



ADOPTED SEPTEMBER 2007



NOB HILL HIGHLAND SECTOR DEVELOPMENT PLAN



PREPARED BY:
SITES SOUTHWEST
in association with
Kimley-Horn and Associates, Inc.

CITY of ALBUQUERQUE
SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-185 ENACTMENT NO. 96-2007

SPONSORED BY: Martin Heinrich

RESOLUTION

1 REPEAL OF THE NOB HILL SECTOR DEVELOPMENT PLAN AND ADOPTION
2 OF THE NOB HILL HIGHLAND SECTOR DEVELOPMENT PLAN (NHHSDP) AND
3 CHANGE OF ZONING FOR CERTAIN PROPERTIES WITHIN THE NHHSDP
4 BOUNDARY AREA AS SPECIFIED IN EXHIBIT 3. THE AREA IS BOUNDED BY
5 GIRARD BOULEVARD TO THE WEST, LOMAS BOULEVARD TO THE NORTH,
6 SAN MATEO TO THE EAST AND ZUNI BOULEVARD/GARFIELD STREET TO
7 THE SOUTH AND CONTAINING APPROXIMATELY 770 ACRES.

8 WHEREAS, the City of Albuquerque adopted the Nob Hill Sector
9 Development Plan in 1988 through Council Resolution R-362, Enactment
10 Number 12-1988, the boundaries of which are depicted on Exhibit 1 attached
11 hereto; and

12 WHEREAS, the Council has the authority to not only adopt but amend
13 and/or repeal such a sector development plan; and

14 WHEREAS, on December 14, 2006, the Environmental Planning
15 Commission, in its advisory role on land use and planning matters,
16 recommended approval to the City Council the repeal of the Nob Hill Sector
17 Development Plan and the approval of the Nob Hill Highland Sector
18 Development Plan and to change the zoning designation as identified on
19 Exhibit 3; and

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

23 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
24 ALBUQUERQUE:
25

1 Section 1. REPEAL OF THE NOB HILL SECTOR DEVELOPMENT PLAN,
2 Council Resolution R-362, Enactment Number 12-1988, and the corresponding
3 amendments, listed below, are hereby repealed:

- 4 1. 76-1992
- 5 2. 79-1992
- 6 3. R-2005-08-18
- 7 4. R-06-050

8 Section 2. ADOPTION OF THE NOB HILL HIGHLAND SECTOR
9 DEVELOPMENT PLAN. The Nob Hill Highland Sector Development Plan is
10 hereby adopted. The zone categories of the various sites within the identified
11 plan boundaries have been changed as identified in Exhibit 3 based on the
12 findings and subject to the condition of approval contained in the
13 Environmental Planning Commission's Official Notice of Decision dated
14 December 18, 2006.

15 Section 3. FINDINGS ADOPTED. The following findings from the EPC for
16 the adoption of the Nob Hill Highland Sector Development Plan and the repeal
17 of the Nob Hill Sector Development Plan are hereby adopted by the City
18 Council:

- 19 1. This is a request for a recommendation of approval from the
20 Environmental Planning Commission to the City Council for an
21 amendment to the Nob Hill Sector Development Plan. The September
22 2006 draft Nob Hill/Highland Sector Development Plan (NHHSDP) is
23 proposed to replace the existing Nob Hill Plan. Upon Council adoption
24 of the NHHSDP, the existing Nob Hill Plan is to be rescinded.
- 25 2. The boundaries of the NHHSDP are Girard Boulevard (west), Lomas
26 Boulevard (north), San Mateo Boulevard (east), and Zuni and Garfield
27 Streets (south) as depicted on Exhibit 2 attached hereto.
- 28 3. The Highland/Central Metropolitan Redevelopment Plan was adopted
29 by the City Council in May 2003 (R-02-72). The Metropolitan
30 Redevelopment Area Plan was later amended in November 2005 (R-05-
31 377) to change its title and to establish a Tax-Increment Financing
32 (TIF) district in the area. The MRA Plan recommends actions for
33 changes in zoning, design guidelines, historic preservation,

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- 1 community centers, social services linkages, housing, and funding
2 sources for redevelopment projects.
- 3 4. Resolution R-04-189, adopted by the City Council in February 2005,
4 authorized the update of the current Nob Hill Plan for the purpose of
5 establishing consistency in planning between the Nob Hill area and
6 the Highland area and the Central/Highland/Upper Nob Hill
7 Metropolitan Redevelopment Area. The current boundaries of the Nob
8 Hill Plan and the MRA Plan were merged and became the new planning
9 area for the Nob Hill Plan update.
- 10 5. Other Legislation adopted by the City Council established a building
11 moratorium on CCR-zoned properties in the Central Avenue corridor
12 (R-05-277), established and extended time periods for interim design
13 guidelines for CCR-zoned properties, and formally included the
14 Highland neighborhood into the Plan scope (R-05-277, R-05-7, R-06-80)
15 in conjunction with the development of the draft NHHSDP.
- 16 6. The public planning process for the NHHSDP included a total of 10
17 public meetings, a citizen's steering committee, and citizen working
18 committees (Residential Character, Character of Commercial and
19 Transitional Areas, Public Safety, and Pedestrian Circulation
20 committees) working in conjunction with staff, and Sites Southwest
21 LLC as contractor on the project. All committees were represented by
22 members of the Nob Hill Neighborhood Association (NHNA), Nob Hill
23 Business Association (NHBA), the Nob Hill/Highland Renaissance
24 Corporation (NHHRC), and the Highland Business and Neighborhood
25 Association (HBANA).
- 26 7. Following legislative approval of the expansion of the boundaries of
27 the NHHSDP to include the Highland neighborhood in the Lomas/San
28 Mateo area (R-06-80), staff met with an additional committee formed by
29 representatives of the Pueblo Alto, Fair Heights, and Fair West
30 neighborhood associations to discuss zoning and design regulation
31 proposals for properties along the south side of Lomas Boulevard
32 between San Mateo Boulevard and Monroe Street. A special meeting

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- 1 was held on Monday, June 12, 2006 to discuss planning issues
2 pertaining to this area.
- 3 8. The NHHSDP is generally in compliance with the Established Urban
4 goal and policies of the Comprehensive Plan. The proposed CCR
5 (Community Commercial Residential) and OR (Office Residential)
6 zones in the NHHSDP will support the increase of residential density in
7 the Plan area, and will have an effect on density city-wide (Policy a).
8 Building height transitions built into the proposed CCR and OR zones
9 are designed to create an interface with existing residential areas that
10 border proposed CCR and OR locations (Policy d). The pattern of the
11 CCR zones proposed in the NHHSDP mirrors that of the existing CCR
12 zone in the current Nob Hill Plan, and supports and reinforces the
13 mixed-use zoning currently in place (Policy h). The proposed CCR and
14 OR zones minimize harmful effects of traffic on residential areas by
15 being located on or near Central Avenue where traffic has direct or
16 adjacent access to Central (Policy k). Building heights proposed in
17 the CCR and OR zones vary from a maximum of 39 feet in the Route 66
18 Historic Core District, to a maximum of 67 feet in the Emerging Nob
19 Hill and Highland Districts (except for properties on the south side of
20 Lomas Boulevard between San Mateo and Monroe, proposed for 39
21 feet maximum). Proposed design standards for these zones are
22 intended to promote a quality environment for these areas by the
23 placement of new buildings adjacent to the streets and incorporating
24 design elements that encourage a pedestrian environment (Policy l).
25 The Route 66 Historic Core District notes the scenic views to the
26 Sandia Mountains. The proposed maximum 39 feet will have some
27 impact on the ability to see the Sandia Mountains (Policy m).
- 28 9. The draft NHHSDP is generally in compliance with the Activity Centers
29 section of the Centers and Corridors Component of the
30 Comprehensive Plan. Building heights recommended in the
31 Central/Highland/Upper Nob Hill Metropolitan Redevelopment Plan
32 range from 54 feet along Central Avenue to 26 feet in areas to the
33 north and south of the Central Corridor. The MRA Plan area borders

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1 the existing Community Activity Center in the Nob Hill area, and
2 contains the Community Activity Center in the Highland area. The
3 MRA Plan, and the proposed NHHSDP, constitute further studies for
4 Activity Center locations that identify design elements, appropriate
5 uses, transportation service, and other issues (Policy a, Table 10
6 Policy a), and reflect citizen perspectives on new development in these
7 areas. These Activity Center locations, therefore, shall develop in
8 accordance with more area-specific sub-area planning efforts, and
9 guide more intense development away from existing residential areas
10 (Policies f, g).

11 10. The NHHSPD is generally in compliance with the Transportation and
12 Transit section of the Centers and Corridors Component of the
13 Comprehensive Plan. Central Avenue is designated as a Major Transit
14 Corridor in the Centers and Corridors policies of the
15 Albuquerque/Bernalillo County Comprehensive Plan. The NHHSDP
16 proposes zoning along and adjacent to Central Avenue (CCR and OR
17 zones) which allows mixed use development that includes higher
18 density residential uses. This will place more residents on or near the
19 Central corridor, and provide for opportunities for increased transit
20 ridership (Policy c). The NHHSDP includes a section on Pedestrian
21 Circulation (NHHSDP p. 28-34) that addresses improvements to
22 pedestrian facilities, and has a section for Transit (NHHSDP, p. 39-40)
23 that reflects plans for modern streetcar transit service, and reflects
24 current regular and rapid ride bus transit service. These elements,
25 collectively, address the promotion and integration of pedestrian
26 opportunities, the creation of a bicycle circulation network for the
27 area, and current and future transit investments that benefit overall
28 mobility needs (Policies g, h, q).

29 11. Appendix A of the NHHSDP contains the document "A Vision For The
30 Future of The Hiland Theatre and Highland Neighborhood" from
31 Bernalillo County regarding the redevelopment of the Hiland Theatre
32 (owned by the County) and its surroundings for Transit Oriented
33 Development (TOD). In this vision statement, the Hiland Theatre

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1 serves as a hub for performing arts that would draw a variety of higher
2 density residential and commercial services to adjacent areas. As it is
3 located within the designated Hiland Community Activity Center, the
4 County's Vision Statement is also a further study of this area, and
5 represents a significant level of planning cooperation between the City
6 of Albuquerque and Bernalillo County. The Vision Statement is an
7 important contribution to the Activity Center development concepts of
8 the NHHSDP (Policies f, g).

9 12. The NHHSDP is generally in compliance with the Historic Resources
10 goal and policies of the Comprehensive Plan. The NHHSDP serves to
11 inform the public regarding historic resources in the plan area and
12 preservation of these resources (Policy c). Policies for Historic
13 Preservation in the NHHSDP are outlined on pages 50-51 of the Plan,
14 and include actions to support historic preservation of signs,
15 buildings, and historic neighborhoods. The NHHSDP also proposes
16 the creation of zone districts with design regulations intended to
17 preserve characteristics of historic neighborhoods (MRHD, RTHD,
18 SFHD, p. 96). The NHHSDP Implementation/Projects and Programs
19 section of the Plan, recommended actions, includes a survey of the
20 University Heights and Granada Heights neighborhoods for historic
21 eligibility status, and development and distribution of a handbook on
22 the historic character of Central Albuquerque (p. 73-74). The NHHSDP
23 serves to encourage preservation of historic resources in the area
24 through these policies and actions (Policy a).

25 13. The NHHSDP is generally in compliance with the Cultural Traditions
26 and the Arts goal and policies of the Comprehensive Plan. The
27 NHHSDP encourages the redevelopment and enhancement of alley
28 ways in the Plan area as pedestrian paths and as places for display of
29 public art, and encourages community involvement in building the
30 area's identity (NHHSDP, p. 32). Public art is also included in the Plan
31 Implementation/Projects and Programs section as an element for a
32 proposed Streetscape Schematic Design Plan for Central Avenue
33 (NHHSDP, p. 70), for alleys that may serve as community gardens

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1 (NHHSDP, p. 71), and as an element for all capital improvements in the
2 area (NHHSDP, p. 72). These proposals involve coordination with the
3 City Planning Department, other City agencies, and community
4 organizations (Policy c).

5 14. The NHHSDP is generally in compliance with the Community Identity
6 and Urban Design goal and policies of the Comprehensive Plan. The
7 NHHSDP, which incorporates the development recommendations of
8 the Central/ Highland/Upper Nob Hill Metropolitan Redevelopment
9 Plan, and "A Vision For The Future of The Hiland Theatre and Highland
10 Neighborhood" from Bernalillo County, together delineate further
11 improvements for the Nob Hill/Highland areas that establish a unique
12 identity for this area. Urban design elements in the NHHSDP figure
13 prominently in the area's proposed identity. Proposed CCR and OR
14 zones emphasize a pedestrian-oriented shop front design with high
15 percentages of fenestration, and building façade articulation elements
16 that include awnings, arcades, and balconies. Proposed MRHD,
17 RTHD, and SFHD zones for historic residential districts include design
18 regulations that prohibit car ports in the front yard setback area,
19 reduce wall heights, and limit building height to preserve solar access
20 to adjacent properties, as an approach to preserve the historic
21 character of these areas (Policies c, e).

22 15. The NHHSDP is generally in compliance with the Housing goal and
23 policies of the Comprehensive Plan. Housing is addressed in the
24 Community Form section of the Plan, under Residential Districts
25 (NHHSDP, p. 56-57). Policies in this section promote housing
26 affordability, a mix of housing types and prices, housing along
27 commercial corridors, building additions, residential infill, new historic
28 district designations in residential areas, and the protection of solar
29 access on residential properties (Policy a).

30 16. The NHHSDP is generally in compliance with the Economic
31 Development goal and policies of the Comprehensive Plan. Economic
32 development is addressed in the Economic Vitality section of the Plan
33 (NHHSDP, p. 66-67). Policies to support this goal address working

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1 with neighborhood and business organizations to improve economic
2 conditions, promote redevelopment of vacant and underutilized
3 properties, utilization of MRA financing tools, and working with
4 Bernalillo County to develop County-owned land. Actions that
5 accompany these policies address support of renovation of historic
6 buildings for commercial use, a mix of uses along commercial
7 corridors, a business improvement district (BID), financial support for
8 capital projects, provision of information about small businesses in
9 the area, and MRA-related financial tools to support catalytic projects
10 for the area, such as the renovation of the De Anza Motor Lodge on
11 Central Avenue. The Plan supports creating an environment that
12 supports the development and retention of local business (Policy b).

13 17. The proposed CCR-1 (Community Commercial Residential), CCR-2,
14 CCR-3, OR-1 (Office Residential), and OR-2 zones in the NHHSDP meet
15 the requirements of R-270-1980. The basis of compliance of the
16 NHHSDP with R-270-1980 is changed conditions (Section D.2.)
17 regarding the adoption of the Centers and Corridors component of the
18 Comprehensive Plan (Activity Centers, Transit Corridors), and the
19 adoption of the Central/Highland/Upper Nob Hill Metropolitan
20 Redevelopment Area Plan.

21 18. The proposed MRHD (Mixed Residential Historic District), RTHD
22 (Residential Townhouse Historic District), and SFHD (Single Family
23 Historic District) zones in the NHHSDP meet the requirements of R-
24 270-1980. The basis of compliance of the NHHSDP with R-270-1980 is
25 changed conditions (Section D.2.) regarding the designation of the
26 Monte Vista Addition and College View Addition subdivisions under
27 the State Cultural Properties Register in 1998 and the National
28 Register of Historic Places in 2001.

29 19. The proposed R-1 (Single Family Residential) and MR (Mixed
30 Residential) zones in the NHHSDP meet the requirements of R-270-
31 1980. The basis of compliance of the NHHSDP with R-270-1980 is
32 changed conditions (Section D.2.) regarding changes of zoning in the
33 Highland Reservoir Addition subdivision from R-1 to R-3 to

1 accommodate the development of a major urban center in the Central
2 Avenue/San Mateo Boulevard area. The development of this major
3 urban center did not occur. The predominance of single family
4 residential land uses in this neighborhood and the lack of a major
5 urban center development in the area justifies a re-establishment of
6 lower intensity residential zoning in this neighborhood.

7 20. In meeting the requirements of R-270-1980 regarding zone changes as
8 proposed in the NHHSDP regarding changed conditions (Section D.2.),
9 and in establishing compliance with the policies of the Comprehensive
10 Plan and the recommendations of the Central/Highland/Upper Nob Hill
11 Metropolitan Redevelopment Area Plan, the proposed NHHSDP is
12 found to be more advantageous to the community as articulated in
13 these plans and policies (Section D.3.).

14 21. Letters have been sent to the EPC regarding a variety of concerns
15 related to the content of the NHHSDP. These letters are attached to
16 the staff report. Many of the concerns being sent to staff address
17 proposed building height, architectural design standards for the
18 Historic Core commercial district, sale of alcohol for off-premise uses,
19 pedestrian safety issues pertaining to Lead/Coal Streets, and
20 proposed zone changes in the Highland neighborhood from R-3 to R-1
21 and MR.

22 22. Public hearings were held on October 26, 2006 and December 14, 2006
23 at the EPC to discuss the proposed plan.

24 Section 4. REMOVAL OF CPTED ROADWAY BARRIERS. The City shall
25 remove the Crime Prevention Through Environmental Design (CPTED)
26 roadway barriers and diverters in the Emerging Nob Hill Commercial Area
27 south of Central in the Plan due to the success of the program in reducing
28 crime and the need to increase roadway connectivity.

29 Section 5. NEIGHBORHOOD PERMIT PARKING. The neighborhoods
30 adjoining the Route 66 Historic Core, Emerging Nob Hill, and Highland
31 Commercial Districts within the Plan may initiate a petition and establish a
32 Neighborhood Permit Parking system without regard to the percentage of

1 on-street parking spaces used by persons who are not residents of the
2 neighborhood.

3 Section 6. BUSINESS IMPROVEMENT DISTRICT, TAX INCREMENT
4 FINANCING, AND TAX INCREMENT FOR DEVELOPMENT DISTRICT. The
5 City encourages the establishment of a Tax Increment for Development
6 District (TIDD), Tax Increment Financing (TIF) zone or a Business
7 Improvement District (BID) within the boundaries of the Nob Hill Highland
8 Sector Development Plan Area. The funds raised through these
9 mechanisms shall be used, according to a plan to be adopted by the City
10 Council, for the following purposes: acquire sites and develop public civic
11 space, shared public parking structures, public transit system
12 improvements, streetscape enhancements, personnel costs to enforce the
13 Neighborhood Permit Parking system if implemented, and other purposes
14 as needed.

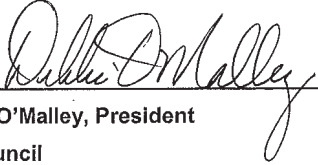
15 Section 7. EFFECTIVE DATE AND PUBLICATION. This legislation shall
16 take effect five days after publication by title and general summary.

17 Section 8. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
18 clause, word or phrase of this resolution is for any reason held to be invalid
19 or unenforceable by any court of competent jurisdiction, such decision shall
20 not affect the validity of the remaining provisions of this resolution. The
21 Council hereby declares that it would have passed this resolution and each
22 section, paragraph, sentence, clause, word or phrase thereof irrespective of
23 any provisions being declared unconstitutional or otherwise invalid.

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1 PASSED AND ADOPTED THIS 20th DAY OF August, 2007
2 BY A VOTE OF: 9 FOR 0 AGAINST.

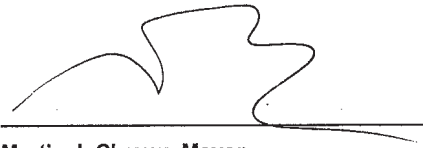
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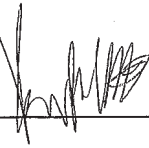
Debbie O'Malley, President
City Council

APPROVED THIS 07 DAY OF September, 2007

Bill No. R-07-185



Martin J. Chavez, Mayor
City of Albuquerque

ATTEST:


City Clerk

ACKNOWLEDGEMENTS

Mayor

Martin J. Chávez

City Council

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

Environmental Planning Commission

Jeffrey Jesionowski, Chair- Council District 8
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Jonathan Siegel- Council District 2
Klarissa Pena- Council District 3
Larry Chavez-Council District 4
Virginia Klebesadel- Council District 5
Laurie Moyer- Council District 7

City of Albuquerque

Richard Dineen- Director, Planning Department
Deborah Stover- Division Manager, Advanced
Planning and Urban Design
Makita Hill- Project Manager, Planning Department
Juanita Garcia- Project Manager, Planning
Department

Steering Committee

David Kammer- Nob Hill Neighborhood Association
(NHNA)
Page Coleman- Nob Hill Business Association
(NHBA)
Will Gleason- Nob Hill Highland Renaissance
Corporation (NHHRC)
Gary Mulryan- NHHRC
Claude Lewis- Highland Business and Neighborhood
Association (HBANA)
Lee West- HBANA
Signe Rich- NHNA
Hal Rooks- NHNA

Working Committee

Susan Rooks- Public Safety Working Committee
Gary Eyster- Residential Character Working
Committee
Alan Pope –Circulation and Traffic Working
Committee
Kevin Wilson- Commercial Character Working
Committee

At-Large Representatives

David Albright- Bernalillo County
Nicolette Dennis-APS
Alfredo Barrenechea- NM Historic Community
Revitalization (NMHCR)
Joshua Williams-NMHCR
Stephen Wheeler PhD.- University of New Mexico

Sites Southwest Consultants

Phyllis Taylor, Principal
Robert McCabe, Principal, Project Manager
Mikaela Renz, Public Relations
Sara Bautista, Planner,
Jana Lewis, Geographic Information Systems
Terron Cox, Graphic Designer
Shelly Homer, Graphic and Layout Designer

Kimley-Horn and Associates, Inc.

Jim Daisa, Principal



Martin J. Chavez, Mayor

ACKNOWLEDGEMENTS



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I. INTRODUCTION

The Nob Hill Highland Sector Development Plan, initiated by the Albuquerque City Council in 2004, is intended to guide the physical development of the Nob Hill and Highland neighborhoods of Albuquerque. These neighborhoods are located in the near heights immediately east of the University of New Mexico. The plan specifies standards for future development of these neighborhoods, including land use, zoning and capital improvements recommendations. As a detailed plan for two neighborhoods, the document is consistent with long-range plans for the County as a whole and area wide plans for streets and other infrastructure.

A. Planning for Albuquerque

In 2002 the City of Albuquerque updated the Albuquerque/Bernalillo County Comprehensive Plan, which describes goals and policies for metropolitan development emphasizing the importance of Communities, Centers and Corridors in the successful functioning of the greater Albuquerque metropolitan area. The Comprehensive plan is a *Rank I* Plan. Contained within the jurisdiction of the Rank I plan are two plan types dealing with smaller geographic areas in greater detail. *Rank II* plans with large sections of the city like the Southwest Mesa and *Rank III* plans are the most specific dealing with particular sectors or neighborhoods such as the Nob Hill/Highland neighborhoods. All plans are intended to work together to support a desired direction for growth, as well as natural and cultural resource protection.

The Nob Hill Highland Sector Development Plan Area falls within the Near Heights Community Area as designated by the Comprehensive Plan and contains two Community Activity Centers (the Nob Hill, and Highland Centers), one Enhanced Transit Corridor (Lomas Boulevard) and one Major Transit Corridor (Central Avenue).

B. What is a Sector Development Plan?

The Nob Hill Highland Sector Development Plan is a Rank III plan designed to benefit and enhance the livability of its neighborhoods. The Sector Development Plan describes existing conditions in the area, identifies things that the community wants

to protect or improve and lists recommendations for actions by the city and the community to implement the plan. Sector Plan objectives include attaining stakeholder agreement through the planning process, enhancing the livability of the community as well as reinforcing its identity relative to the Centers and Corridors policies of the Comprehensive Plan. The plan also aims to develop capital improvement projects and any zoning or code changes that might be necessary to respond to the particular needs for improvement of the built environment within that sector. Design standards and guidelines are also included in Sector Development Plans.

