accepted by the market with little resistance, others have encountered market resistance. Manufactured housing is still perceived by many to be inferior to conventionally built homes. Low roof slope, hard-board or vinyl siding, side entries, and raised floors that lack permanent foundations contribute to this poor image.

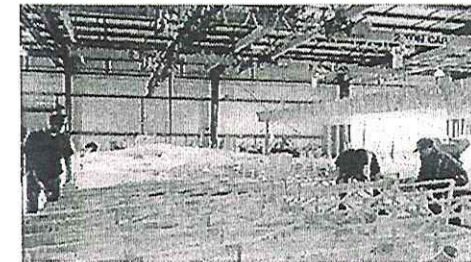
While manufactured housing continues to suffer the stigma of older poorly constructed mobile homes, current manufactured housing codes require construction standards that are comparable to conventional housing. Manufactured and modular units can be built and placed on a lot so they are indistinguishable from conventional housing. If they are placed on a permanent foundation, manufactured homes can be financed with conventional mortgages, with the benefit of appreciation. Some use conventional fixtures and offer similar amenities. If manufactured homes are designed to fit into the neighborhood, and constructed to standards equal to conventional homes, they are acceptable to both homeowners and neighborhood residents.

Innovative construction techniques are encouraged whenever possible to reduce development and construction costs, providing they are visually indistinguishable from conventionally built houses, they fit into the neighborhood, they are well built and livable, and they appreciate in value.

Use technology to promote cost savings and quality.

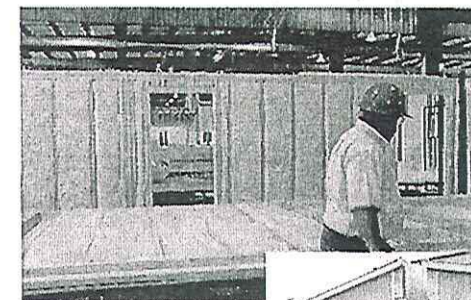


Structural wood panel construction is one innovative method of building affordably.



If using manufactured housing:

- Use only manufactured homes that follow the Uniform Building Code;
- Place manufactured homes on permanent foundations;
- Add porches, carports, fences and other amenities as described in these guidelines to make the homes fit their context.



Use standard fixtures and parts that can be readily purchased from local home building supply outlets.



19 Durable Construction, Do-it-yourself Repair

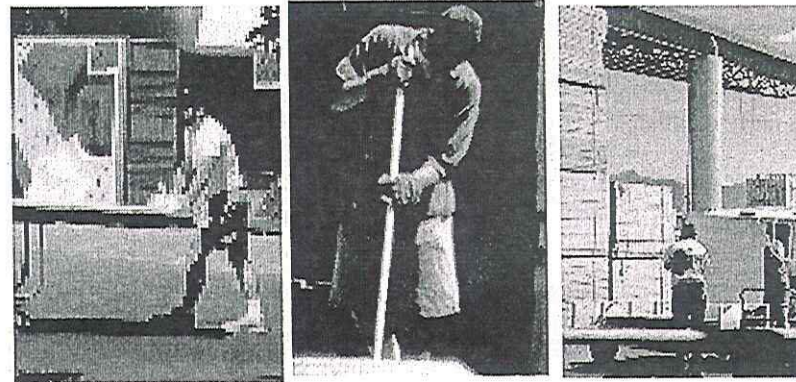
Use materials and fixtures that can be maintained by the homeowner. Don't sacrifice long-term affordability for short-term cost savings.

Finding the optimum balance between first cost and operating cost poses a difficult challenge. However it is critically important to minimize the maintenance and operating costs for families, so they can continue to live in the home and build financial security.

While durable, easily maintained construction may add some initial cost, the investment will pay off in the long run with stable homeownership. Well constructed houses will last longer, will need fewer expensive repairs and will enhance the neighborhood. Investment in extra insulation, energy efficient windows, orientation to winter sun, and the strategic placement of trees for shading can reduce utility bills and improve long-term affordability.

A well maintained house appreciates in value and contributes to the neighborhood. Many homeowners, or family members, will do their own maintenance and repair work. Homes should be designed and built to provide ease of maintenance and repair. Materials that age well should be used. Avoid finishes like wood that deteriorate without regular maintenance. Homeowners are more likely to maintain their houses and their investment, if they can manage the task themselves and it does not impose a difficult financial burden.