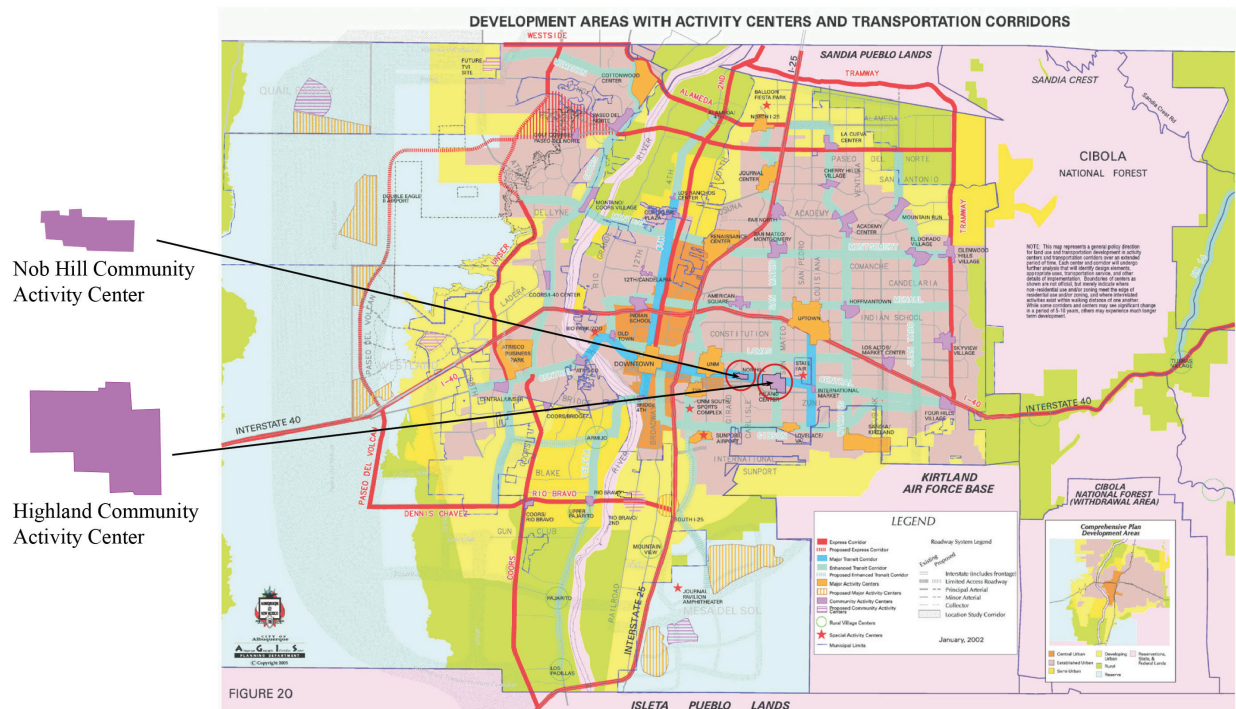


Figure 1: Centers & Corridors

C. Boundaries

The boundaries of the Nob Hill Highland Sector Development Plan are Girard to the west, Lomas Boulevard to the north and San Mateo to the east. The southern boundary includes Zuni until it intersects with Morningside where the boundary jogs south along Morningside until it reaches Garfield Ave. which then becomes the southern most edge of the Nob Hill Highland Sector Development Plan.

D. Why the Nob Hill Highland Area?

The goal of this plan, articulated in Council Bill R-04-189, is to update the 1987 Nob Hill Sector Development Plan and extend its boundaries to include the Central Highland and Upper Nob Hill area east of Washington. In the nearly twenty years since the 1987 plan was adopted, the Nob Hill Highland area has experienced many changes necessitating an updated plan to meet today's needs. In addition to concerns raised by the community, goals of the plan are to protect the established character of the neighborhood, its walkability, its successful business community and its historic structures. Another important reason for the plan update is the need to integrate the recommendations of the recently completed Metropolitan Redevelopment Area Plan for the Highland area. The Sector Plan will also act as a guide to manage future residential density levels as enhanced transit service along Central Avenue becomes a growing reality.

E. Guiding Principles

Listed below are some of the Guiding Principles that have emerged from the community in the development of this Nob Hill Highland Sector Development Plan. A more detailed discussion of issues and recommendations pertaining to these principles and their desired outcomes is provided in the Plan Components section.

- Improve the pedestrian environment
- Identify and preserve the existing character of residential and commercial areas
- Encourage a mixture of compatible uses
- Preserve and enhance streetscapes
- Calm traffic
- Enhance public safety
- Stimulate commercial revitalization

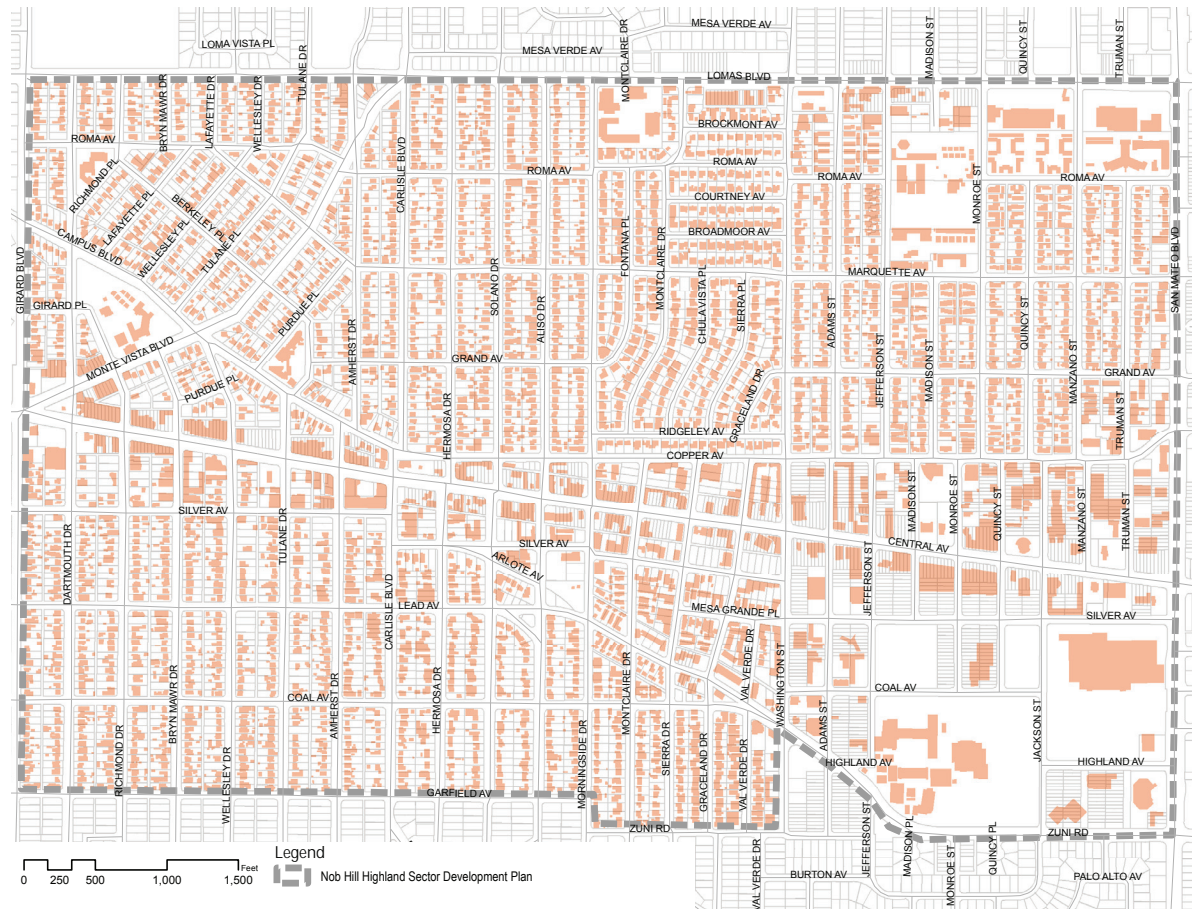


Figure 2: Plan Area Boundaries

- Improve conditions to emphasize multiple modes of transportation (pedestrian, bicycle, vehicular and transit)
- Stimulate economic development
- Encourage diverse housing types
- Establish regulations and guidelines for historic preservation
- Enhance human services
- Establish zoning regulations appropriate to areas of distinctive character and which address smooth transitions between commercial and residential areas
- Establish design guidelines to encourage development that is in keeping with areas of notable architectural character

F. Comprehensive Plan Precedence

The Albuquerque/Bernalillo County Comprehensive Plan articulates numerous policies that provide the basis for the Nob Hill Highland Sector Plan recommendations. The Nob Hill Highland Sector Plan recommendations, in turn, are intended to address the goals of the neighborhood. This Sector Development Plan also incorporates the work of many other existing plans and studies including the Metropolitan Redevelopment Plan for the Highland Area in 2005, the 1987 Nob Hill Sector Plan, the 2005 Nob Hill Highland Area Parking Inventory and Survey, the 1991 Downtown/City Center Transportation Study, and the 1997 Lead Coal Corridor Study, among others. Listed below are the 2002 Comprehensive Plan policies which have provided a framework for the Nob Hill Highland planning process:

1. *Developing and Established Urban Areas*

- Policy a - The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.
- Policy d - The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.
- Policy h - Higher density housing is most appropriate in the following situations:
 - In designated Activity Centers.
 - In areas with excellent access to the major street network.
 - In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
 - In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.
 - In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.
- Policy k - Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.
- Policy m - Urban and site design which maintains and enhances unique vistas and

improves the quality of the visual environment shall be encouraged.

- Policy o - Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

2. *Activity Centers*

- Policy f - The most intense uses in Activity Centers shall be located away from nearby low-density residential development and shall be buffered from those residential uses by a transition area of less intensive development.
- Policy g - Activity Center locations shown on a Comprehensive Plan map, and their predominate uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with more specific sub-area planning efforts.

3. *Historic Resources*

- Policy a - Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.
- Policy c - Increase public and inter-agency awareness of historic resources and preservation concerns.

4. *Cultural Traditions and the Arts*

- Policy c - Coordination and promotion of the arts in the metropolitan area shall be supported.

5. *Community Identity and Urban Design*

- Policy c - The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community Activity Centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community.

INTRODUCTION

- **Policy e** - Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to:
 - minimize water use
 - screen parking areas
 - create useful and attractive signage and building facades
 - facilitate walking safety and convenience

6. Transportation and Transit

- **Policy c** - In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.
- **Policy g** - Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.
- **Policy h** - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.
- **Policy q** - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goals.

7. Housing

- **Policy a** - The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

- **Policy c** - The displacement of low income households, shall be ameliorated and the objectives of historic preservation and conservation of affordable housing balanced.
- **Policy d** - Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

8. Economic Development

- **Policy b** - Development of local business enterprises as well as the recruitment of outside firms shall be emphasized.

G. The Planning Process and Public Participation

The issues, goals and recommendations of the plan were developed through a public participation process of stakeholder groups that included the establishment of a steering committee comprised of stakeholders from community interest groups (residents, property owners, and business people). Members of this steering committee came from four major organizations in the Plan Area: The Nob Hill Neighborhood Association (NHNA), The Nob Hill Business Association (NHBA), The Highland Business and Neighborhood Association (HBNA), and the Nob Hill Highland Renaissance Corporation (NHHRC) a nonprofit, community-based development corporation. Institutional stakeholders provided additional input and technical assistance. These stakeholders included the City of Albuquerque Planning Department, Bernalillo County, the University of New Mexico and the Albuquerque Public Schools. In addition

to the steering committee, working groups made up of other community members were created to concentrate on specific areas of concern: Residential Character, Pedestrian Circulation, Public Safety and Character of Commercial and Transition Areas. Community participation and plan elaboration were facilitated by Sites Southwest, LLC in collaboration with the Albuquerque Planning Department.

All new or updated Sector Development Plans must be reviewed by the Environmental Planning Commission. Upon the EPC's review and recommendation, the plan goes to the Albuquerque City Council for adoption. Once the plan is adopted, the zoning map, language, design standards and other recommendations of the plan become legal land use regulation for the plan area.



INTRODUCTION



II. HISTORIC CONTEXT AND THE BUILT ENVIRONMENT

Traveling up Central Avenue from Old Town, to New Town (Downtown) and then further up the East Mesa, Central Avenue becomes a time line through history. Architectural style and vernacular mix with national or global events to create unique, discernible neighborhoods that grow younger the further east one travels along Central Avenue.

A. Pre World War II

Central Avenue and its surrounding areas between Girard and Carlisle developed in the late 1920s and 1930s, pre-dating Route 66 and post World War II growth in auto oriented travel and development. In that era development catered to a much more integrated interaction between the area's commercial activity and its residential environments. Though the Nob Hill Business Center was, in the late 1940s, considered to be state of the art auto oriented development, a focus on the pedestrian was still central to the development. That its commercial space was designed to interact with its surroundings on all sides of the building belies its Route 66-era conception. The free-flowing pedestrian entry to the shops and restaurants along Central and in the Business Center encouraged walkability and was dependant upon people who still came and went by foot or streetcar. This sense of continuity between the commercial and residential areas in many ways defines Nob Hill and is responsible for much of its success today.

The Nob Hill subdivisions platted through the 1920s and 30s reflect the evolution of subdivision development through that time period. The Monte Vista (1926) and University Heights (1916)

Additions, located between Girard and Carlisle have narrow, deep lots with alley access to rear yards. Monte Vista Addition is notable for platting that diverged from the typical grid, recognizing drainage patterns, and dedicated land for a school site. Further east, College View Addition (1926), Granada Heights Addition (1925) and Mesa Grande Addition (1931) follow the grid and have narrow, deep lots, but do not have alleys. Residents purchased lots and hired builders or contractors acquired a small number of lots to attract buyers, which created a mix of housing types and styles. Construction on these lots spanned from the 1920 through the 1950s



Broadmoor (1945) began the change to the post World War II pattern of tract housing and a break with the grid platting pattern, with a limited number of streets connecting to the arterials.

Commercial development along Central Avenue served two markets, the residential neighborhoods on either side and travelers through Albuquerque.

The late 1930s saw the realignment of U.S. 66 from its north/south orientation through Albuquerque to an east/west alignment along Central Avenue. By the 1940s and the early 1950s Route 66 had begun

to shape the surrounding landscape. Architectural styles of Route 66 were born of this modern age. Typical development along Route 66 that reflects its function as America's "mother road" can be found in its many gas stations, motor courts, neon signs, and roadside restaurants. Most were designed to attract the attention of people moving through the landscape at speeds only recently experienced with the wide popularity of the automobile.

B. World War II and Beyond

With the entrance of the United States into World War II, Albuquerque assumed a pivotal role in early national defense efforts which later formed the nucleus of the present-day military-industrial complex of Kirtland Air Force Base and Sandia National Laboratory. The location of these facilities south of the Nob Hill Highland neighborhoods helped contribute to the area's desirability.

The area between Morningside and Washington developed in the post war boom of the late 1940s, 1950s and 1960s. The built environment has some qualities of both the pre- and post-war eras. Some blocks have small scale shop frontages close to the street while other buildings step back allowing for a shallow parking lot, while still others swim in vast seas of parking forsaking the pedestrian almost completely. Residential development also changed. Lots became wider and shallower as the orientation of houses began to change. The garage that was detached and accessed from the alley or a long driveway moved forward and became integrated into the house, accessed by a driveway from the front. Ranch style houses and modernist architecture began to appear interspersed within the established architectural vernacular. Development also began to occur in large sections with contractors building the same or similar houses on one or more blocks.

The Highland area from Washington to San Mateo also developed during the late 1940s, 1950s, and 1960s. However, zoning codes favored single use buildings and a separation of these uses from the surrounding residential areas. R-1 (single family residential zoning) gave way to R-3 (highest density residential zoning) in a bid to help alleviate housing shortages. Duplexes and courtyard style apartments gave way to larger buildings with more parking lots and as a result are less integrated into their surroundings. Dwellings in this area were assumed to be served by shops and amenities that would be reached by car. Central Avenue widened; buildings receded behind expansive parking lots separating commercial and residential districts. The later the development the more automobile oriented it became with little or no consideration for the pedestrian environment. East of the Hiland Theater the commercial areas are dominated by much larger stores surrounded by equally large parking lots. Central Avenue widens to six lanes and on-street parking has been eliminated in most blocks. Where buildings are set back with parking in front, the development pattern discourages walkability, street activity and neighborhood integration.



The Nob Hill commercial strip began a long period of decline in the early 1960s. Development of the Winrock and Coronado shopping malls along with construction of the interstate highway network

altered growth and transportation patterns citywide and shifted commercial focus away from Route 66. The community turned to the new malls to meet many of their shopping needs, while the Interstate diverted much of the traffic that once flowed on East Central. As a result, the prestige of the Nob Hill business district diminished, and the area lost its former luster. Buildings deteriorated, and uses changed.

C. The Recent Past

By 1987, at the behest of Nob Hill's neighborhood and business associations, a sector development plan was drafted and adopted by the city of Albuquerque. Part of the 1987 plan included a Nob Hill Study, that looked at housing stock, neighborhood character, areas of concern and attitudes of local residents. One result of the study was the placing of many homes and buildings on the Historic Registry as many were reaching approximately fifty years in age or older. With this renewed interest and perspective on Nob Hill's place in history, property values began to rise attracting economic activity as well as working professionals and their families. By the mid 1990s Nob Hill area was carving out a unique and livable place in the city.

The Highland area was not included in the 1987 plan. Highland was also greatly affected by the construction of the new malls as it was previously Albuquerque's new uptown area. Standing in relative isolation, the Bank of the West building is indicative of this halted economic development in the Highland area. While Nob Hill was experiencing relief from the disinvestment of the 1980s due in part to its maturation as a historical neighborhood in Albuquerque, Highland experienced some development of chain stores and retailers, but largely lagged behind Nob Hill.

Highland, however, seems to be on the same path that Nob Hill was on a few years before. Many of the homes and buildings are now reaching 50 years old, with the potential to be recognized as historic based on their age, contribution to the chronicle of Albuquerque's past, and presence of original design and materials. In 2005 the Metropolitan Redevelopment Area (MRA) plan saw the Hiland Theater as one of the neighborhood's assets and looked to it to help anchor redevelopment. Though Highland does not have the built foundation that Nob Hill has of its mix of pedestrian friendly shops and housing, it is finally coming into its own and many see its more open form as an exciting place from which to start again and create a highly livable, viable and successful urban landscape.



Today, the Nob Hill Highland Area plays host to a range of businesses, restaurants and activities. Transit opportunities have increased with RapidRide bus service and the University's presence adds to local vibrancy. However, concerns about traffic flow, pedestrian safety, crime, economic activity and the built environment persist. It is in this context that this plan aims to pick up where the 1987 plan left off. By building on the strengths of previous plans and the energy of community stakeholders, this plan will be an effective blueprint for the future.

D. Historic Preservation

Today in the Nob Hill Highland area, the issue of maintaining its historic feel and character is as important as ever. Historic preservation is a primary goal of the plan.

As the Plan area furthers the creation of its identity as a walkable, urban area in Albuquerque, there is a desire by area residents to protect, preserve and enhance historic sites along the commercial corridors as well as in the residential neighborhoods. These places are a large part of what makes the Nob Hill Highland area special, contributing greatly to its character. The phenomenon of tearing down or extensively remodeling houses that have contributed to the historic character of the neighborhood is also a serious threat as it can change building massing on the lot, solar access, streetscape and architectural style. Residents believe that it is important to preserve the historic quality of their neighborhood, maintaining sympathetic architectural forms, building massing and streetscape. Furthermore, the State and National Historic Register designation are important resources for documenting and maintaining the area's historical fabric as well as educating the public at large about the history and significance of structures and building styles in the area.

An inventory of historic buildings conducted in 1995 by the City of Albuquerque and volunteer researchers surveyed as many buildings in Nob Hill as possible to complete basic historic research to lay the groundwork for identifying potential historic districts. Inventory forms were completed for approximately 615 residential and commercial

structures. An additional 415 previously surveyed buildings were field checked for major, subsequent modification, and basic dating research was completed for all 1,030 survey forms. The inventory information included a preliminary assessment of the contributing/non-contributing status of each building for potential future historic district and building registrations.

The building survey and research noted that residential areas north of Central had significant concentrations of buildings that would likely be contributing in an historic district, and the Monte Vista and College View Historic District was placed on the State Cultural Properties register in 1998 and the National Register of Historic Places in 2001.

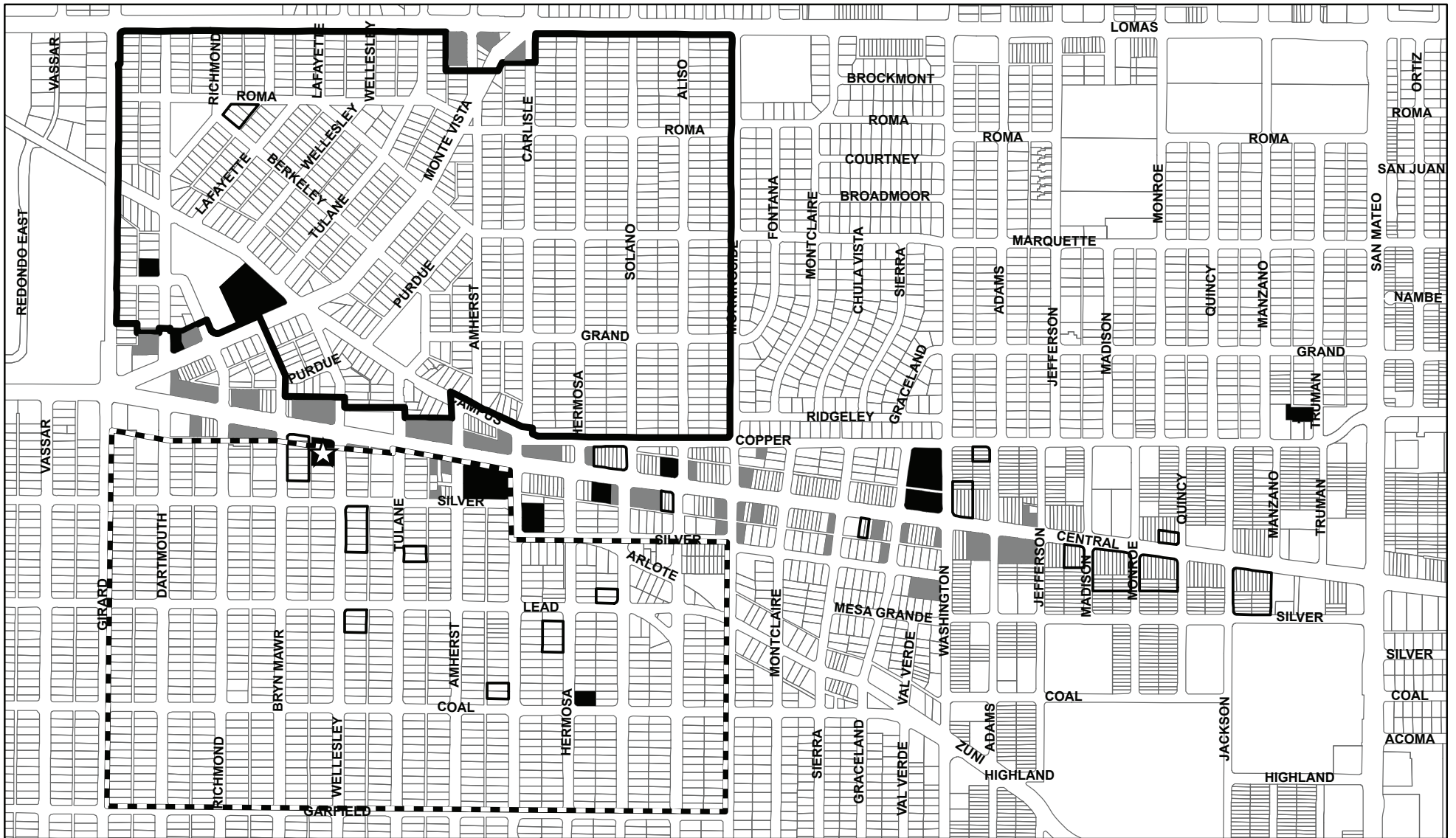
Residential areas south of Central were also identified as having registration potential, and the inventory final report concluded that a survey of the University Heights neighborhood and portions of Granada Heights should be completed.

The report identified individually-listed commercial, institutional and residential buildings on the State and National Registers and identified additional buildings for nomination. The report identified notable buildings constructed from 1942 to 1952 and recommended that these commercial areas be reassessed after 2002 for potential listing on the State and National Registers.

Further historical research was completed for the City of Albuquerque by Parsons Brinckerhoff in March of 2005 in the form of a Cultural Resource Survey of the properties bordering Central Avenue. This cultural resource investigation was conducted under New Mexico State Archaeological Survey Permit No. 04-079 and 05-079 and was consistent with the provisions of the National Historic Preservation Act of 1966, as amended through 1992.

A map of the Plan area shows State and National Register Historic buildings in dark blue, State and National Register Historic Districts in yellow, buildings of potential historic interest in light blue and areas of potential historic interest in light red (see Figure 3). Other historic neighborhoods and structures remain to be surveyed in greater detail and evaluated for inclusion on the State and National Register.

Other recommendations of the 1995 building inventory were that the City consider Historic or Urban Conservation Overlay Zones for registered districts. The report also noted the importance of public education and recommended brochures and walking tours and workshops to encourage preservation-sensitive remodeling and a greater appreciation of the historic quality of commercial structures built through 1955. The intent of such measures would be to encourage renovations that are sympathetic and respectful of the historic character of these neighborhoods.



NOB HILL HIGHLAND SECTOR DEVELOPMENT PLAN

0 250 500 1,000 2,000 Feet



HISTORIC BUILDINGS/DISTRICTS

- Recommended for Further Study
- Buildings/Places of Historic Interest
- Buildings on National and/or State Register
- Characteristic Buildings
- Monte Vista & College View Historic District
- City Landmark - Jones Motor Co., 3222 Central SE

Route 66 Neon Signs on State Register

- Aztec Motel, 3821 Central NE
- Nob Hill Motel, 3712 Central SE
- Premier Motel (3 signs) 3822 Central NE

Figure 3: Buildings and Districts of Historic Recognition or Interest



III. NOB HILL HIGHLAND TODAY

Land use in Nob Hill is predominantly retail and office along the blocks bracketing major streets, with neighborhoods of single family homes and small apartments in the interiors. Scattered within the neighborhoods are churches and Monte Vista Elementary School. Zoning in Nob Hill is a combination of the R-1 zoning that was established when zoning was adopted in Albuquerque in 1959 and special neighborhood office and commercial zoning that was put in place with the adoption of the 1987 Nob Hill Sector Development Plan.

A. Land Use and Current Zoning

The Highland neighborhood has several large apartment complexes and a mix of single family homes, small apartment buildings and townhomes within the interior of the neighborhood. Second units on the same lot as a single family detached home are common in some blocks. Highland High School and Zia Elementary School are significant institutions in the neighborhood. Retail and office uses extend along major streets, and the area surrounding Highland High School is a mix of retail, office and multifamily uses. Zoning in the Highland area dates from 1959, with O-1, C-1 and C-2 zoning along major streets and south of Central Avenue to Zuni. Residential zoning in the Highland neighborhood is R-3.

In both neighborhoods churches are zoned SU-1/ Special Use and some surface parking lots are zoned PR/Parking Reserve.

B. Streetscape, Character, and Scale

Scale and increment are especially important to the character of the streets in the plan area. Much of the commercial façade in the western side (i.e. Girard to Jefferson) of this sector has a regularity of increment and a distinct scale which is particular to mid-20th Century development, and is recognized as an asset to the streetscapes of this sector and to the City at large. Because this existing façade is an important asset to the City, the continuity, maintenance and retention of its component or contributing pieces shall be preserved or restored.

C. Transportation Systems

Today, Albuquerque is a city that is dominated by automotive travel typically comprised of single occupancy vehicles traversing the well established road network. According to a 1996 Parsons Brinckerhoff transportation study entitled [Albuquerque Transportation Evaluation Study](#), 20% to 30% of Albuquerque's total area is comprised of streets and their rights of way. By any measure this is a major type of land use and shapes the way the built environment is used and consumed.

The Nob Hill Highland area is no exception. Though the area is well-served by transit, bicycle and pedestrian routes relative to the City at large, transportation in the Plan area remains dominated by the car. Since its inception, Central Avenue has shaped commercial and residential development along its borders and today remains a major community form determinant in the Plan area. San Mateo, Zuni, Lead, Coal, and Lomas are also vital links to and for the rest of the city and typically carry heavy volumes of traffic at peak travel times. Transit service in the form of bus and RapidRide service is paving the way for a modern streetcar project on

Central Avenue, which will be developed in the near future. In addition, there are many marked and/or dedicated bike lanes throughout the plan area that are part of the Albuquerque Bicycle Master Plan.

However, as the number of "vehicle miles traveled" and "vehicle hours traveled" continue to increase, there is a renewed effort to create truly walkable, pedestrian-oriented environments and development. The Plan looks to address this current situation and also point the way forward to viable communities free from auto-only dependency.

D. Public Facilities

The Nob Hill Highland area is generally well-served by its parks and public facilities. Monte Vista and Zia Elementary Schools and Highland High School are natural community centers. Both the Monte Vista and Zia Elementary schools' playgrounds offer basketball courts and other play equipment for the community at large. Morningside Park, at Morningside and Lead, also offers play equipment for children. Highland High School with its track, football, baseball, soccer fields, tennis courts and pool facilities offer surrounding residents opportunities to exercise and participate in community sports leagues. The Wellesley Tennis Courts, at Lead and Wellesley, offer more community tennis courts.

The Triangle Community Park at the intersection of Girard, Monte Vista, and Central, offers some open space and houses a Police Community Substation. Yet, Central Avenue, as it makes its way through the Nob Hill Highland Area, lacks any major public place for gathering for festivals, concerts or other special events. These spaces are sorely needed as special events are forced to take place either in parking lots or in other parts of the City.

NOB HILL HIGHLAND TODAY

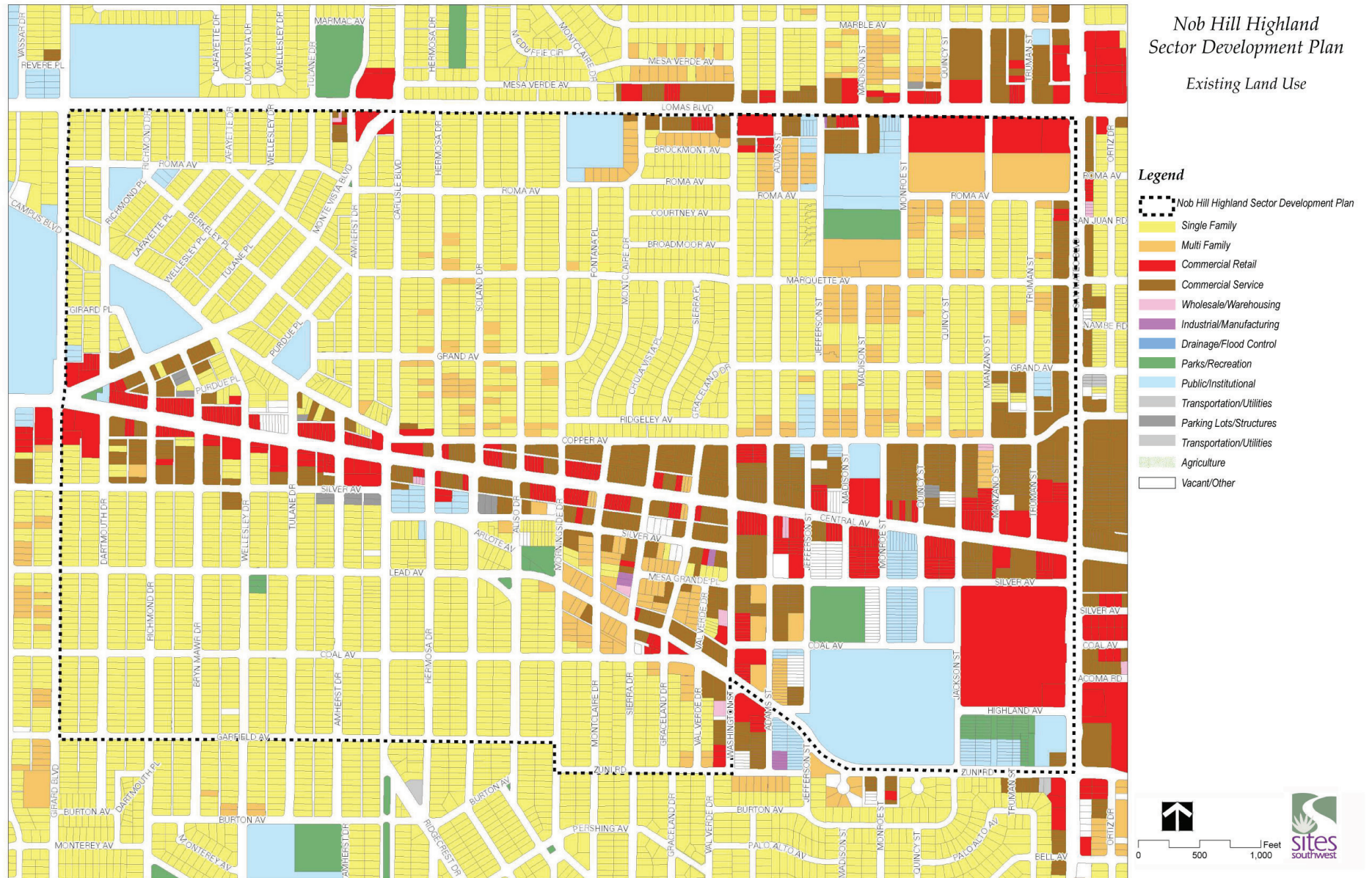


Figure 4: Existing Land Use



Martin J. Chavez, Mayor

NOB HILL HIGHLAND TODAY

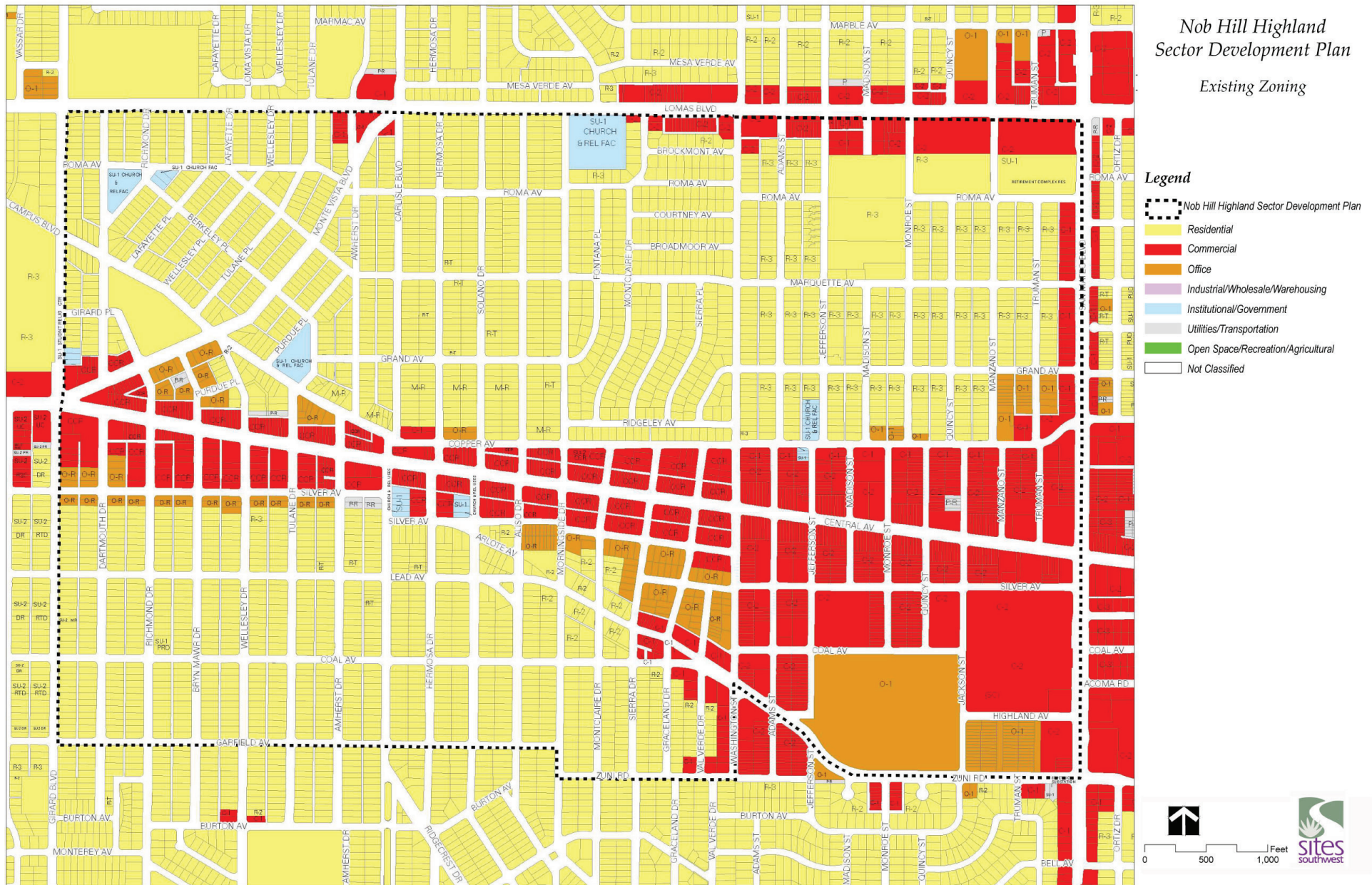


Figure 5: Existing Zoning

E. Housing Characteristics

Housing in the Nob Hill Highland area in general is characterized by a greater propensity towards rental properties, which form 51% of the whole, versus 37% of the whole for Albuquerque at large (U.S. Census Bureau). Figure 6 shows the distribution of properties by ownership, based on 2005 Bernalillo County Assessor Records. Properties where the owner address and site address are the same are assumed to be owner-occupied. A majority (58%) homes are detached single family dwelling units. Of the multi-family dwelling units, the majority are duplexes and three or four-plexes. There are no mobile home parks and only (5%) of all dwelling units are in housing structures that have 50 or more dwelling units. The approximate median value of homes in the Nob Hill area was \$131,400 and in the Highland area was \$108,600 in 2000. However, the median home price in Albuquerque in 2000 was \$127,600 and then jumped up to \$169,200 in 2005, a 32% increase, according to the National Association of Realtors. Nob Hill Highland housing prices have likely followed or even exceeded this upward trend.

1. Age of Housing

Housing in the Nob Hill Highland Area tends to be older than the city-wide average. The median age of houses in Albuquerque is approximately 1975 while the median age of homes in the Nob Hill Highland area is 1952 creating a market of older housing stock. In the Nob Hill area, 69.7% of homes were mainly built prior to 1960 and almost a third of those were built prior to 1940. Only 18% of the housing units in Nob Hill were built from 1960 to 1980, and 11.4% were built after 1980.

2. Building Conditions

A 1985 survey, the most recent study, indicated that residential building conditions are generally good in the Nob Hill area, reflecting a pattern of regular maintenance. According to a May 22, 2006 interview with area historian David Kammer, since this survey was completed, the majority of building conditions and housing stock has improved. Reinvestment in Nob Hill, combined with the inclusion of more houses listed on the Historic Registry may have contributed to these improvements.

However, residents throughout the Nob Hill Highland area have voiced concern at the proliferation of investment properties. They claim that with real estate markets across the Southwest being superheated, many out-of-state investors are buying up property as a safe investment. These properties become vacant or rental units and are not kept up as well as owner-occupied properties, which creates a sense of disinvestment in the area.

Also, old Route 66 motels in the Highland area, such as the De Anza, present a unique opportunity for redevelopment. Though these motels currently act as affordable housing for some, area residents and neighbors complain of criminal activities as well as their physical condition. These buildings no longer function as potential community resources, but rather as blights on the landscape.

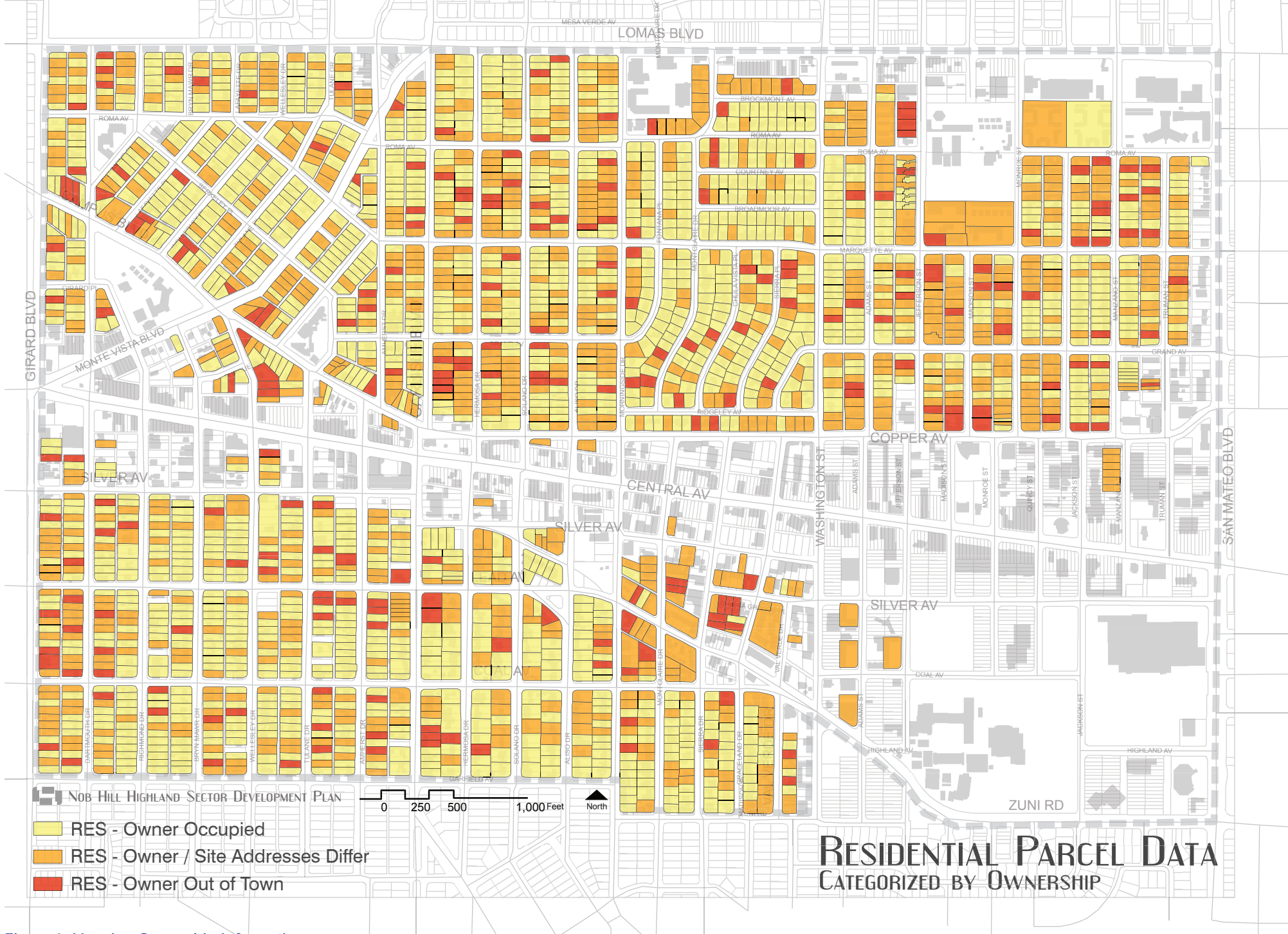


Figure 6: Housing Ownership Information



F. Population Characteristics

The total population for the Nob Hill Highland area in 1990 was 7,281 and in 2000 was 7,222. If this trend continues the population will remain steady. However, as infill becomes more predominant in Albuquerque, it is likely that the population of areas like Nob Hill Highland will increase as the neighborhoods become more urban.

The racial and ethnic make-up of Nob Hill Highland is predominately White and Non-Hispanic. 79% of people in Nob Hill Highland identified themselves as White only versus 71% for the city at large. Ethnically, 23% of people in Nob Hill Highland identified as themselves as Hispanic or Latino while 40% identified themselves as such City-wide.

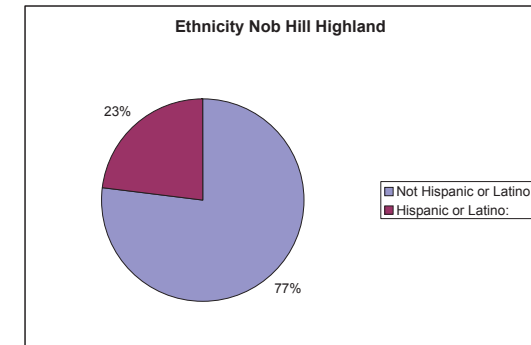
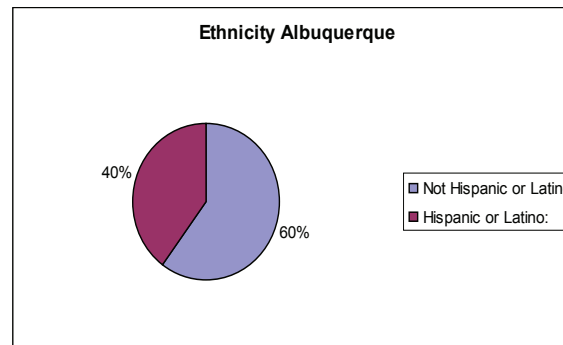
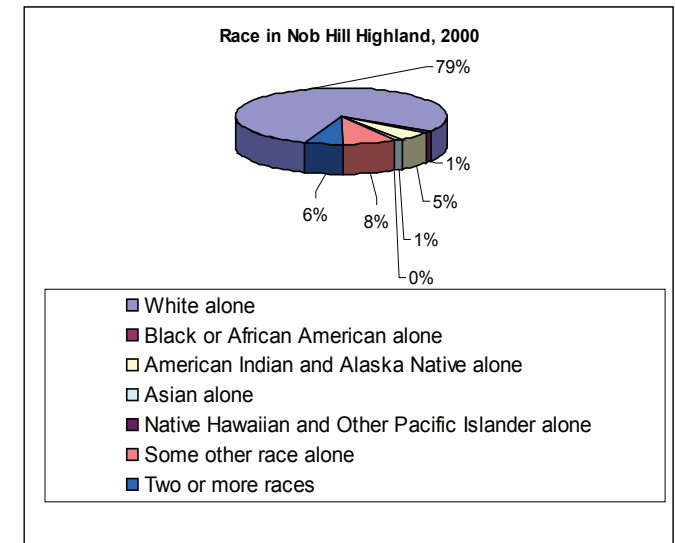
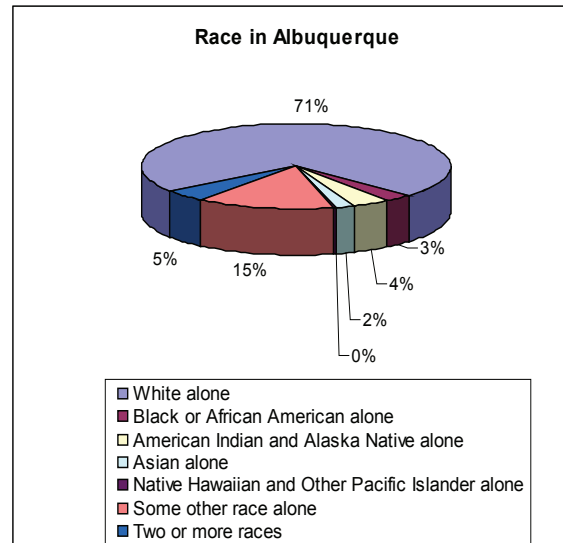


Figure 7: Race and Ethnicity Demographics

The Nob Hill Highland area population is characterized by a larger percentage of younger people who tend to have fewer children when compared to the City overall. This creates a propensity for relatively large numbers of one-person households. The neighborhood also has a larger 50-59 year old population than the rest of the City. The Plan area's largest population groups by age are the 20-29 and the 30-39 categories like that of Albuquerque's. However, these categories in the Plan area make up a higher percentage of its total population that Albuquerque's do. These young people have fewer children as compared to the rest of the City as Nob Hill Highland is underrepresented in the 0-9 and 10-19 year old age groups, and there is a smaller percentage of school-aged children.