Use standard fixtures and parts that can be readily purchased from local home building supply outlets.

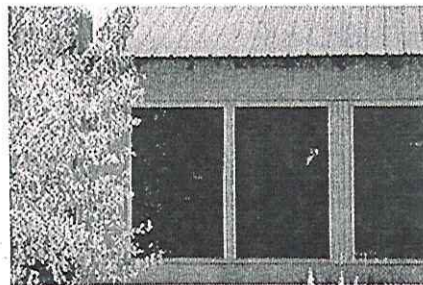


Put mechanical equipment in places that are easy to access.

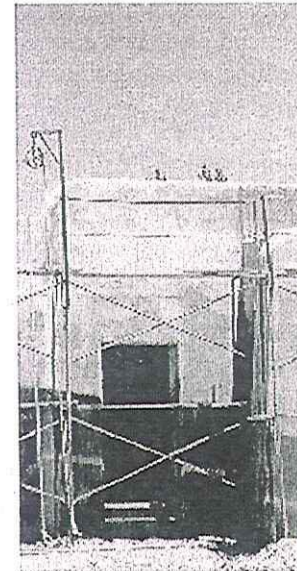
- *Evaporative cooler placed on ground - not roof;*
- *furnace conveniently accessible by the resident.*

Use materials that age well in the southwestern climate.

Use good quality windows.



Sloped roofs are preferred over "flat" roofs. Use long life, durable roofing materials as homeowners may not be able to afford expensive repairs.



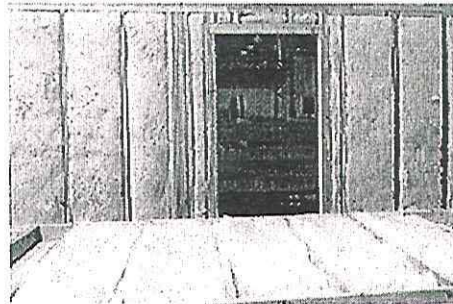
20 Reduced Energy and Water Costs

Use energy efficient and 'green building' practices to enhance long-term affordability and comfort.

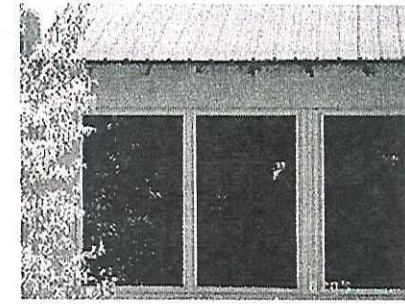
Heating and cooling costs can be reduced by utilizing 2 x 6 construction with extra insulation if possible. Orient the building to take advantage of south facing windows for winter sun. Design roof overhangs, trellises, and planting to shade glass and walls in the summer. Place windows and doors to allow cross ventilation for natural cooling.

Use native, drought resistant plant materials and xeriscape landscaping to reduce water use. Place trees so that they shade the house to further reduce cooling costs.

Incorporate Green Building features (from the Home Builders Association of Central New Mexico Green Building Program Compliance Standards and Resource Notebook). Emphasize the features that reduce ongoing occupancy costs to increase long term affordability for the homeowner.



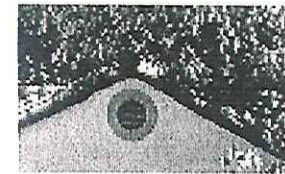
Increased insulation is the most cost effective way to reduce energy costs for the homeowner



Use good quality double pane windows with thermal break.

Incorporate features from the Green Builder Program of the Homebuilders Association of Central New Mexico to promote initial and on-going cost savings for the homebuyer.