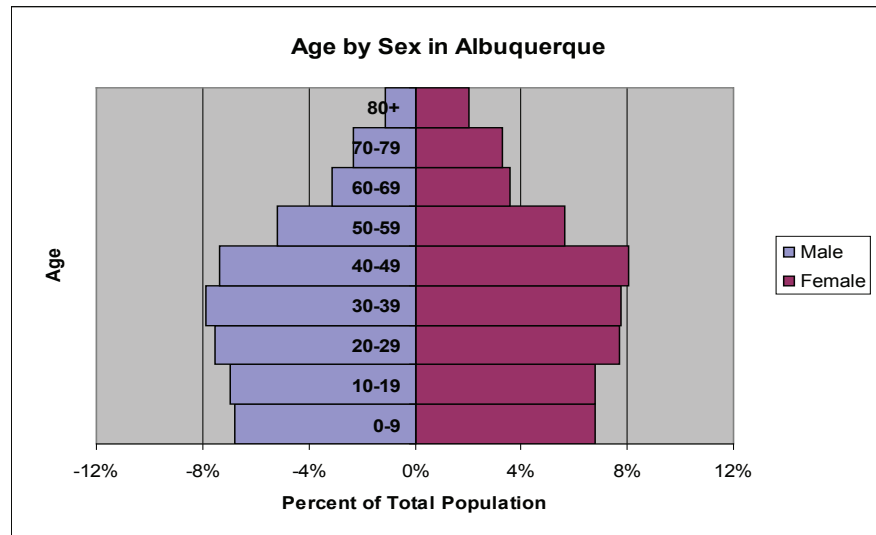
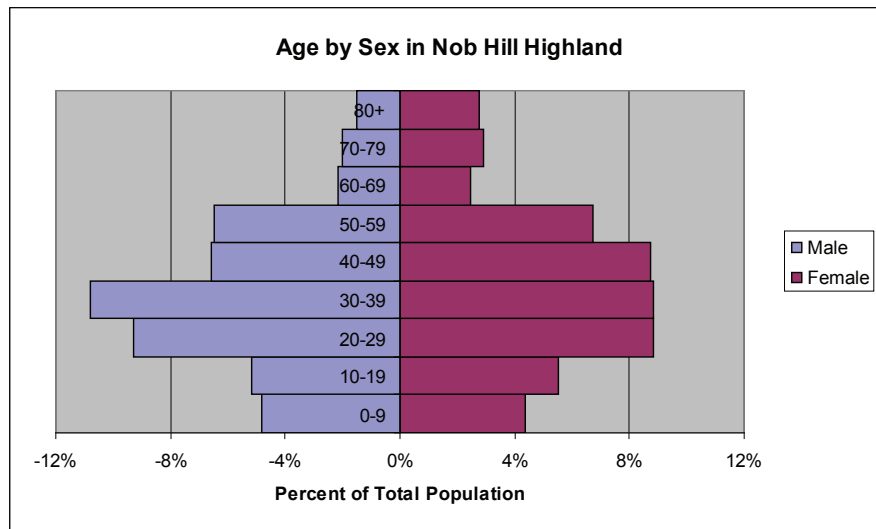
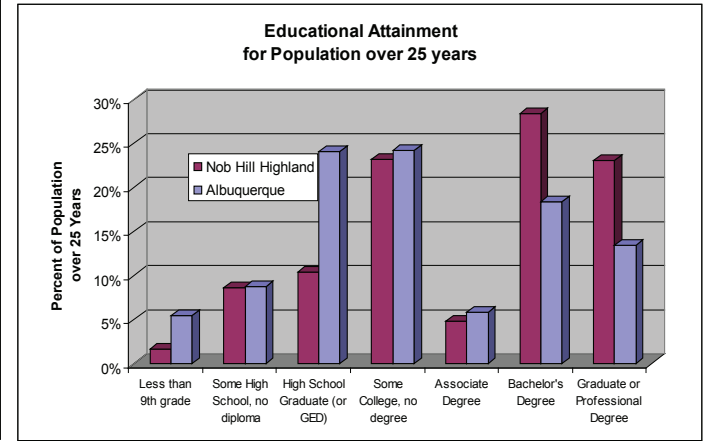
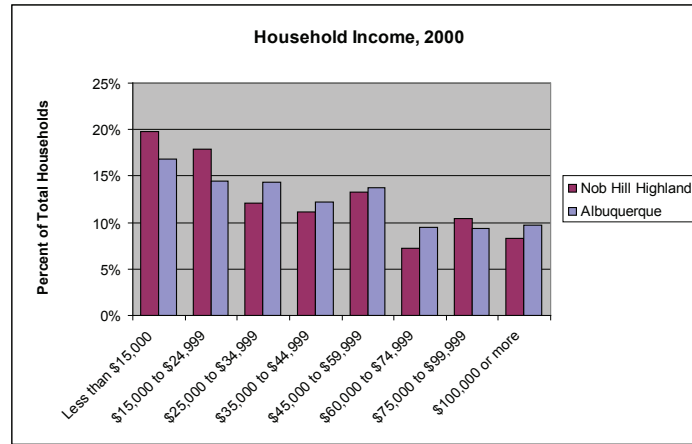


Figure 8: Age and Sex Demographics

Per capita income for the Nob Hill Highland Area is \$23,898 which is slightly higher than Albuquerque's per capita income of \$20,884. Household income across the earning spectrum does not deviate greatly from that of Albuquerque's, however, educational attainment does. Nob Hill Highland tends to be a well-educated part of the City. The percentage of people in the plan area who have their Bachelor's Degree is 28% versus 15.4% for Albuquerque at large. Those who have graduate or professional Degrees are 23% of the population in the Nob Hill Highland area versus Albuquerque's 6%. Furthermore, 89% of Nob Hill Highland residents are high school graduates versus 85.9% in all of Albuquerque.



2000 Population Age 25+ by Educational Attainment*	Nob Hill Highland		Albuquerque	
	Number	% of Total	Number	% of Total
	4,785	100%	291,485	100%
Less than 9th grade	78	2%	15,695	5.4%
Some High School, no diploma	409	9%	25,346	8.7%
High School Graduate (or GED)	498	10%	70,221	24.1%
Some College, no degree	1107	23%	70,518	24.2%
Associate Degree	231	5%	17,070	5.9%
Bachelor's Degree	1360	28%	53,562	18.4%
Graduate or Professional Degree	1102	23%	39,073	13.4%

2000 Population Age 25+	Nob Hill Highland	Albuquerque
Percent without high school diploma	10.2%	14.1%
Percent high school graduate or higher	89.8%	85.9%
Percent bachelor's degree or higher	51.5%	31.8%

Figure 9: Income and education demographics

G. Crime

The Nob Hill Highland area crime rates for 2004 were higher than that of Albuquerque in all categories except assault. The instances of assault fell by nearly half in the Nob Hill Highland area from 2000 to 2004, from 45 to 22.6 reported cases per 1000 people. Also, drug arrests fell by more than half from 22.4 to 10.3 incidents per 1000 people. The category with the highest crime rate in the Nob Hill Highland Area was that of theft crimes (larceny and burglary) at 78 instances per 1000 people. This is up dramatically since 2000 when theft crimes were just 44.3 incidents per 1000 people. The largest discrepancy between the Nob Hill Highland area and Albuquerque's crime rates in 2004 was in the vandalism/disorderly conduct category. Here Nob Hill Highland had a rate of 44.1 instances per 1000 people, 54.7% higher than that of Albuquerque's at 28.5 instances per 1000 people. The increase in theft crimes and vandalism supports residents concerns about the escalation in property crime.

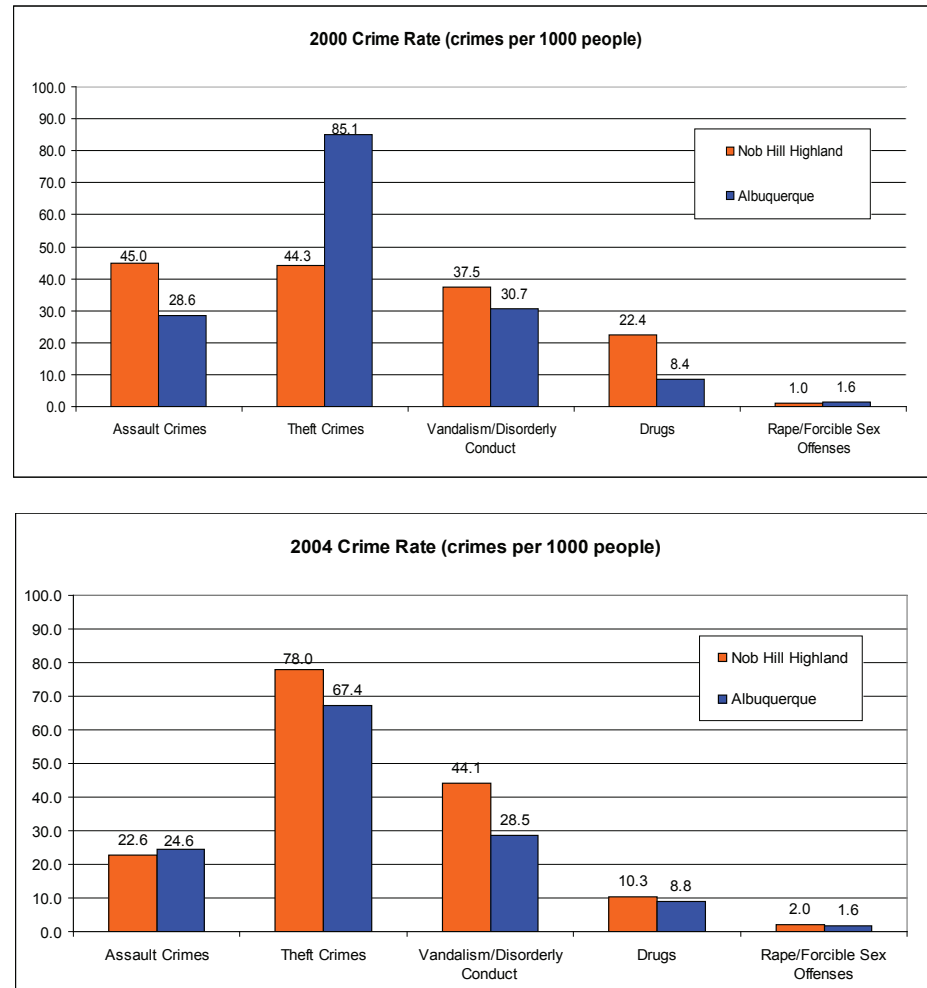


Figure 10: Crime rates

H. Utilities

1. *Water and Sewer*

Water and sewer lines currently provide adequate service in the Nob Hill Highland area (see Figure 11). However, due to the age of the neighborhood's water and sewer lines, many will need to be replaced in the coming years. Since there is no major replacement project slated for the Plan area, improvement will occur in response to normal system and/or future redevelopment projects.

2. *Drainage*

Addressing the storm water runoff and drainage problem in the Nob Hill Highland Area is critical. A 100-year-flood zone extends from Girard to Washington and generally follows Campus/Copper, Central and Zuni (see Figure 12). These important transportation and commercial corridors function as storm water collection channels in lieu of the natural drainage systems they replaced. Existing drainage is approximately at the capacity of the streets which are subject to flooding when surface water flows are anything more than one foot at the curb (ASCG study). Proposed pedestrian and streetscape improvements, such as bulb-outs at corners, would reduce drainage and surface flow capabilities and greatly increase the instances of surface flooding. As a result, many of the proposed street improvements are predicated on the resolution of this problem.

One solution to this problem, as proposed by a 2006 ASCG Inc. study, was to increase the capacity of the Highland Detention Basin. However, this option is not desirable to local stakeholders and a new request for proposals (RFP) has been issued by the City to study the situation further and recommend alternatives. .

3. *Gas, Electric, and Communications*

The Nob Hill Highland area is a fully served area of the city regarding gas and electric utilities as well modern communications technologies. The scope of any infrastructure upgrades will be dictated by normal maintenance, or by future development evaluated on a project by project basis.

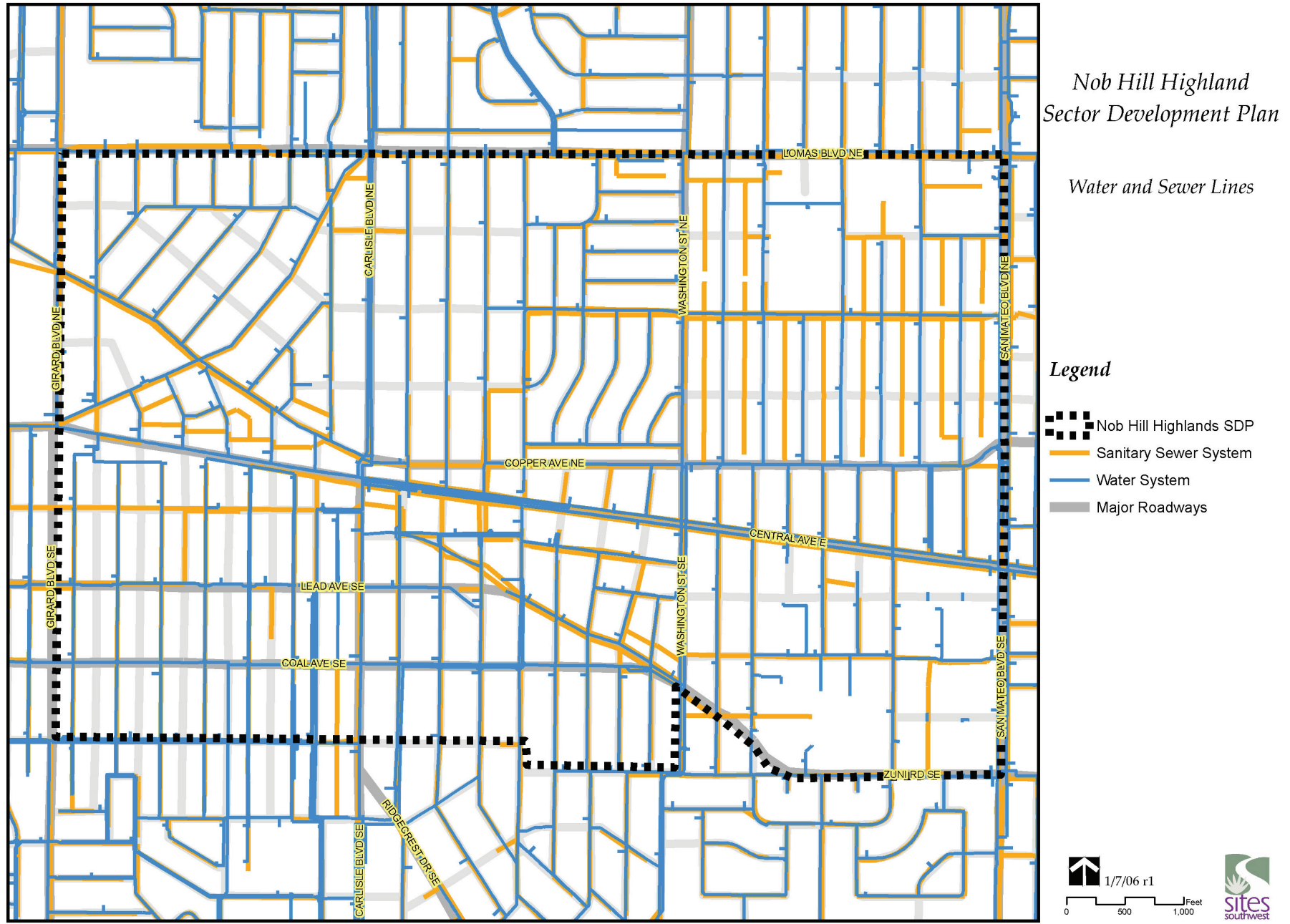


Figure 11: Water and Sewer Lines

Nob Hill Highland
Sector Development Plan

Flood Insurance Rates



Figure 12: Flood Zones



Martin J. Chavez, Mayor

I. Economic Vitality

The Nob Hill Highland area is one of Albuquerque's most vibrant economic centers. Economic activity is concentrated along Central Avenue, the area's "Main Street", and falls into three distinct commercial districts. As the Nob Hill Highland Renaissance Corporation outlines, the first is the Route 66 Historic Core from Girard to Carlisle; the second is Emerging Nob Hill from Carlisle to Washington, and the third is the Highland commercial district from Washington to San Mateo. To varying degrees, each commercial center is populated by a diverse array of shops, boutiques, cafés, restaurants and services. The Nob Hill Highland area also has a good balance of other establishments including grocery stores, bars, antique shops, automotive service centers and big box retailers like Wal-mart. Beyond Central Avenue, commercial activity along Lomas and San Mateo also provide local residents with basic services as well as additional services including, pet stores, pharmacies and child care.

Organizations charged with promoting the economic health of the plan area include the Nob Hill Business Association, the Highland Business and Neighborhood Association, and the Nob Hill Highland Renaissance Corporation. All are non-profit, community based organizations designed to foster reinvestment, protect historic resources, and create a safe environment in the area that translates into economic vitality.

Much of the concern of residents and business owners alike is how to improve on the area's existing economic strengths while retaining its character of small-scale, locally owned businesses. However, the Nob Hill Highland area also has more immediate concerns as well. The area along Central from Girard to Carlisle is the heart of Nob Hill. Yet, even along this corridor there is much available space for lease. Additionally, business tenure is a problem. With the exception of key anchor establishments that have been in business for more than ten years in the same spot (Master Cleaners, Red Wing Shoes, and the Flying Star to list a few), many business have a high turnover rate creating instability and, in turn, high vacancy. The point is not to list all vacant frontages, but rather to demonstrate that even in the heart of one of the City's most vibrant economic areas vacancies and high turnover rates are real concerns that need to be addressed.

The Highland area has similar problems with vacancy and turnover rates among its area businesses east of Carlisle to San Mateo. This district used to have a predominance of Route 66 road-side motels which in recent years served as havens for criminal activity, or simply stood vacant. Currently, only the Desert Sands remains, as others have been torn down. This leaves a gap in the physical and economic landscape, but also provides a prospect for redevelopment. The Hiland Theater has struggled economically in the recent past, but also presents an important opportunity to be an anchor for economic redevelopment in the area.

Other problems as expressed by business owner's are common to both Nob Hill and Highland. Litter removal, a large homeless population and safety are just a few of the recurring problems experienced in the plan area. The Nob Hill Highland area is in need of continued attention and reinvestment if it is to maintain and improve its economic vitality.



IV. PLAN COMPONENTS

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

A. Movement Systems

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

1. Pedestrian Circulation

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

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

Policies

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

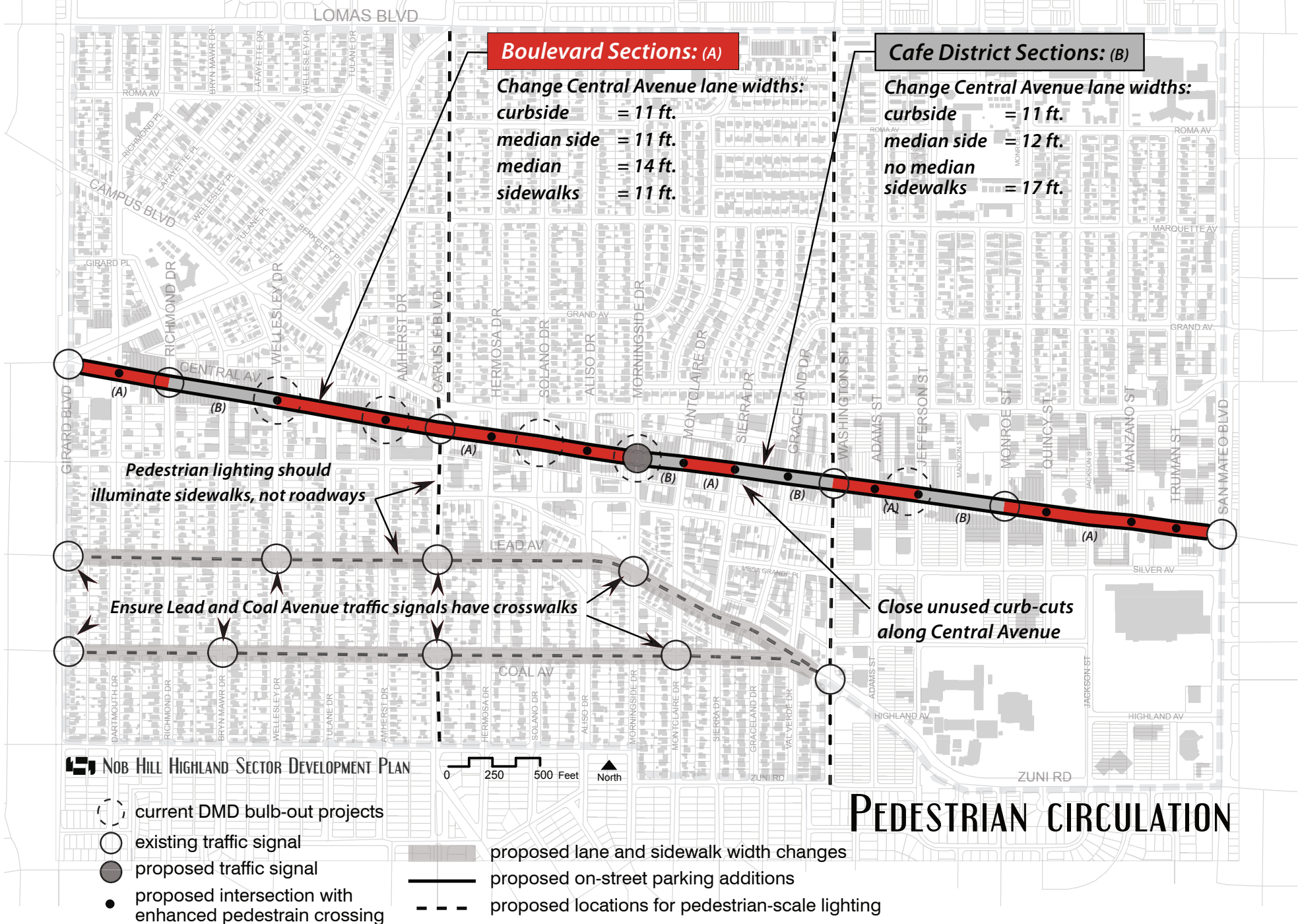


Figure 13: Pedestrian Circulation Recommendations

Actions

1. **Improve the ease and safety of pedestrian crossings at principal arterials (Central, Lead, Coal, and Zuni) and collector streets (Carlisle).** Major streets within the plan area that carry significant amounts of traffic are seen as significant impediments to pedestrian mobility and have a potentially negative impact on retail activity. These perceived dangers can result in increased car traffic and potentially isolate neighborhoods from one another in an environment that is otherwise scaled to promote walking. A number of actions are recommended to address this situation while ensuring that traffic volume along these important streets are not negatively impacted or result in unwanted secondary impacts.

Recommended capital projects (Figure 13 Pedestrian Circulation) emphasize changes and modifications to the physical environment that will create the conditions for increased pedestrian comfort and safety. This includes the development of safer and more visible crossing points with uniform spacing throughout the corridor, and the addition of bulbouts where on-street parking exists to reduce the distance pedestrians are required to cross, increase visibility between pedestrians and drivers, and to provide landscaping opportunities. All bulb-outs will include handicapped ramps.

Pedestrian safety crossing Central Avenue should be of paramount importance, but each intersection presents a unique situation including different types of traffic control, varying traffic and pedestrian demands, and different street cross-sections. The location of pedestrian crossing are illustrated in the conceptual streetscape diagram (Figures 14 through 18 Conceptual Streetscape Designs).

The pedestrian crossings in the conceptual streetscape are located based on a criteria to provide high-visibility pedestrian crossings at signalized and unsignalized intersections with a consistent spacing of 300-400 feet. In addition to improving crossing opportunities, the purpose of the uniform and consistent spacing of high-visibility crossings is to make drivers aware that they are traveling through a pedestrian-oriented area and to expect frequent

pedestrians crossing the street. All crosswalks should provide high-visibility, ladder-style markings.

The conceptual streetscape design includes adding new signalized intersections with high visibility pedestrian crossings spaced so that traffic signals on Central Avenue are spaced approximately 1/4-mile apart. This uniform spacing allows for synchronization of traffic signals to minimize delay to automobile traffic while retaining a consistent



Wide Streets mean long pedestrian crossing times



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



Bulb-outs improve visibility for both pedestrians and cars



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

30-35 mph speed throughout the corridor. All signalized intersections should include pedestrian pushbuttons and pedestrian countdown signal heads.

To further enhance pedestrian crossings and where restricting automobile movements would not cause considerable hardship, the conceptual streetscape recommends pedestrian refuges in the raised median at unsignalized intersection crossings. These refuges would allow pedestrians to concentrate on crossing only one direction of traffic at a time. They are created by extending the median through the intersection. This type of pedestrian refuge is best used where the side streets are offset from one another, a situation which exacerbates pedestrian-vehicle conflicts. Where streetcar stops are proposed in the median of Central Avenue, pedestrians are directed to crossings at the adjacent intersections and use walkways along the median to access the streetcar stop. Appendix D includes prototypical drawings of each type of intersection and pedestrian crossing recommended in the conceptual streetscape.

On Lead and Coal, pedestrian safety will be significantly improved by reducing vehicular traffic to two, one-way lanes; adding a protected, designated commuter bike lane and widening sidewalks to six feet or constructing sidewalks where none currently exist. Improvements should be coordinated with the results of the Wilson & Co. "Taming Lead and Coal" study for the City, in progress as of August 2006. City agencies should also intensify their regular program activities in certain key areas. These include: the enforcement of traffic violations (speeding and failure to stop, especially in areas around schools) enhancing signage to alert

drivers in areas of more intensive pedestrian activity (such as Central Avenue between Girard and Carlisle) and ensuring that designated crossings are maintained, visible and clearly marked.

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

2. Restrict heavy traffic flows on residential streets

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

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

Avenue were implemented at a time when the community wanted to keep undesirable traffic from neighborhoods and thus reduce crime. The diverters and police enforcement successfully accomplished their goals. Therefore this plan calls for removing the diverters at Sierra and Montclair Streets. Removal of these barriers supports the recommended pedestrian refuges by allowing vehicles prohibited from turning onto Central Avenue to use alternate routes.



Traffic choker near Zia Elementary helps to slow traffic



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



CENTRAL AVENUE CONCEPTUAL STREETSCAPE DESIGN
(GIRARD BLVD TO WELLESLEY DR)

LEGEND

- STREET LIGHT
- STREET TREE IN 4x4' TREEWELL
- TRAFFIC SIGNAL

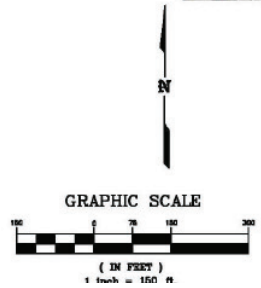
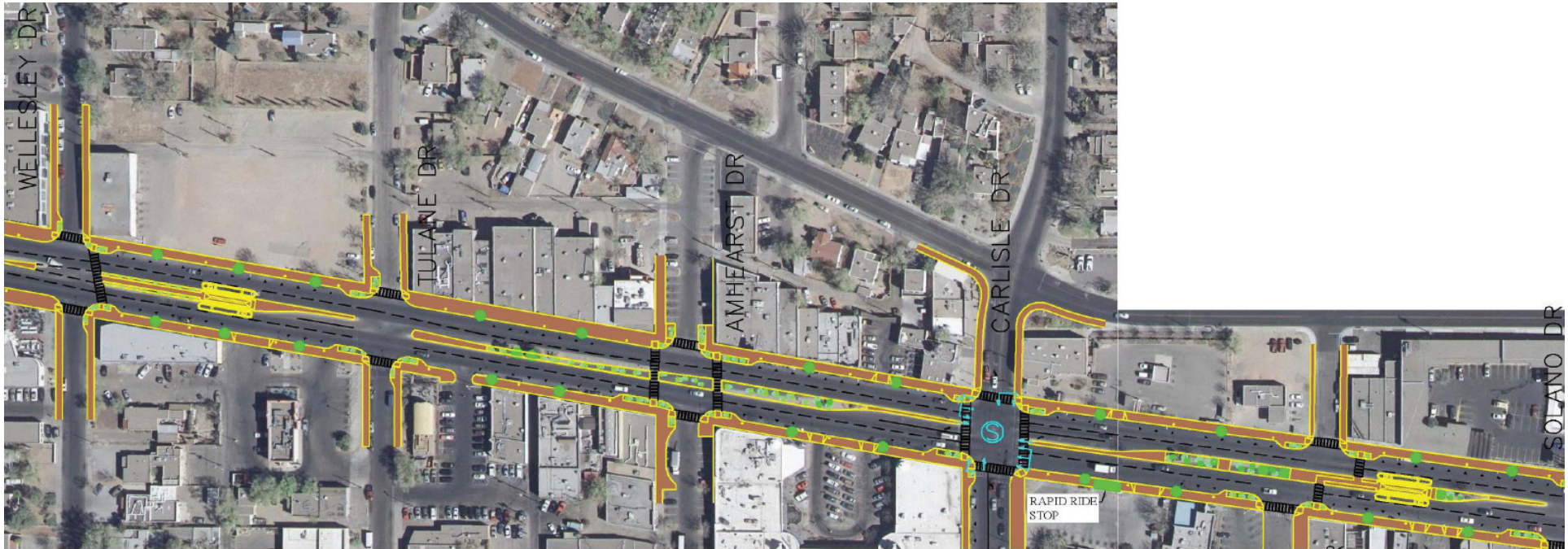
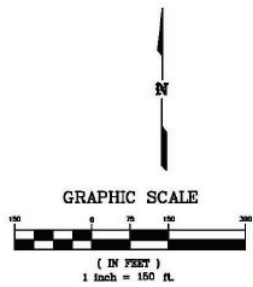


Figure 14: Conceptual Streetscape Design (Girard Blvd. to Wellesley Dr.)





CENTRAL AVENUE CONCEPTUAL STREETScape DESIGN
(WELLESLEY DR TO HERMOSA DR)



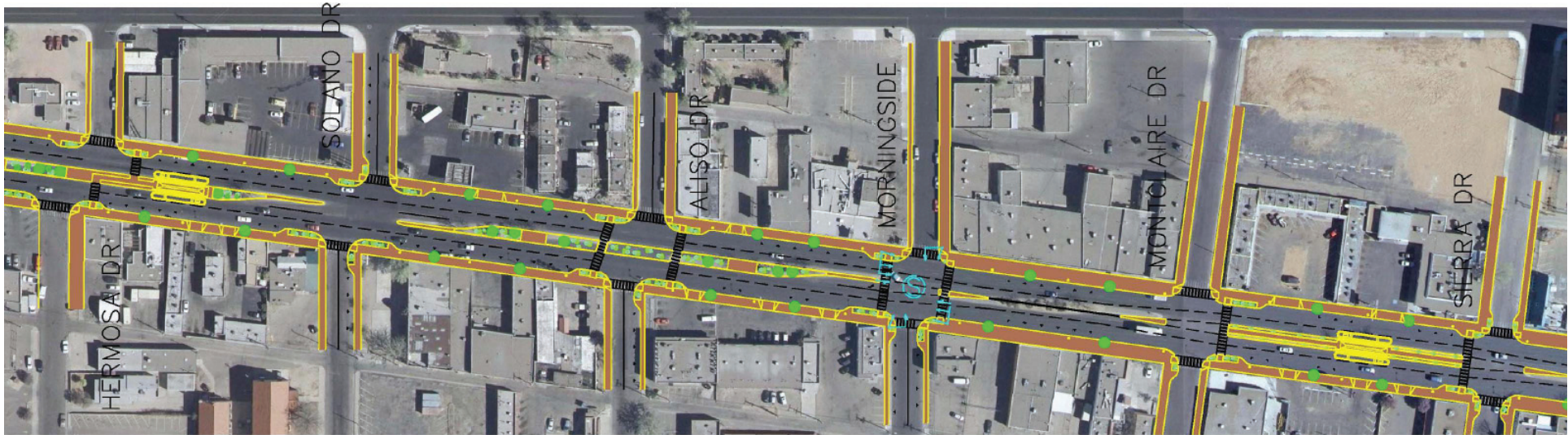
LEGEND

- STREET LIGHT
- STREET TREE IN 4X4' TREEWELL
- TRAFFIC SIGNAL

Figure 15: Conceptual Streetscape Design (Wellesley Dr. to Hermosa Dr.)





Martin J. Chavez, Mayor



CENTRAL AVENUE CONCEPTUAL STREETScape DESIGN
(HERMOSA DR TO SIERRA DR)

LEGEND

- STREET LIGHT
-  STREET TREE IN 4X4' TREEWELL
-  TRAFFIC SIGNAL

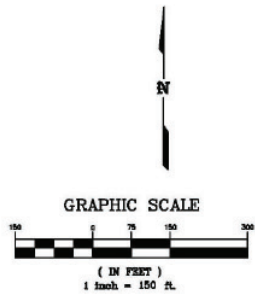


Figure 16: Conceptual Streetscape Design (Hermosa Dr. to Sierra Dr.)



CENTRAL AVENUE CONCEPTUAL STREETScape DESIGN
(SIERRA DR TO MADISON ST.)

LEGEND

- STREET LIGHT
- STREET TREE IN 4X4' TREEWELL
- Ⓢ TRAFFIC SIGNAL

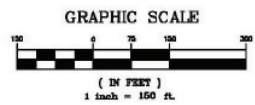


Figure 17: Conceptual Streetscape Design (Sierra Dr. to Madison St.)



CENTRAL AVENUE CONCEPTUAL STREETScape DESIGN
(MADISON ST TO SAN MATEO BLVD)

LEGEND

- STREET LIGHT
- STREET TREE IN 4X4' TREEWELL
- Ⓢ TRAFFIC SIGNAL



GRAPHIC SCALE



Figure 18: Conceptual Streetscape Design (Madison St. to San Mateo Blvd.)

3. Improve sidewalks and enhance pedestrian mobility

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

There are several recommended capital improvements projects that relate to this goal. First, repair of existing sidewalks, and the completion of contiguous sidewalks are necessary. In addition, sidewalks should be widened throughout the Plan area where possible: along Central Avenue (to a minimum 11 feet and as wide as 17 feet with café districts), along Coal and Lead Avenues (through a conversion of one-way traffic to two lanes), and along Carlisle Blvd. The use of sidewalks can be defined as a series of functional zones

as illustrated in the sidebar diagram (Sidewalk Zones). Social and economic activities such as outdoor seating, placement of public art, public spaces, and transit stops can occur within the furnishings zone.

Furthermore, unused curb-cuts on Central should be closed to create a continuous, level surface, and all curb heights should be the required 6 inches to provide for proper slopes at handicap-accessible curb-cuts. Finally, buffers such as planting strips and on-street parking should be established between pedestrian

ways and street traffic. The sidewalks on Central Avenue should provide canopy trees in treewells spaced about 30 feet apart. To ensure pedestrian safety, pedestrian-scale lighting (that is aimed at the sidewalk rather than the roadway) should be established throughout the Plan area, particularly along Central (placed in between the treewells), Coal, Lead, Carlisle, and Washington.

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



Opposite moving pedestrian traffic can get bottlenecked on narrow sidewalks in Nob Hill



Wide sidewalks allow for outdoor seating



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



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



Shade trees and awnings can greatly reduce the "heat island" effect

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

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

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

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

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



Residential alley in Highland



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



Commercial alley in Nob Hill



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

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

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

Activities should focus on establishing comfortable and attractive settings at a variety of location types, particularly along the Central Avenue corridor. Existing retail establishments should be encouraged to establish outdoor seating and maximize views into storefronts from the sidewalk. New development should be strongly encouraged to incorporate such elements into their designs from the beginning, to create a mix of activities within and in front of businesses. Proposed zoning regulations will help to realize this goal.

There are several capital projects recommendations that support this goal. First, transit stops should include adequate shade and lighting to encourage use and improve a sense of safety and comfort. Shelters should be installed at locations that can accommodate the width of the shelter and ensure a clear pedestrian thoroughway that conforms to ADA requirements. Bus stops located at bulbouts provide additional width for these amenities. Appendix D provides a diagram of a prototypical bus stop layout. Shade tree plantings should be expanded along both retail and residential streets to create favorable conditions for the use of public spaces. The Plan also encourages the establishment of public plazas or dynamic spaces (such as multi-use, landscaped parking lots) that can easily be transformed into places for public events. The Hiland Theatre and De Anza Motor Lodge are the most likely sites for such development. Lastly, public art can provide identifiable landmarks and opportunities for strangers to engage with one another in a social way.



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

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

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

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

Implementation

The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or, they are established through zoning regulations as elaborated in Section 5.B. In some cases, the proposals have been merged into one overarching recommendation (for example, the creation of a Streetscape Schematic Design Plan for Central Avenue, which will encompass many of the suggested pedestrian-related and traffic calming measures), while other recommendations stand alone.



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



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

2. *Bicycle Circulation*

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

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

Policies

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

Actions

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



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

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

This plan recommends completing signage and street markings to complete all proposed sections of the bike routes and lanes identified in the Bikeways Master Plan. This includes the extension of bike routes on Silver and Copper, and the completion of proposed bike lanes on Lead, Coal, and Zuni, to provide safe, east-west movement parallel to Central Avenue. To enhance east-west bicycle commuting, this plan recommends modifying Lead and Coal Avenues to two, one-way vehicular lanes to accommodate a designated protected commuter bicycle lane on each street. This is consistent with Environmental Planning Commission findings in a 1997 report on alternatives analyses of a Lead and Coal corridor study and lane reduction demonstration project.



Example of local bike route

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

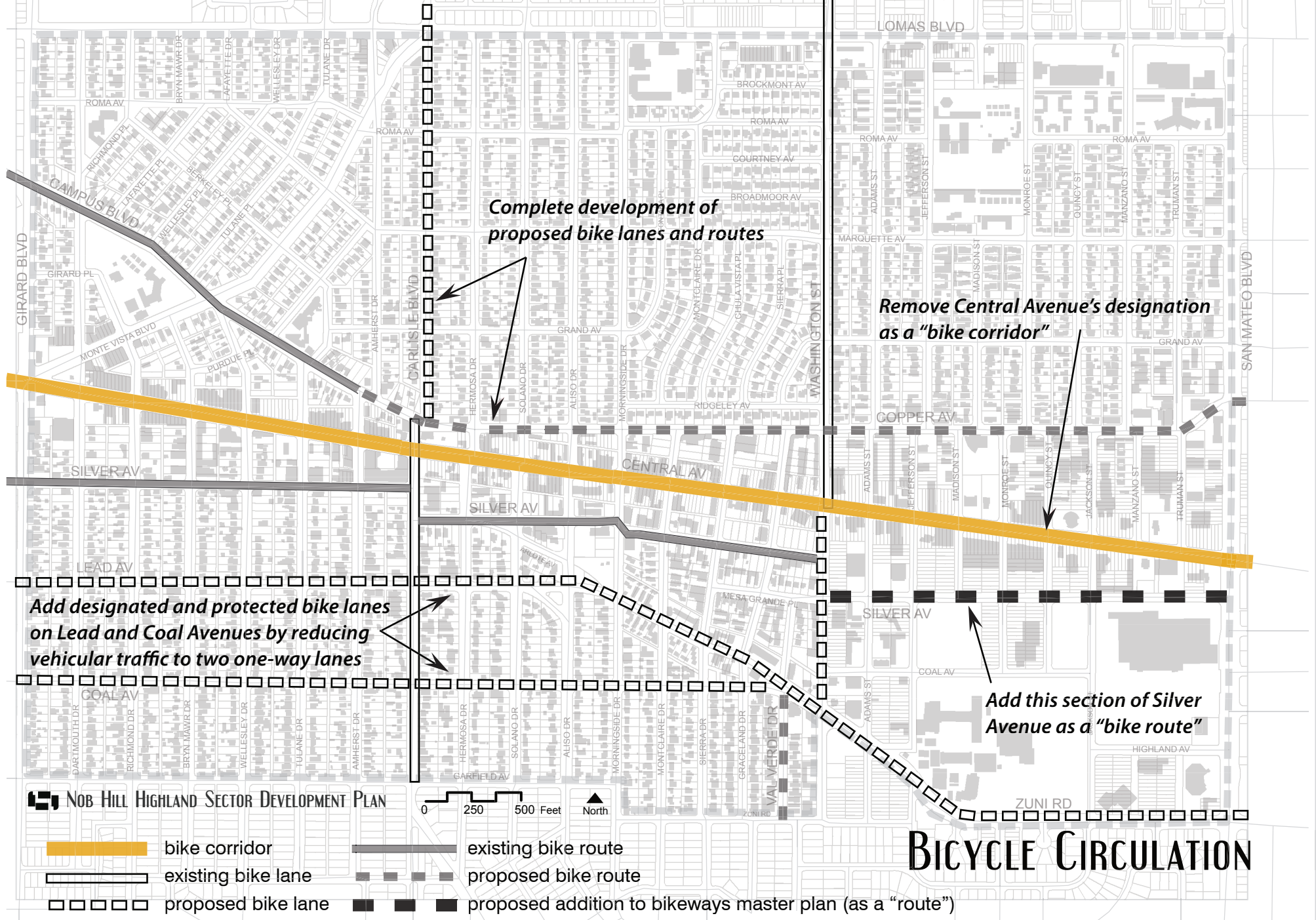
Additionally, the Bikeways Master Plan should be amended to remove the designation of Central Avenue as a "Bikeways Corridor" as it is deemed unsafe by area residents due to on-street parking, no designated bike lane and high vehicular traffic volumes.

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

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

Implementation

The recommendations of this plan are shown in Figure 19 (Bicycle Circulation). The Plan Implementation section of this document, Section 5, presents a consolidated list of the above recommendations and delineates the City agencies and potential funding sources vital to their realization. Recommendations fall into one of the following categories: Capital Improvements Projects, Program Enhancements, or Community Initiatives; or, they are established through zoning regulations as elaborated in Section 5.B. In some cases, the proposals have been merged into one overarching recommendation (for example, the creation of a Streetscape Design Master Plan for Central Avenue, which will encompass some issues related to bicycle route signage), while other recommendations stand alone.



BICYCLE CIRCULATION

Figure 19: Bicycle Circulation Recommendations



3. Vehicular Circulation

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

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

Policies

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

Actions

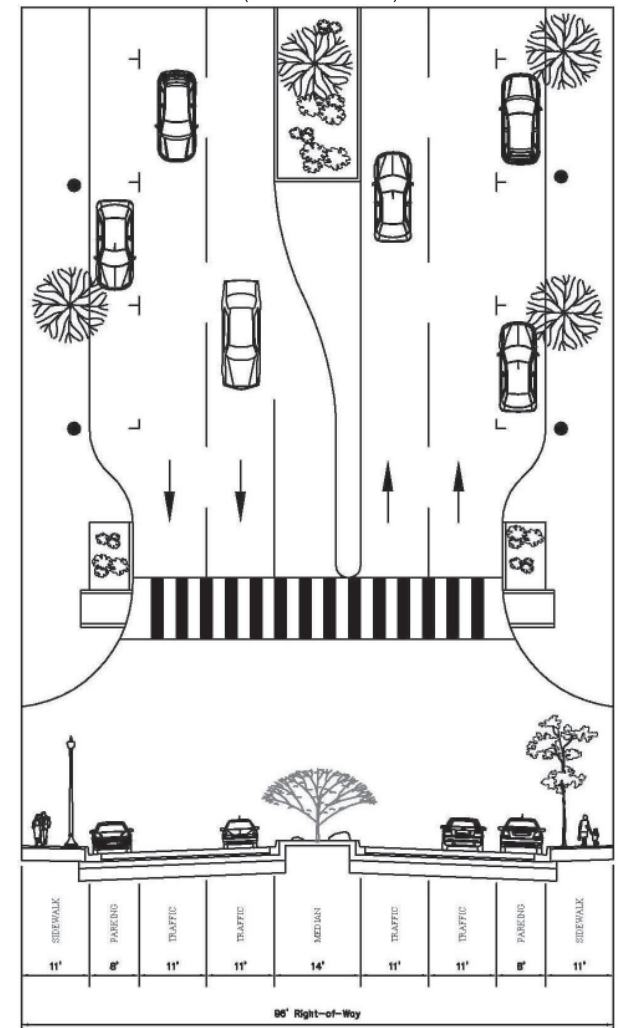
1. Accommodate vehicular flow of Central, Lead, Coal, Zuni and Carlisle Avenues while increasing the priority and safety of pedestrians.

Many of the recommendations that pertain to pedestrian safety also apply to vehicular traffic as they are two halves of the same whole – addressing the interaction between those in vehicles and those on foot. The Plan recommends a number of specific actions to tame traffic speeds and improve driver awareness of pedestrians, while also making physical changes to improve pedestrian safety, as shown in Figure 20 (Vehicular Circulation). It is vital for these improvements to be implemented through a single comprehensive streetscape schematic design project, with attention to coordinated design and implementation, rather than pursuing piecemeal small-scale improvements.

Chief among Plan recommendations are proposed change to the Central Avenue right-of-way. The plan includes two distinct cross-sections.

As indicated in the sidebar diagram (Central Avenue ROW Boulevard Section), the Boulevard section is comprised of a divided four lane street with a 14-foot wide raised landscaped median (providing left turn lanes at intersections or station platforms for future modern streetcar), 11-foot travel lanes, 8-foot parking lanes and 11-foot wide sidewalks. Left turn lanes within the raised median would be 10-foot wide. At streetcar stops, station facilities should be located within the median with high-visibility crossings and a pedestrian refuge access the station, as shown in the sidebar diagram (Central Avenue ROW Streetcar Stop).

Central Avenue Row
(Boulevard Section)



The 11-foot wide travel lanes will accommodate buses and the proposed modern streetcar.

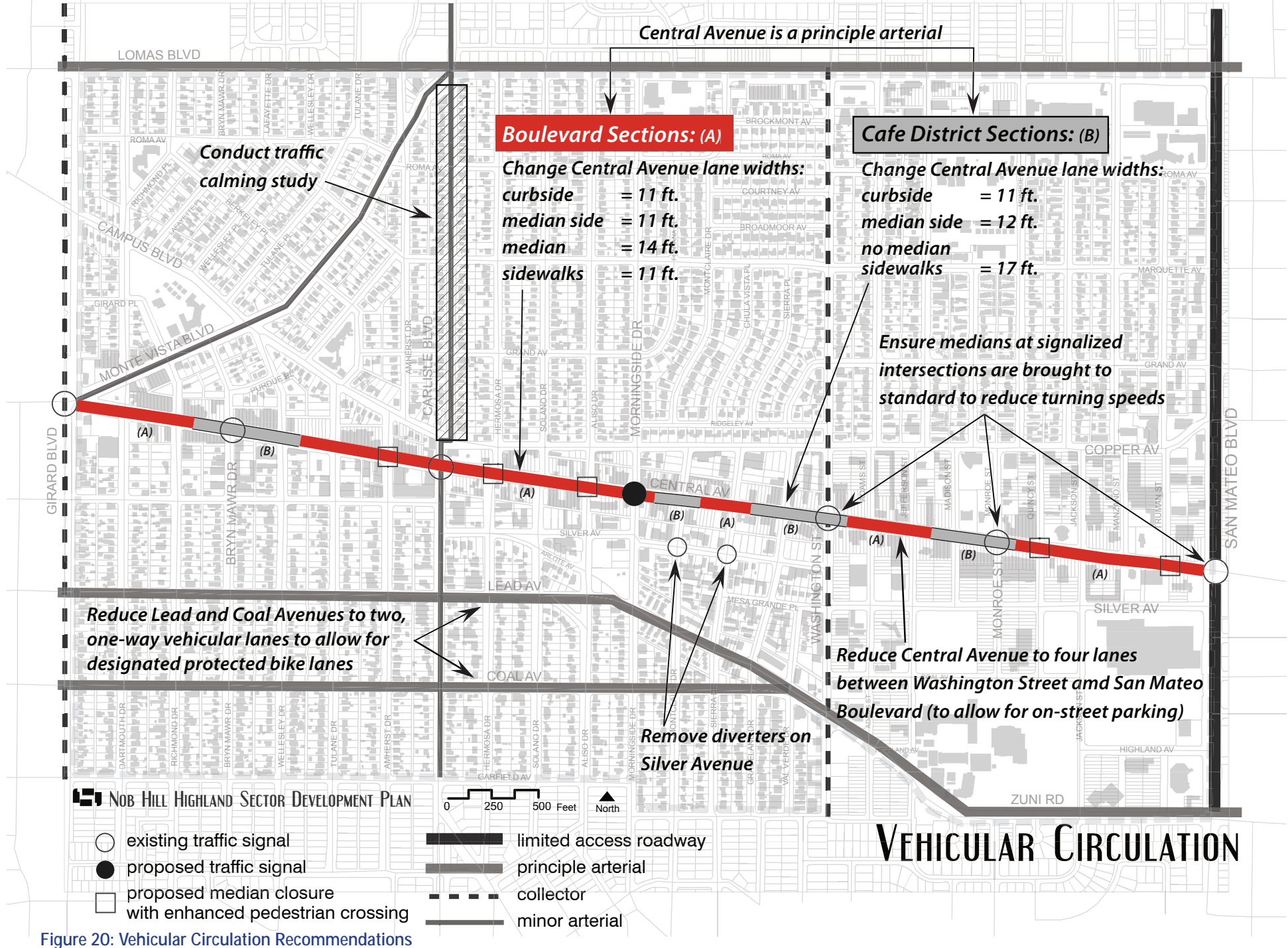


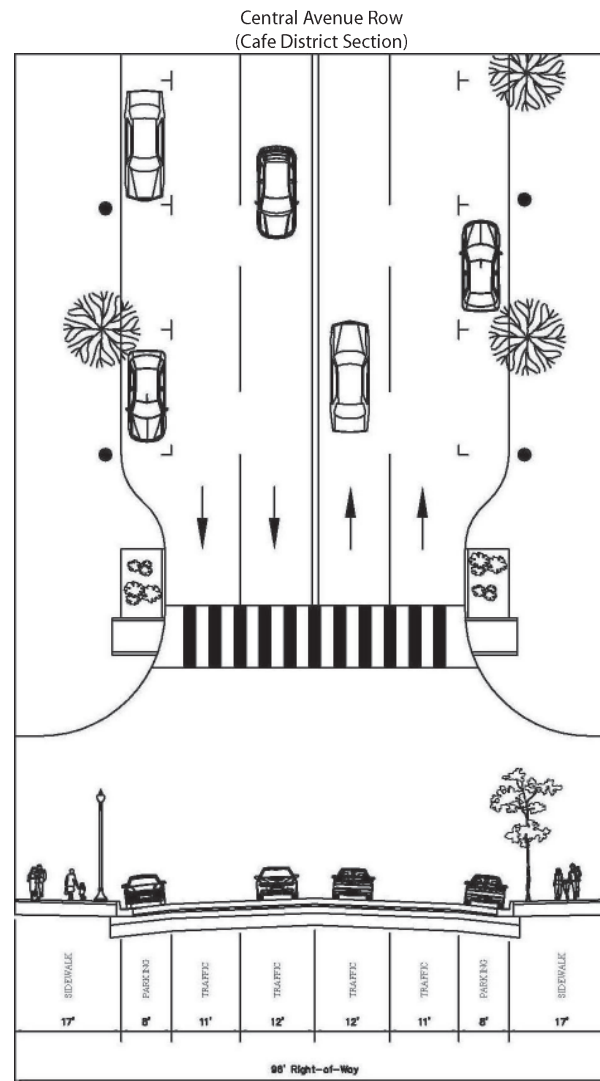
Figure 20: Vehicular Circulation Recommendations



The Café District section comprises an undivided four lane street with no median (and associated elimination of left turn lanes), four travel lanes (12-foot inside and 11-foot outside), 8-foot parking lanes, and 17-foot wide sidewalks, as shown in the sidebar diagram (Central Avenue ROW Café District Section). This cross-section provides wider sidewalks to accommodate more active retail/restaurant-oriented street frontages such as public spaces and outdoor seating. This section is applied to segments of Central Avenue with high concentrations of existing retail and restaurants or segments with high potential for mixed-use redevelopment. These sections are implemented with safe transitions for travel lanes from an undivided section to the divided Boulevard Section as shown in Figures 15 through 18.