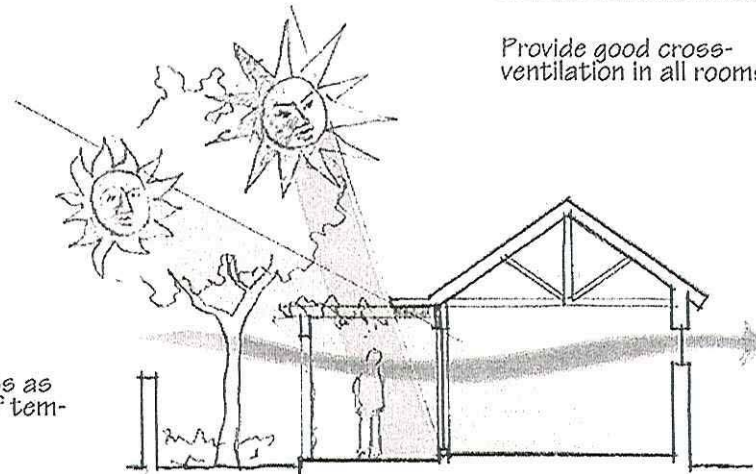
Locate the hot water heater close to kitchen and bathrooms to minimize heat loss.



Provide good cross-ventilation in all rooms.

Orient the openings to maximize southern exposure and minimize northern exposure.

Build in as much thermal mass as possible to take advantage of temperature swings.



21 Flexibility for Growth

Provide at least one economical way to expand or convert the existing building for future growth.

Provide at least one economical way to expand or convert the original house to accommodate family growth or changing needs. If the house is originally designed with expansion in mind, the costs of changes are often reduced.

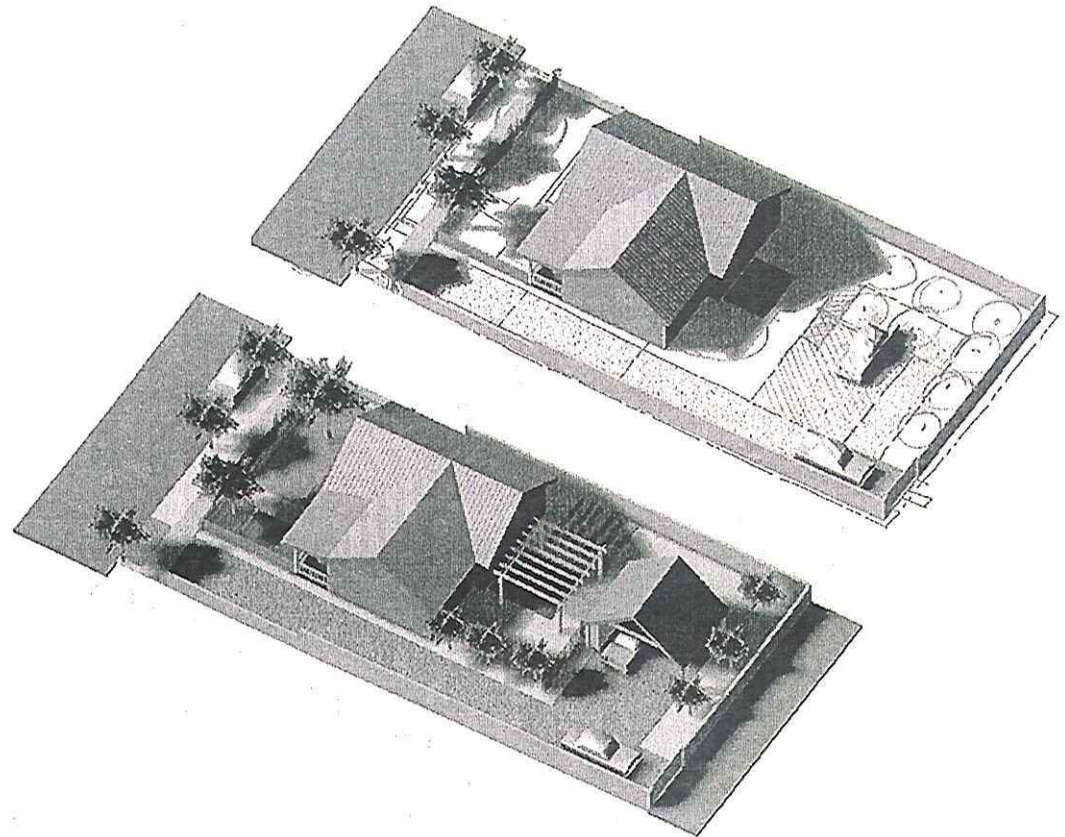
Many residents of the neighborhoods expect to occupy the same house for many years. This makes the ability to expand their home over time very important. Young families may need room for additional children. Older parents may move in with a grown child and yet want their own private space. In today's blended families, the ability to adjust and accommodate 'weekend kids', children of disparate ages, and in-laws is often necessary.