Implementation of these sections will require reconstruction of Central Avenue to retain appropriate grades and to retain existing stormwater capacity. Appendix D contains diagrams showing how vehicular movements are accommodated at each intersection with implementation of the conceptual streetscape design.

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



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



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

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

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

Lastly, the addition of on-street parking on Central between Washington and San Mateo will reduce traffic lanes from six to four and create a buffer between pedestrians and vehicular traffic. The third westbound lane west of San Mateo should be eliminated by converting it to a right-turn lane at Truman Street, and allowing RapidRide buses to stop within this lane. However, this lane reduction could result in increased use of both Silver and Copper, as there are few east-west options for through-traffic along this section of the Plan area. Therefore Silver and Copper Avenues between Washington and San Mateo should be enhanced to carry overflow traffic while maintaining sensitivity to neighboring residential areas.

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

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

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

Implementation

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



4. *Transit*

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

With increasing energy prices and roadway congestion, Central Avenue is well positioned to develop as a multi-use corridor that emphasizes multi-modal transportation. The corridor already has extensive bus and RapidRide service, and will accommodate a modern streetcar line in the near future. The streetcars will be adaptable to run in the street with automobile traffic on Central Avenue between Girard and San Mateo as well as in a designated, separated lane in appropriate locations outside of this corridor. The initial phase of fixed rail on Central Avenue will begin in the Old Town/Downtown area and terminate at Carlisle Boulevard with future phased extensions planned. The plan encourages extension of the streetcar line to the proposed Highland Theater Transit Oriented District as soon as possible as part of the second phase. In addition to these two stops, to encourage the use of the streetcar for local as well as longer distance travel along Central Avenue, the plan recommends placing streetcar stops approximately every -mile. This density of streetcar stops may eventually reduce the need for the current number of regular local bus stops. However, in the interim, the regular bus system will continue to operate concurrently; hence, there is a need to establish and develop transit stops, improve existing bus stops and better integrate these various forms of public transit.

Other corridors in the area (Lomas, San Mateo, Washington and Garfield) are also part of the Albuquerque bus route system. With Nob Hill Highland’s expanded emphasis on pedestrian design, bike routes, and transit use, the area could revive a Route 66-era vibrancy that declined with the

establishment of the interstate system and increased automobile usage. Therefore, the overall goal of this section is to establish a more developed, visible, and celebrated infrastructure for transit ridership within the plan area.

Policies

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

Actions

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

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

Therefore, this plan recommends the identification of enhanced transit stations along Central Avenue, as shown in Figure 21 (Transit). Chief among these should be the Nob Hill Historic Core (with the establishment of the electric streetcar stop) and the Hiland Theater which, as an entity of the County of Bernalillo, is eager to serve as the hub of Transit-Oriented Development (TOD) (see “Vision for the Future” in Appendix A). TODs encourage a mix of land uses, such as residential, office, shopping, civic uses, and entertainment within easy walking distance from a transit station (typically a 1/4 mile radius around the subject area).

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

Lastly, there are numerous bus stop locations throughout the plan area (on Central, Lead, Coal, Zuni, Lomas, Carlisle and San Mateo), but the majority lack any form of shade, seating or posted schedules. They occur at both mid-block and at street corners and in many cases are located as frequently as every other block. In order to provide basic amenities such as shade and seating, bus



Streetcar running in curb side vehicle lane



Visible, safe transit stop with shade and seating

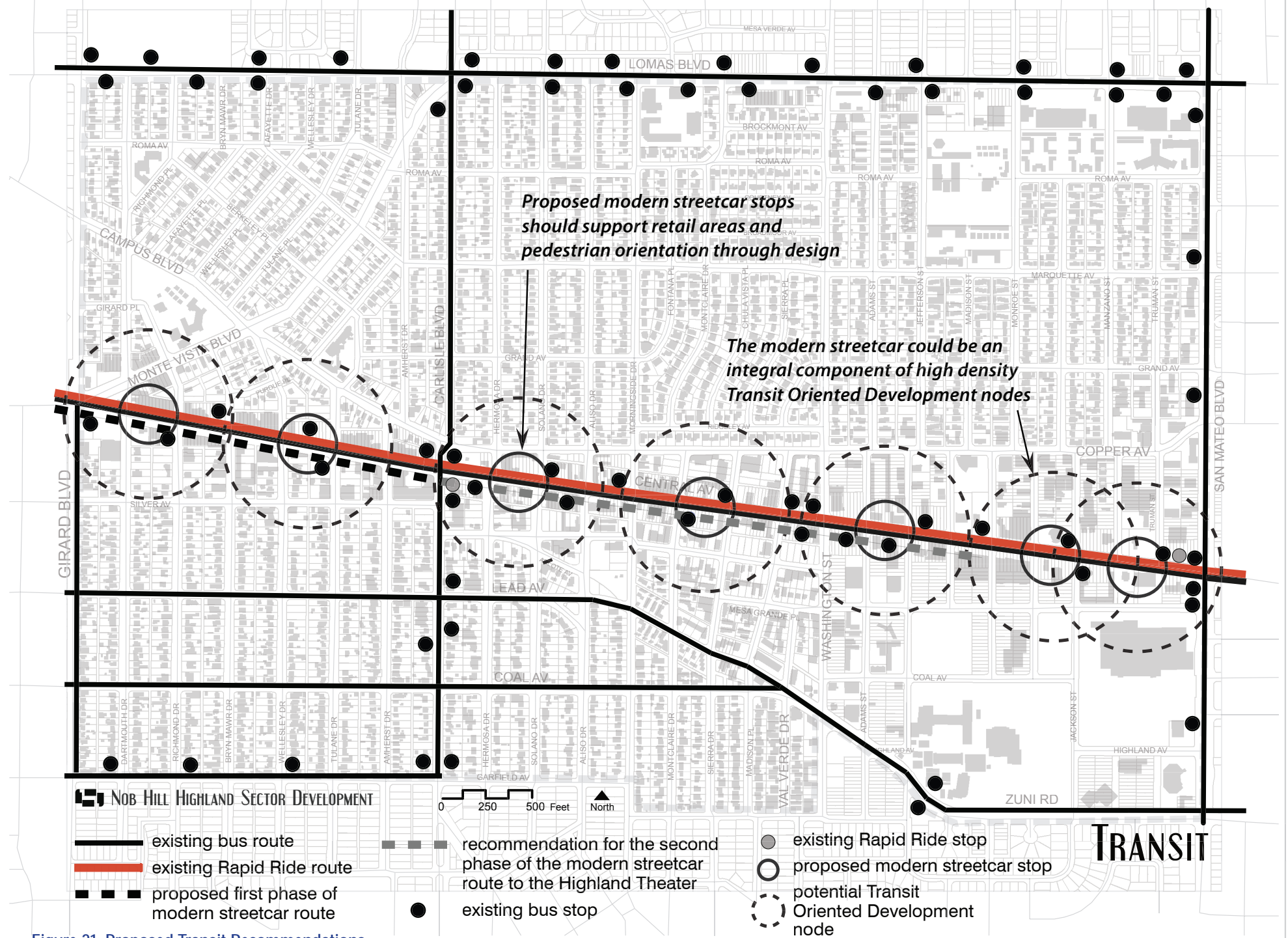


Figure 21: Proposed Transit Recommendations



stops should be consolidated into single stops accommodating more than one bus route, and the proper infrastructure should be established.

Implementation

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

5. Parking

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

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

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

Policies

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

Actions

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

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



Parking street on Amherst uses perpendicular pull-in parking

On-street parking enhancement focuses on the addition of on-street parking along Central Avenue between Girard and San Mateo, utilizing the proposed intersection bulbouts to establish a consistent parking lane along both sides of the street. Driveways and bus stops will preclude on-street parking in some areas, but the conceptual streetscape design can maximize on-street parking opportunities by marking individual spaces. On-street parking will serve to provide direct access to existing and new development by providing front-door, short-term parking. The plan also calls for

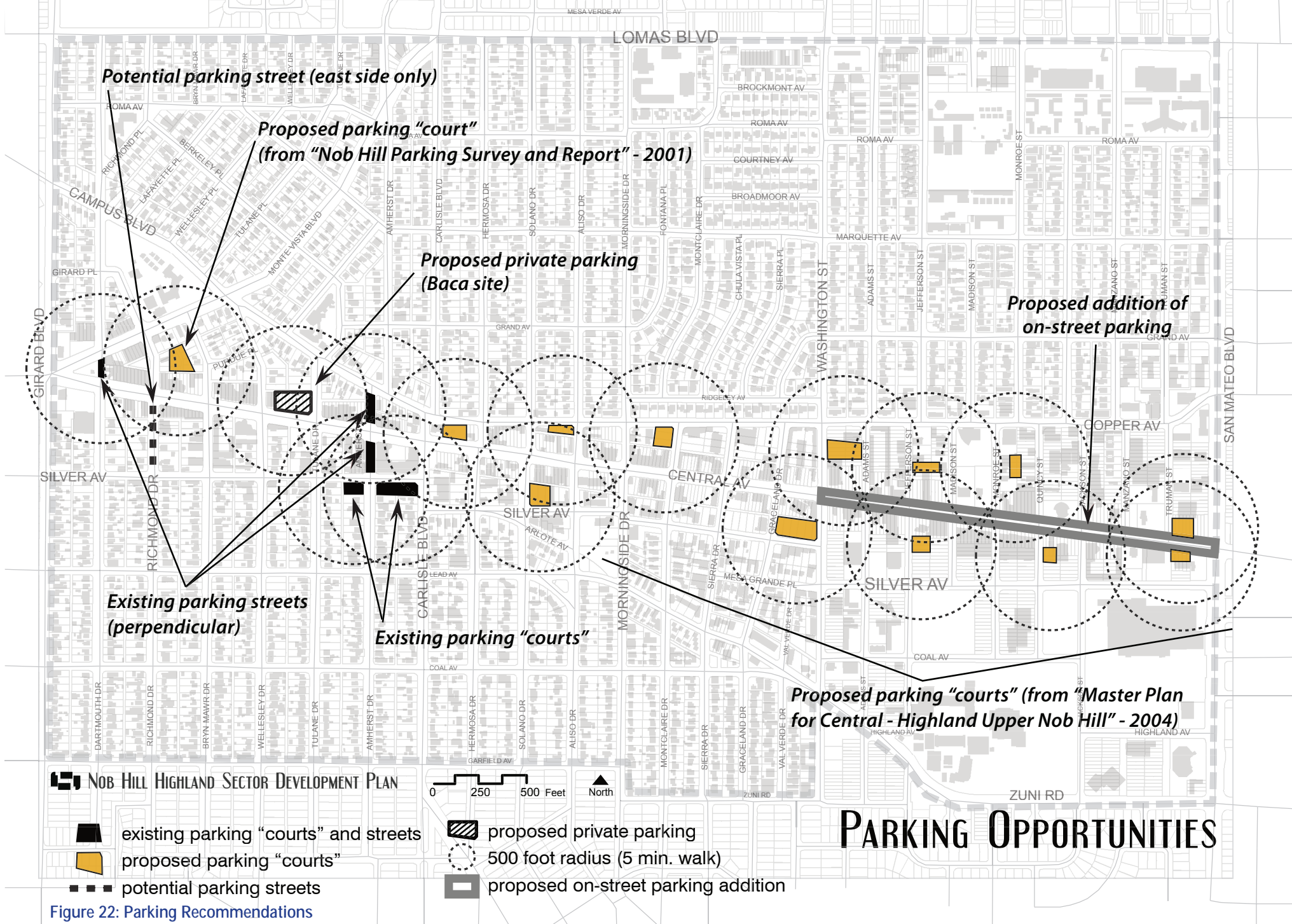


Figure 22: Parking Recommendations



the establishment of perpendicular or angled parking along selected streets within the Nob Hill area where street widths allow. This approach, called “parking streets,” follows on changes made to Amherst in the 100 blocks north and south of Central. In this example, perpendicular parking spaces were established on both sides of the street. In order to identify additional candidates for “parking streets” a right-of-way survey and curb cut inventory needs to be carried out.



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

Shared parking courts should be identified and established throughout the area. As a general principle, courts will serve businesses located within a 500 foot radius (about a 2.5 minute walk) and so should be spaced to ensure all commercial areas can be served by such an approach. These unused lots would be located within the 100 blocks north and south of Central and could develop, through public-private partnerships, as parking structures (see Figure 22 Parking). These structures should then be wrapped with commercial and residential uses so as to better integrate with the surrounding built environment.



Shared parking lot behind Nob Hill shopping center

2. Eliminate surface parking lots in front of businesses.

The issue of surface parking lots located in front of businesses (especially those along Central Avenue where the establishment of a consistent street wall is a key element of the area’s image) is addressed in more detail within the Community Form section of this report. Generally speaking, large parking lots that face Central Avenue serve to negatively impact the built environment in several ways.



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

They disrupt the establishment of a consistent street wall, in which all buildings are at or near the property line. They introduce an element of uncertainty for pedestrians as vehicles pull in and out through curb cuts along the sidewalk. They also contribute to the heat island effect by positioning largely unshaded black asphalt within the primary pedestrian zone.

3. Control overflow parking in residential areas.

With the establishment of expanded on-street parking along east Central, “parking streets” within the Nob Hill Historic Core and parking “courts” within the Central Avenue corridor, this plan does not currently anticipate overflow parking in residential areas as a significant problem. Should this situation change, parking in residential areas may be controlled through the establishment of permitted parking that allows general parking between 8 am and 5 pm and resident-only use outside of that time frame. Figure 23 (Existing On-Street Parking) provides an inventory of parking spaces within the Nob Hill Plan area.

Implementation

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

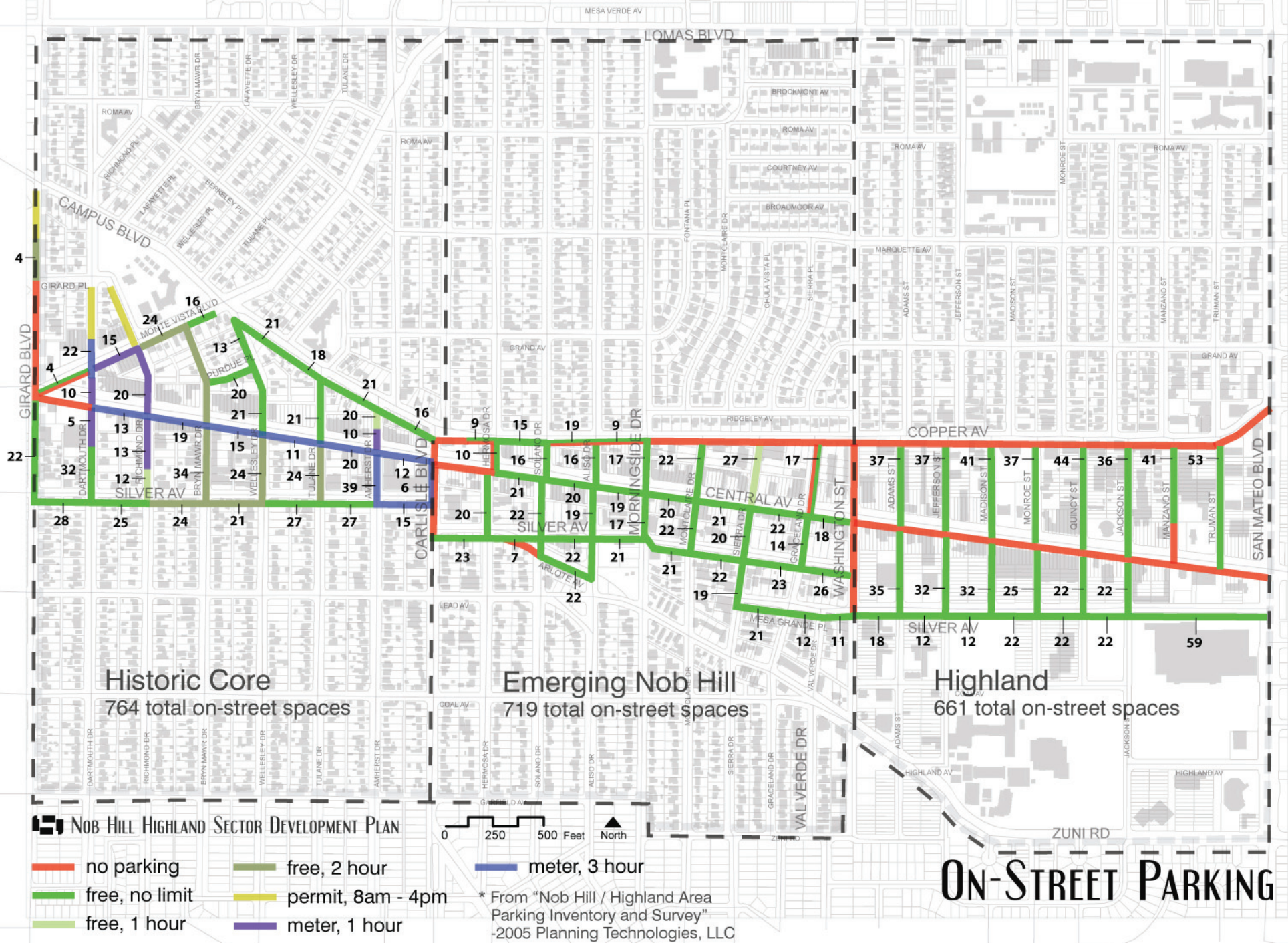


Figure 23: Existing On-Street Parking

B. Community Form

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



1. The Vision

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

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

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



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

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



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



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

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

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

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



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

Policies

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

2. Commercial Districts

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

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

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

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



Martin J. Chavez, Mayor

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

An important component of any commercial corridor is its scale as related to the pedestrian. Some commercial streets “feel” more comfortable to the pedestrian because the building heights and the “street wall” it presents create a sense of enclosure that feels more like an outdoor room than a linear strip development along a major arterial. Many studies have been conducted to try to determine the appropriate proportions of building height to street width that creates this optimum sense of place along a commercial corridor. The Main Street Center of the National Trust for Historic Places has carried out extensive research on this issue and have found that the ideal proportions for commercial streets is between 1:2 and 1:3. That means that the building height is one third to one half the width of the street right of way. This is illustrated in the following diagrams, Figure 24 From the Main Street Center’s “Main Street Handbook”. The diagram also illustrates a scale that is “uncomfortable for pedestrians” at a ratio of 1:7. A section through a typical location on Central Avenue shown in Figure 25 shows that the building height to street width ratio is 1:6.4. This would suggest that for the Central Avenue corridor and its commercial districts to become a more comfortable place for pedestrians that one of the issues that needs to be addressed is the allowable height of buildings along the corridor. To achieve a ratio in the 1:3 to 1:2 range building heights

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

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

Policies

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

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

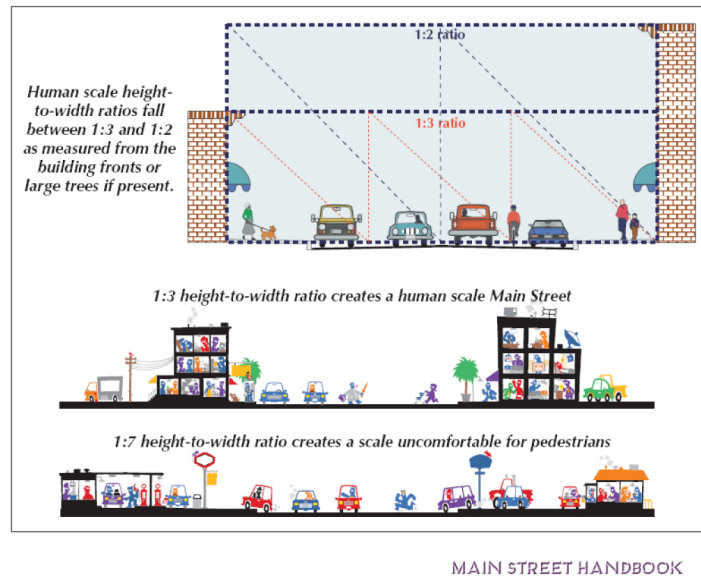


Figure 24: Illustration of Desirable Height-to-Width Ratios

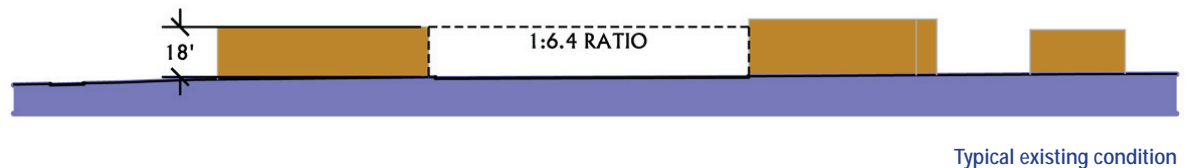


Figure 25: Typical Cross Section through Central Avenue Corridor

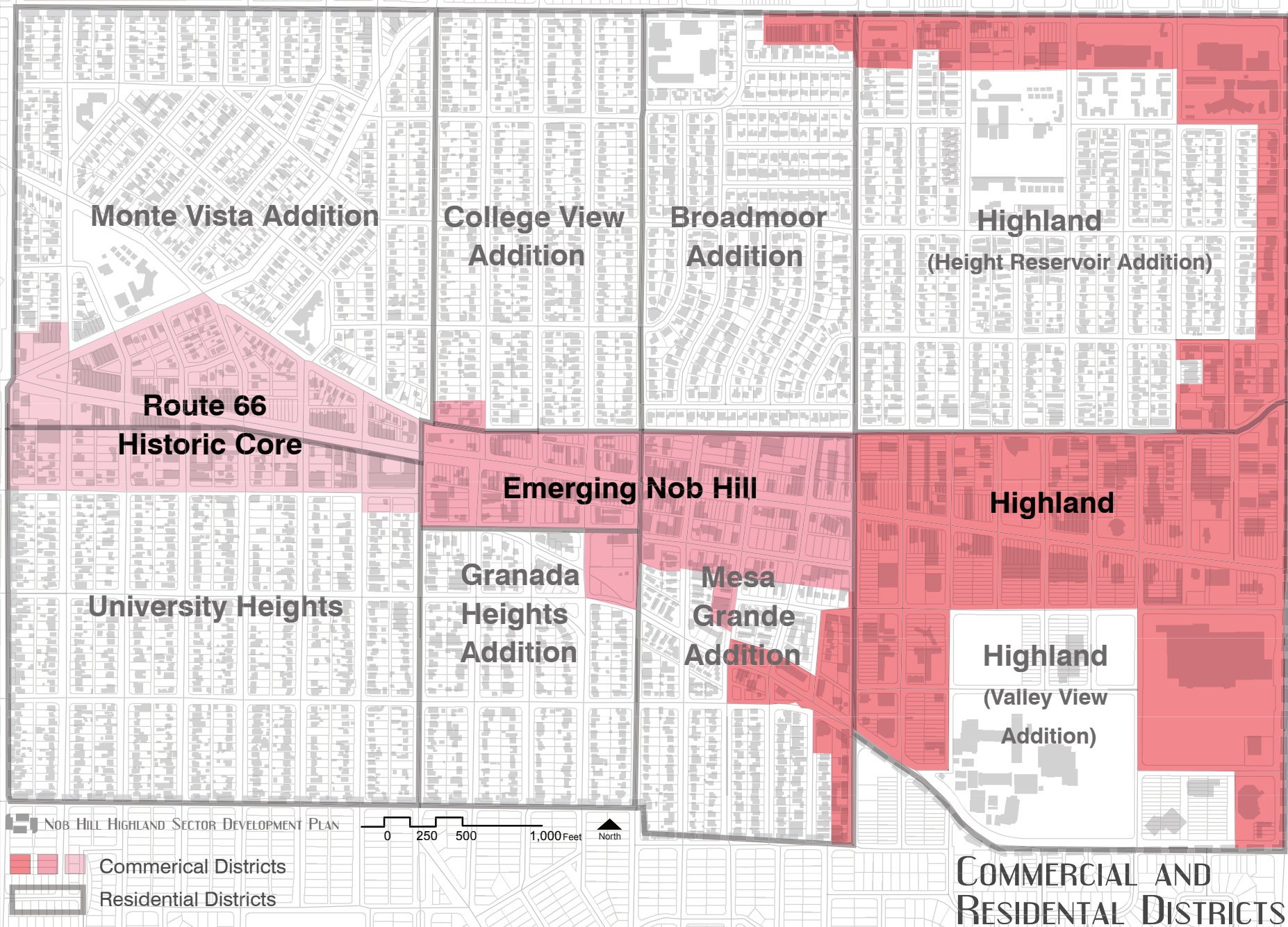


Figure 26: Commercial and Residential Districts



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



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

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

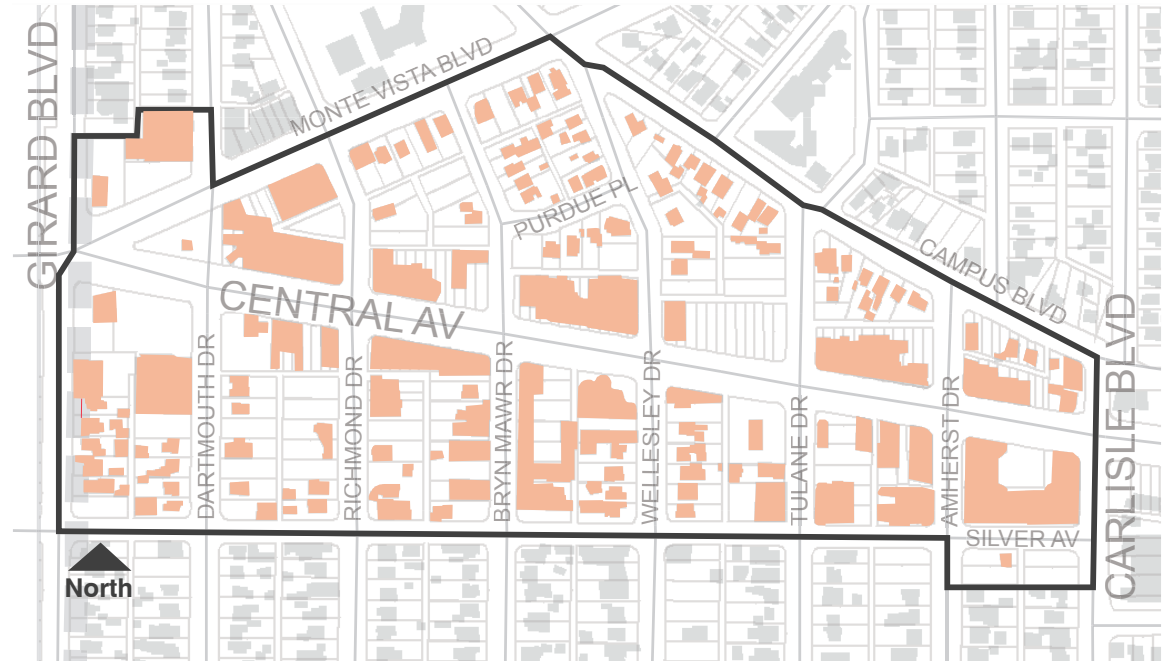


Figure 27: Historic Core District Map

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

Policies

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

Actions

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

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

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

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

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

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

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

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

architecture and the original styles of historic register landmarks to retain the essence of Nob Hill character. Create a sign landscape that displays renovated historic signs and signs that are consistent in scale and design with Route 66 character including elements such as neon, glass and painted motifs. Respect and preserve the special character of the Historic Core as a valued resource through preservation or adaptive reuse of existing historic buildings including the Campell's Grill, Hendren Building, Monte Vista Elementary School, Lobo Theater, Monte Vista Fire Station, Jones Motor Company, Nob Shopping Center and others as shown on the District Map, Figure 27.



Implementation

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

District 2: Emerging Nob Hill (Carlisle to Washington)



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

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

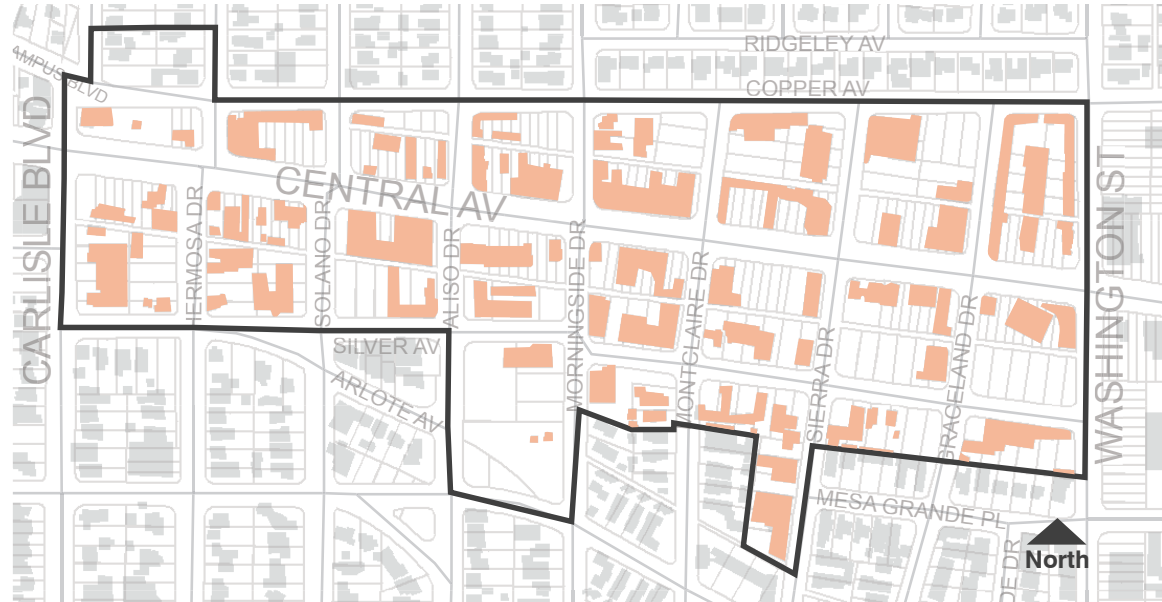


Figure 28: Emerging Nob Hill District Map

Policies

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

Actions

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

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

2. **Height and Scale** – Reorient building entrances to Central Avenue. Manage scale to avoid “fortress” scale development that dwarfs pedestrians. Retail and residential mixed use development should front on the property line with subtle variation in façade setback. These building shall be either one, two, three, or four stories facing Central Avenue and either one or two stories where they face single-family dwellings in adjacent residential neighborhoods. Nob Hill “Historic Core” design elements should be incorporated into the design of new projects in this area to continue the character of the Route 66 corridor.
3. **Signage** - The signage in this area should reflect the traditions of historic Route 66 while at the same time allow for more contemporary design themes and materials. Signage should be consistent with the City of Albuquerque Sign Ordinance requirements but should prohibit backlit box signs.



4. **Transitions** - Create seamless transitions between commercial areas and neighborhoods; add housing to commercial areas, especially medium density townhouses, stacked flats, etc. facing the neighborhood. New development should establish a comfortable and appealing pedestrian-scale transition from Central Avenue both north and south to the adjacent neighborhoods. Treat side street and back façades with the same care given to Central Avenue façades. Wrap developments so that each street front has active uses and well designed façades. Provide wide sidewalks and a continuity of landscape that ties transition streets to a beautifully designed Central Avenue.
5. **Historic Preservation** - Foster creative adaptive reuse of Route 66 historic motor courts for creative tourist-oriented uses (e.g. spas, shops, renovated boutique motels). Respect and preserve the special character of the Route 66 corridor through preservation or adaptive reuse of existing historic buildings including the Immanuel Presbyterian Church, Nob Hill Motel, Aztec Motel, De Anza Motor Lodge, People’s Flower Shop, Toddle House (Jamaica-Jamaica), Nob Hill Shoe Repair Building, Morningside Antiques and others as shown on the District Map, Figure 28.

Implementation

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

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



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

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

Policies

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

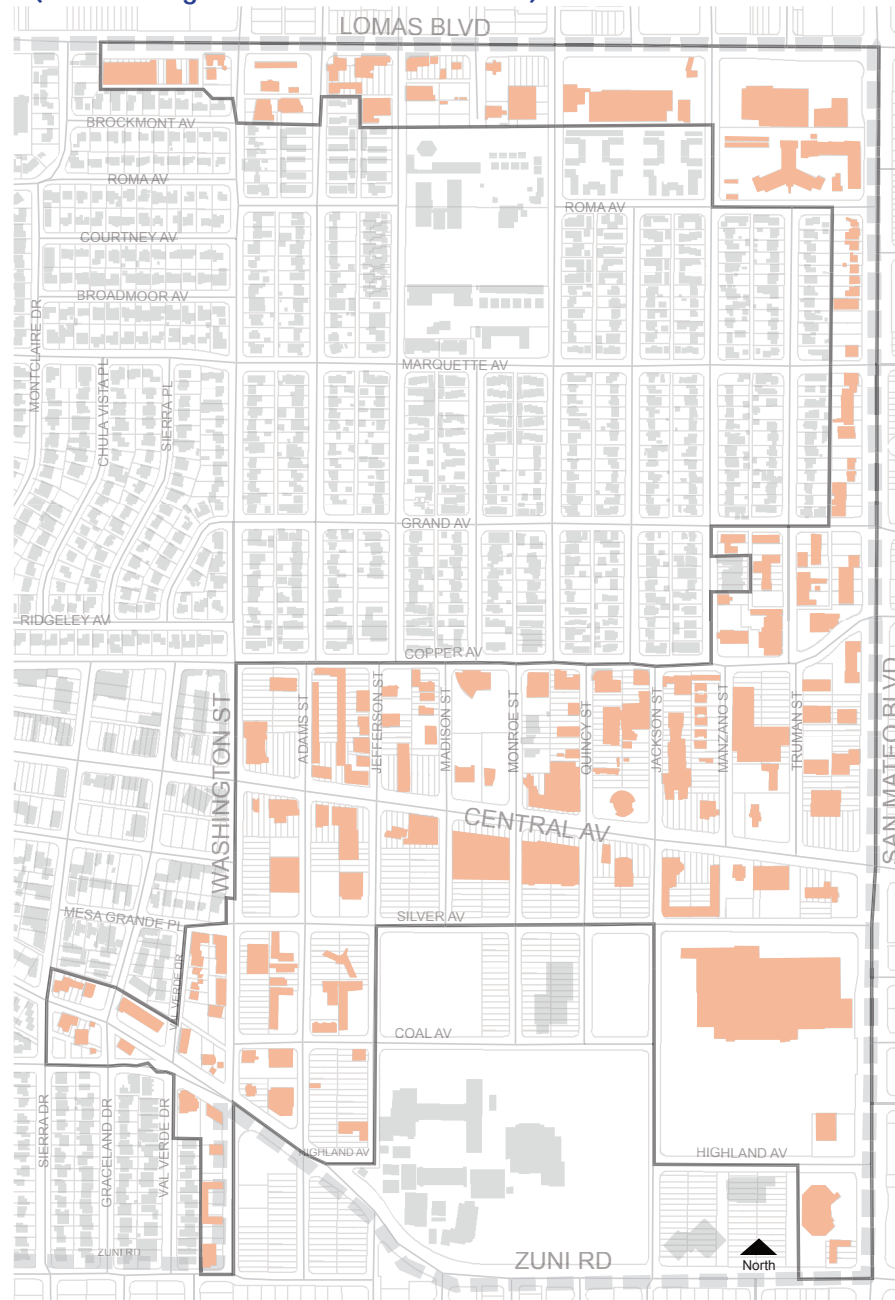


Figure 29: Highland Commercial District Map

Actions

1. **Use** - A grouping of major theme restaurants located near Central and Sierra could anchor the antiques district, help to pull pedestrians from Nob Hill and reinforce existing restaurants and clubs in the area. Neighborhood retail businesses appropriate in this area could include services which residents utilize on a more frequent basis such as dry cleaners, small food stores (farmer’s markets, bakeries, etc.), coffee shops, gas stations, video rental stores, etc. Regarding community retail, the recently expanded Super Wal-Mart is one of the area’s largest draws and could help to support numerous additional community level retailers. These stores could include hardware stores, renovation-oriented stores, sporting goods, office supply, apparel discount department stores, book sellers, home furnishing, electronics, etc. Office and a wide variety of housing choices should populate the upper stories of all of the buildings developed in the area to support the retail, entertainment and transit focus of this district.

2. **Height and Scale** - This district should promote pedestrian-oriented redevelopment of mixed use projects at higher densities, heights and scale. Infill with “junior box” retail, lofts and offices should offer pedestrian orientation at the street level to create vibrant street life day and night. The area around the Hiland Theater, which has been identified as a major transit stop, has the potential to be a transit oriented development area. New development should provide ground level retail, commercial service and entertainment opportunities as well as

upper level medium to high density living units within walking distance to bus and fixed rail transit options. Building heights in this district shall be either one or two stories on the northern edge where they face single family dwellings and either one, two, three, four, or five stories along Central Avenue and to the south. There should be appropriate step backs along the streets bordering adjacent residential areas as buildings transition to their maximum height.

3. **Signage** - The signage in this area should reflect the traditions of historic Route 66 while at the same time allow for more contemporary design themes and materials. Signage should be consistent with the City of Albuquerque Sign Ordinance requirements but should prohibit backlit box signs.

4. **Transitions** - Optimize building height and massing transition on the northern edge of the district adjacent to the neighborhood. The Plan proposes a Lomas Corridor Plan to study and establish zoning, land-use, building height, and streetscape improvements, particularly as they require attention on all four corners of the intersection with San Mateo, which was outside the scope of this Plan. Buildings built adjacent to Copper Avenue should be one or two stories at the property line and should step back appropriately to maintain solar access to properties on the north side of the street. Treat side street and back façades with the same care given to Central Avenue façades. Wrap developments so that each front has active uses and well-designed façades. Maintain pedestrian focus with wide sidewalks and landscape public “resting” areas.



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

Implementation

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



3. Residential Districts

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

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

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

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

Policies

Plan Area

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



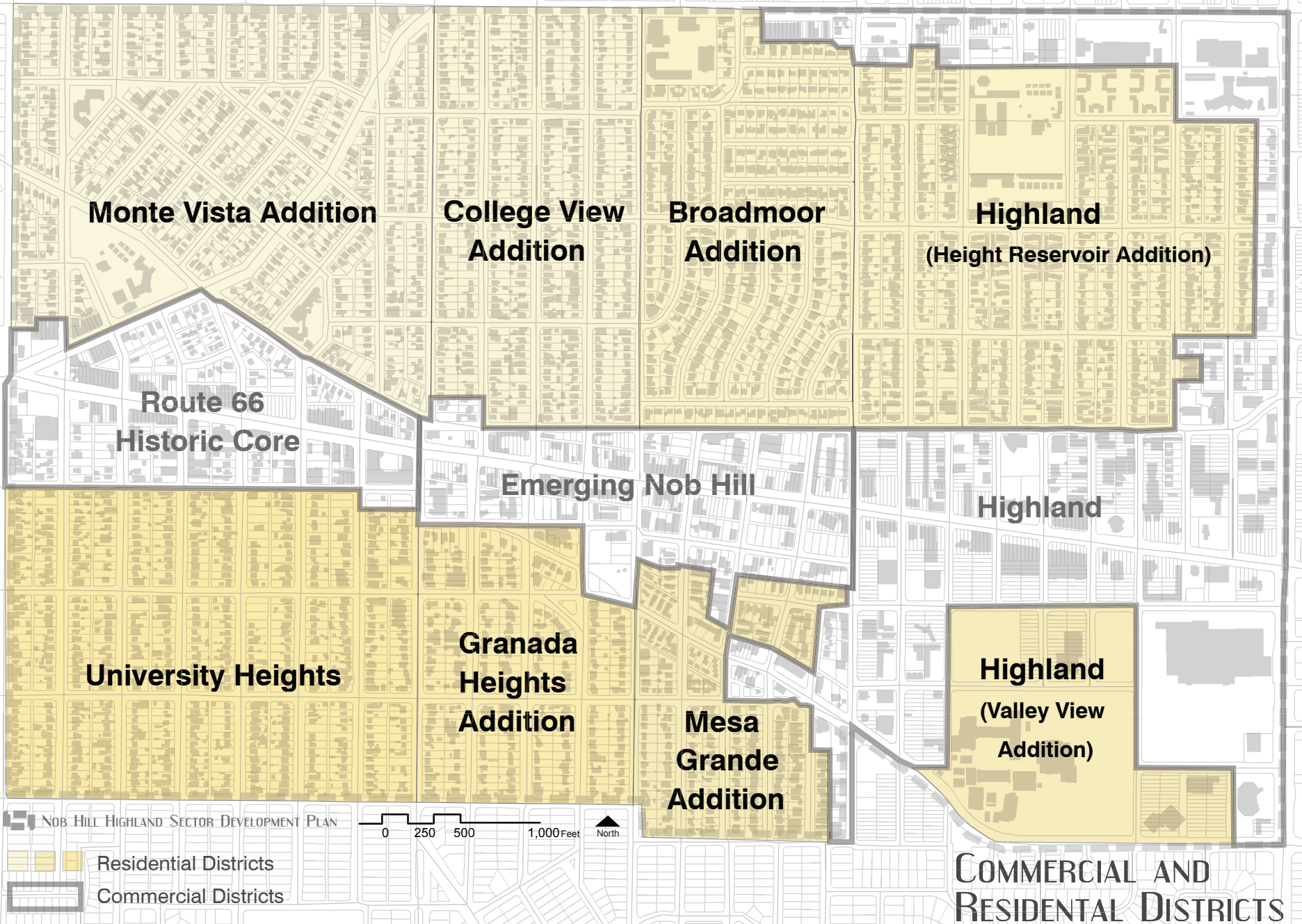


Figure 30: Commercial and Residential Districts



Monte Vista/ College View Historic District



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



Policies

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



Actions

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

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

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

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

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

Implementation

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



Historic College View Homes



University Heights and Granada Heights

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

Policies

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

Actions

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

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

2. Preservation of Historic Character

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

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

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

Implementation

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

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

Highland Neighborhood



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



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

Policies

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



Actions

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

Implementation

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



Existing architectural styles



Single family to multi-family conversion dominates lots



Streetscape showing setbacks



Poor transition from commercial to residential.
Commercial building dominates neighbors

4. Public Facilities/Community Services

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

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

Policies

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

Actions

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

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

5. Streetscapes and Parks

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

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

Policies

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

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

Actions

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

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

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



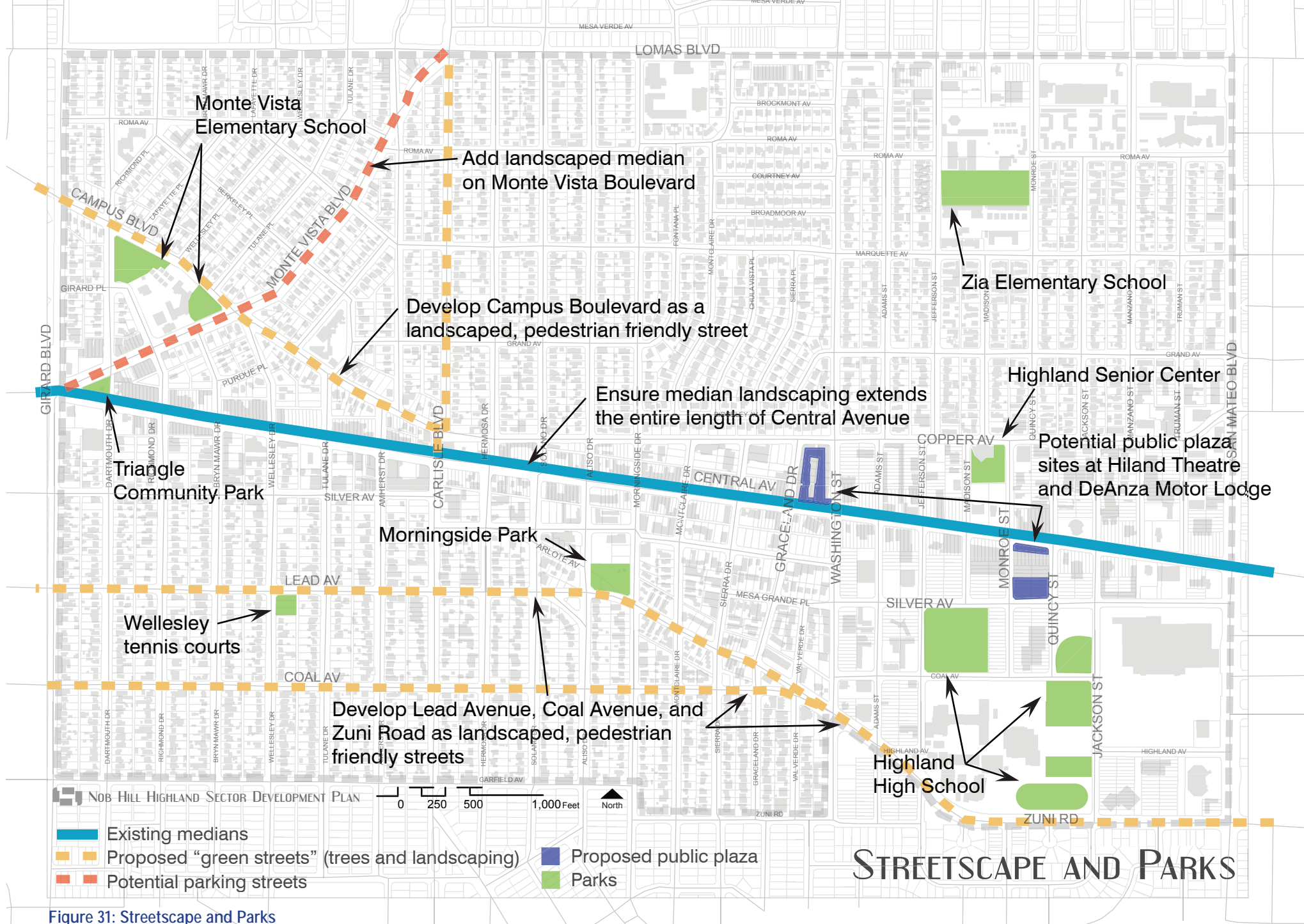


Figure 31: Streetscape and Parks



C. Infrastructure

1. Storm Water Drainage

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

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

Policy

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

Actions

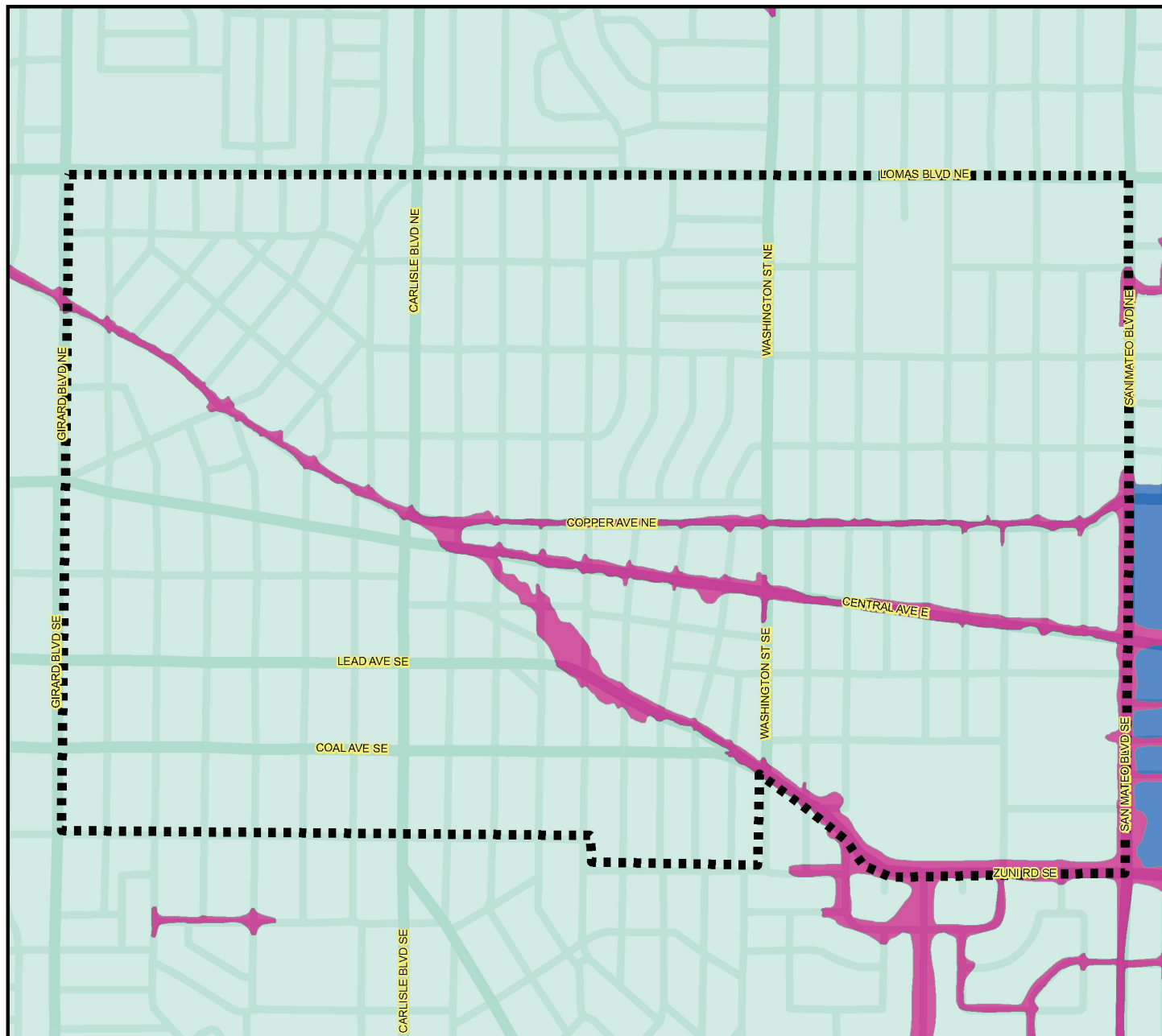
One proposed solution to the storm water problem was an extension of the Highland detention pond to accommodate a further 16 acre feet bringing the total holding capabilities to 35 acre feet. However, Highland High School rejected this proposal since it would require surrendering land that is currently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

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











*Nob Hill Highland
Sector Development Plan*

Flood Insurance Rates



Legend

-  Major Roadways
-  Nob Hill Highlands SDP
-  0.2% Annual Chance of Flood
-  A - Flood Prone (non-specific)
-  AE - Potential Overtopping of Levees
-  AH - Potential for Shallow Flooding
-  AO - Potential for Shallow Sheet Flows
-  X - Specific Potential Not Identified

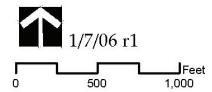


Figure 32: Flood Insurance Rates



D. Economic Vitality

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

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

Policies

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

Actions

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

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

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

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

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

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

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

- **De Anza Motel Area** - The De Anza project was included in the adopted MR plan and is partially implemented by the acquisition and disposition of the motel property. The catalytic project identifies redevelopment of surrounding properties as additional opportunities. Public improvements identified to support this project include:

- 1) Adoption of mixed use zoning (to be accomplished through the adoption of the Sector Development Plan). The anticipated mix includes small retail, office, live/work units, and other residential development.
- 2) Pedestrian improvements
- 3) Parking improvements, including centralized parking courts/ structures and parallel and head-in parking along side streets.