Some families may want to expand their homes in phases as their finances allow. Other homeowners may want to convert an area of the house to another purpose. For example, turning a front bedroom into a home-based business might provide the opportunity to supplement the family income.

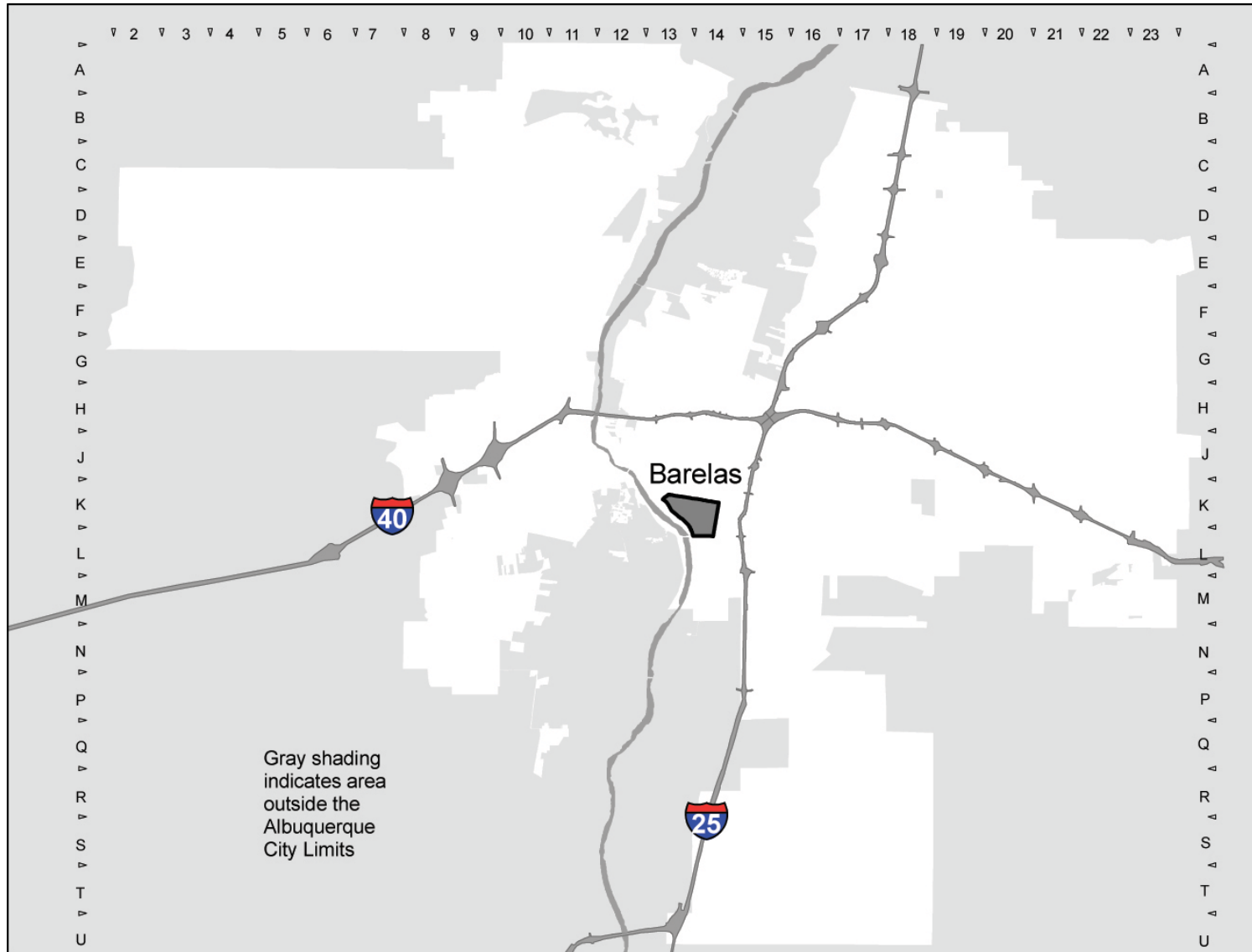
Design the house to allow future modifications such as converting a carport or garage into an additional room, enclosing a patio or porch, finishing an attic, adding a room at the end of a circulation space, or building an apartment or shop in the back yard.

Design the house to provide for expansion and growth so that:

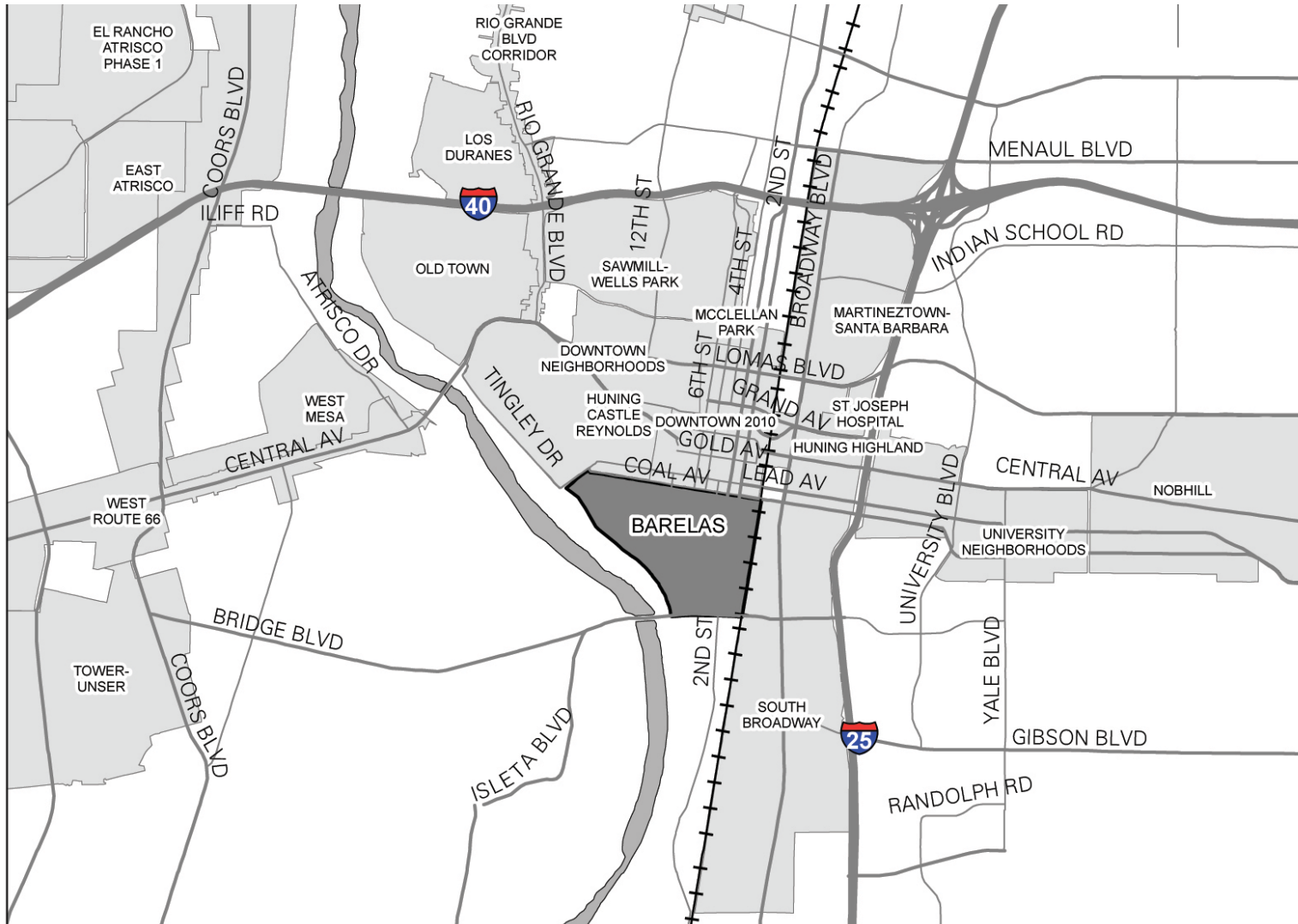
- a carport or garage can be converted to an additional room;
- the back patio can be enclosed;
- a room can be added at the end of a hall;
- a loft can be converted into usable space.



Appendix G: Miscellaneous Maps



Barelás Sector Plan: Location Map



Barelas and other Sector Plans in Central Albuquerque