- **Hiland Theater Area**

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

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

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

- **Public Plaza** - Construct a public plaza in conjunction with metropolitan redevelopment projects. Potential locations on land in public ownership or within a public/private project are shown in Figure 31.

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

Implementation

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

V. PLAN IMPLEMENTATION

PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Abbreviations and Acronyms used in the following table:

APD = Albuquerque Police Department	MRCOG = Mid-Region Council of Governments
APS = Albuquerque Public Schools	NHHRC = Nob Hill Highland Renaissance Corporation
CIP = Capital Improvements Project	NHBA = Nob Hill Business Association
CNM = Central New Mexico Community College	NHNA = Nob Hill Neighborhood Association
COA = City of Albuquerque	NTMP = Neighborhood Traffic Management Program (COA)
DMD = Department of Municipal Development (COA)	RFP = Request for proposals
GABAC = Greater Albuquerque Bicycling Advisory Committee	SBA = Small Business Administration (federal)
GARTC = Greater Albuquerque Recreational Trails Committee	SHPO = State Historic Preservation Office
HBNA = Highland Business and Neighborhood Association	STEPS = Southeast Team for Entrepreneurial Success
L RTP = Long-range Transportation Plan	UNM = The University of New Mexico
MRA = Metropolitan Redevelopment Agency (COA)	

All new and reconstructed sidewalks and streetscapes shall be designed and built in accordance with the best practices described and illustrated in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities.

A. Projects and Programs

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



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Pedestrian Circulation	A-2	PC1	Capital Improvement Project	Develop safe, visible crosswalks at existing traffic signals on Lead and Coal.	DMD (COA); Traffic Engineering Division (COA)	Lead-Coal Study (DMD, COA)	CIP
Pedestrian Circulation	A-3	PC1, PC3	Capital Improvement Project	Modify Coal and Lead to shorten crosswalks, build level sidewalks, create buffers between sidewalks and vehicles, and slow traffic to improve pedestrian safety, accessibility and comfort.	Traffic Engineering Division (COA); Planning Department (COA)	Lead-Coal Study (Planning Department, COA)	CIP
Bicycle Circulation	A-4	BC3	Capital Improvement Project	Modify Lead and Coal Avenues to allow for installation of protected commuter bike lanes.	DMD (COA); Traffic Engineering Division		CIP
Pedestrian Circulation	A-5	PC4, PC5	Regulation - See Section 5B	Modify zoning to allow future development to orient toward alleyways, but only where street orientation would not be compromised as a result. In these situations, double-fronted buildings are required.	Planning Department (COA)		N/A
Pedestrian Circulation	A-6	PC4	Program Enhancements	Maintain alleys. Residents should identify problem areas through Streets Hotline complaint system.	DMD (COA)	Solid Waste (COA); Residents	General Fund
Pedestrian Circulation	A-7	PC3, PC4	Community Initiative	Identify alleys suitable for public art or community gardens.	Community Organizations; Alley Gardens project	Property Owners; MRA/Planning (COA)	NA
Pedestrian Circulation	A-8	PC3, PC5	Capital Improvement Project	Establish Night Sky Friendly pedestrian-scale lighting on Central, Lead, Coal, Zuni Silver and Washington.	DMD (COA); MRA/ Planning (COA)	PNM, Planning Department (COA)	CIP
Pedestrian Circulation	A-9	PC3	Capital Improvement Project	<p>In cooperation with local community organizations, conduct an inventory of all sidewalks and crosswalks in the plan area to identify barriers and other access limitations for people with disabilities.</p> <p>Develop a plan to remediate existing access deficiencies in the walkway network and widen sidewalks to the standards adopted in this plan, with higher priority accorded to safe travel routes along arterial and collector streets, and along local roads in close proximity to schools, bus stops, and other key pedestrian travel destinations. Incorporate into the plan a detailed description of all actions needed to achieve compliance with U.S. Access Board guidelines, a schedule to achieve compliance, a funding strategy, and an assignment of official responsibility for plan implementation.</p>	DMD (COA)	Planning Department (COA); Walk Albuquerque; Alliance for Active Living; UNM	CIP



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Pedestrian Circulation	A-10	PC3, safety	Program Enhancement	Identify pedestrian pathways connecting schools, transit and commercial areas and ensure their safety as walking routes, such as the Highland walkway. Coordinate with community organizations for on-going surveys of sidewalks to ensure walkability.	Planning Department (COA); NHNA; NHHRC; NHBA; HBANA	DMD (COA); Walk Albuquerque; Alliance for Active Living; UNM	Safe Routes to School (federal program administered by NM-DOT)
Pedestrian Circulation	A-11	PC3, safety	Program Enhancement	Improve code enforcement of private landscaping to ensure unobstructed sidewalk right-of-way for pedestrian use.	Code Enforcement (COA)	Residents; Neighborhood Associations	General Fund
Pedestrian Circulation	A-12	PC3, safety	Community Initiative	Report traffic problems to improve enforcement of traffic law violations (speeding and failure to stop), especially around schools.	Neighborhood and Business Associations	APD; Traffic Analyses (COA)	
Pedestrian Circulation	A-13	PC5	Community Initiative	Encourage area restaurants to enhance street vitality by providing outdoor seating for patrons, but only in cases where a 5-foot clear passageway for pedestrians can be maintained at all times. Encourage businesses to provide awnings or shade trees over sidewalks to provide shade and relief from heat, subject to the vertical and horizontal clearance guidelines of the U.S. Access Board.	Property Owners	NHRC; NHBA; HBNA; CCR Zoning	
Pedestrian Circulation	A-14	PC5	Program Enhancement	Establish public art as part of all Capital Improvements in the plan area.	DMD/Public Art (COA)	Property Owners; Community Organizations; MRA/Planning (COA)	Public Art Program (COA)
Bicycle Circulation	A-15	BC2, BC3	Capital Improvement Project	Complete the installation of bike lanes and routes in plan area as designated in the Bikeways Master Plan (routes on Copper Ave. and Valverde Dr.; lanes on Carlisle Blvd., Lead Ave., Coal Ave., and Zuni Rd.).	DMD (COA)	Planning Department (COA); MRCOG; LRTP; GARTC; GABAC	CIP
Bicycle Circulation	A-16	BC2	Program Enhancement	Designate Silver Ave. between Washington St. and San Mateo Blvd. as a bike route; remove Central Ave. from Bikeways Master Plan as bike corridor due to safety concerns.	Parks and Recreation (COA)	MRCOG (LRTP process)	General Fund
Bicycle Circulation	A-17	BC1	Community Initiative	Provide public bicycle racks in existing shopping areas.	Property Owners; NHHRC; NHBA; HBNA; NHNA; Community Organizations	Zoning enforcement	
Bicycle Circulation	A-18	BC1	Community Initiative	Promote bicycle commuting and provide all-day bike storage for area employees.	Community Organizations; NHHRC; NHNA; NHBA; HBNA	Property Owners	



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
Vehicular Circulation	A-19	VC1, PC2	Program Enhancement	Assess the need for traffic calming measures on residential streets throughout plan area to slow through-traffic (i.e., stop signs, bulb outs, diverters, etc.).	DMD (COA); Traffic Engineering Division (COA)	Neighborhood Associations	CIP, NTMP
Transit	A-20	T1, PC5	Regulation – See Section 5B	Establish area around Hiland Theater as a TOD node with high density commercial and residential uses, consistent with Bernalillo County goal for the property. Work with streetscape planning efforts to coordinate adjacent Rapid Ride stop (and Streetcar stop in future phases).	Bernalillo County; ABQ Ride (COA)	ABQ Ride (COA); Planning Department (COA); Modern Streetcar Project	Modern Streetcar Project
Transit	A-21	T1, PC3, PC5	Capital Improvement Projects	Consolidate transit stops where possible (for Rapid Ride and Streetcar). Improve transit stops with shade, seating, and lighting. Coordinate stops with signalized mid-block crossings.	ABQ Ride (COA)	Modern Streetcar Project; Community Organizations	CIP
Transit	A-22	T1, PC3	Program Enhancement	Monitor and participate in HDR design guidelines for modern streetcar transit stop in the Nob Hill Historic Core. Coordinate with signalized mid-block crossings.	ABQ Ride (COA)	Modern Streetcar Project; Community Organizations	Modern Streetcar Project
Parking	A-23	P1	Capital Improvement Projects	Establish feasibility of north/south “parking streets” (such as Amherst St.) through a survey of existing rights-of-way and access requirements. Survey 100-blocks north and south of Central that appear to have sufficient right-of-way to verify right-of-way.	DMD (COA)	Planning Department (COA); Property Owners	CIP
Parking	A-24	P1, P3, CF-V7	Capital Improvement Project	Establish public parking courts/structures to promote ‘park once’ nodes. Wrap structures with office, retail, or residential structures. Create, fund and define a timeline for a public process to identify the location of the first and subsequent public/private funded parking courts/structures.	Planning Department (COA)	DMD (COA); Nob Hill and Highland Neighborhood Associations and Developer Stakeholders	CIP, On-site parking fee for waivers, TIF district
Parking	A-25	P2	Program Enhancement	Promote development to eliminate large, unused parking lots.	Planning Department (COA); MRA/Planning (COA)	Property Owners	General Fund
Parking	A-26	P3	Community Initiative	Consider parking permits in residential areas that restrict parking for residents only between 5 pm and 8 am.	Residents; Community Organizations (to make request)	Parking Division (COA)	General Fund



PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

Element	ID	Policy Implemented	Type	Action	Lead Agency	Coordination Required	Potential Funding Sources
B. COMMUNITY FORM							
Commercial – District 3	B-1	CF-District 3-1, CF-District 3-2	Program Enhancement	Develop a Corridor Plan for Lomas, including streetscape, land-use, and zoning to accommodate adequate planning for all four corners of the intersection with San Mateo.	Planning Department (COA)		General Fund, CIP
Residential - University Heights & Granada Heights	B-2	CF-University Heights & Grenada Heights-1	Program Enhancement	Survey University Heights and Granada Heights for potential eligibility as historic district and State or National Register nomination of individual properties.	Planning Department (COA)	SHPO	General Fund, SHPO
Residential	B-3	CF-University Heights & Grenada Heights-1; CF-Monte Vista / College View-1, 2	Program Enhancement	Develop and support initiatives that promote awareness and preservation of the historic character and streetscapes of the neighborhood (e.g., a handbook on historic character and guidelines for rehabilitation, development of walking routes with interpretive monuments, and signage which gives identity to historic districts.	Planning Department (COA)	Neighborhood Associations; Community Organizations	General Fund, SHPO
Public Facilities/ Community Services	B-4	PF/CS1	Program Enhancement	Establish a system for periodically meeting with the community and APS to explore ways to share grounds, recreational facilities, and buildings with the broader community.	Planning Department (COA)	APS; Parks & Recreation (COA); Family & Community Services; Community Organizations; Neighborhood Associations	General Fund
Streetscapes and Parks	B-5	S&P-1, S&P-2	Capital Improvement Project	Landscape existing medians throughout the Plan area to prevent run-off, address heat island effect, and assist in safe pedestrian crossing.	DMD (COA)	Parks Management (COA); City Forester (COA)	CIP
Streetscapes and Parks	B-6	S&P-4	Capital Improvement Project	Establish public plazas (possibly at the De Anza Motor Lodge and/or the Hiland Theater).	Property Owners	MRA/Planning (COA); City Forester (COA)	CIP
Streetscapes and Parks	B-7	S&P-5	CIP	Improve streetscape of Carlisle Boulevard to soften impact of traffic on adjacent residential properties and improve pedestrian safety and aesthetic environment.	DMD (COA)	City Forester (COA)	CIP
Streetscapes and Parks	B-8	S&P-6	CIP	Add landscaped median on MonteVista Boulevard, and develop Campus Boulevard as a landscaped, pedestrian friendly street.	DMD (COA)		CIP

PLAN IMPLEMENTATION / PROJECTS AND PROGRAMS

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



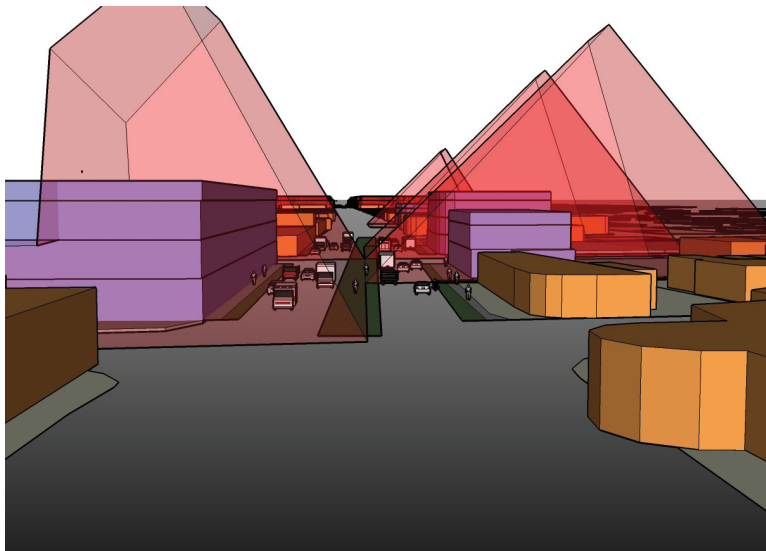
B. Regulations

1. Zoning – Commercial Districts

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

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

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



A key component of these proposed zoning requirements in the commercial districts is a map that establishes the Allowable Building Heights in the area. (See Figure 36)

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

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

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

Avenues and Boulevards

The properties fronting on the “Avenues” (Central, Copper, Silver, Coal) and “Boulevards” (Girard, Monte Vista, Carlisle, Lomas and San Mateo) that are within the CCR zone area will have a specific set of requirements that will be focused on enhancing their role as an “Urban Street”. The CCR-1,2 &3 zones will regulate the location of buildings and parking relative to the street and internal property lines and will require conformance to specific architectural form and design requirements directed at creating an active and pedestrian oriented urban street.

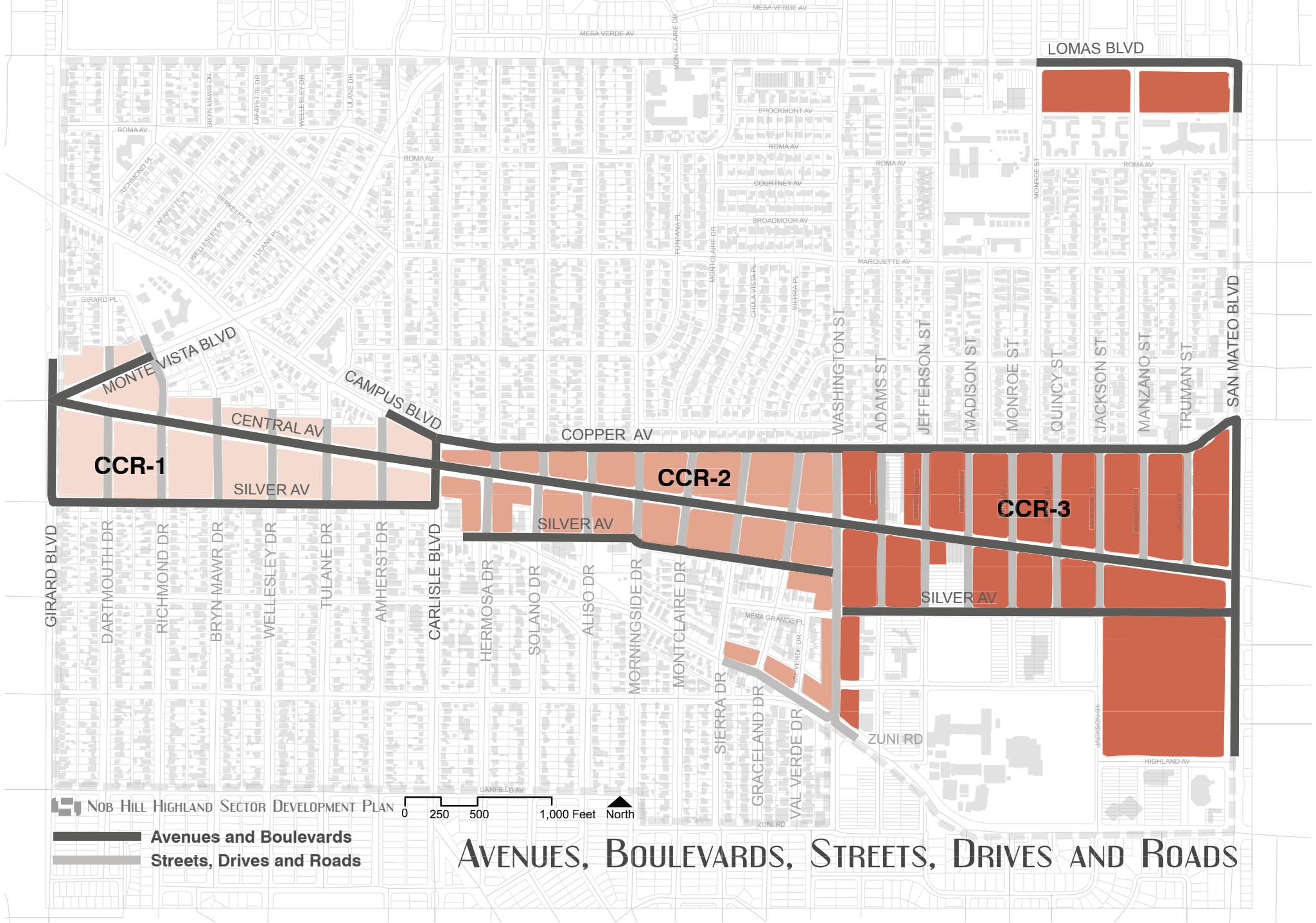
Streets, Drives and Roads

The properties fronting on the “Streets” (Washington, Adams, Jefferson, Madison, Monroe, Quincy, Jackson, Manzano and Truman), the “Drives” (Dartmouth, Richmond, Bryn Mawr, Wellesley, Tulane, Amherst, Hermosa, Solano Aliso, Morningside, Montclair, Sierra, Graceland and Val Verde) as well a small section of Zuni Road that are within the CCR or OR zone areas will have two options within the zone. These areas are important to the creation of the mixed use urban vision of the Sector Plan but in some cases specific properties present unique development challenges due to their size, existing buildings, lack of abutting alleys, etc. This is especially true in the Highland area. In response to this the CCR and OR zones offer two

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

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

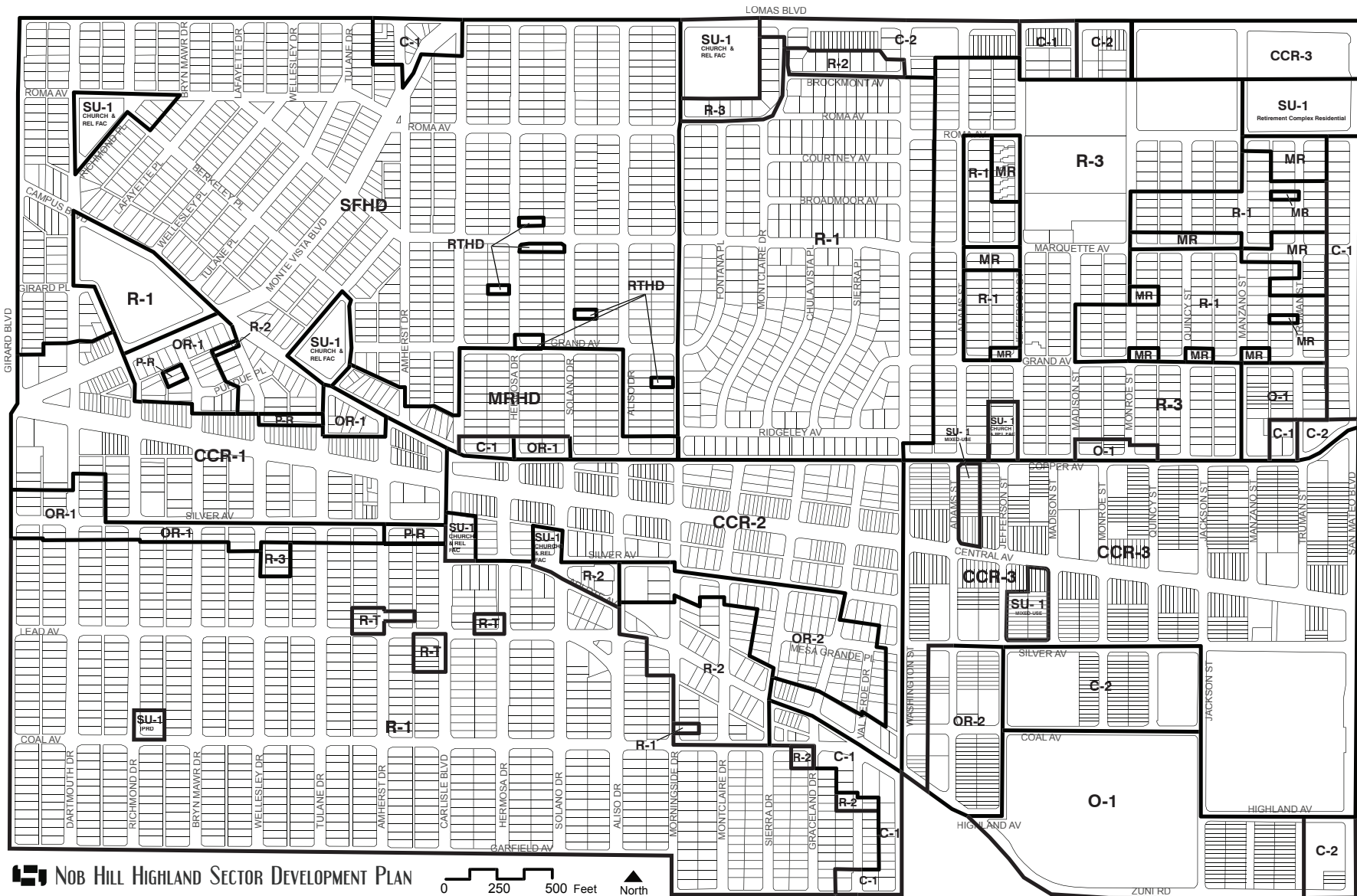




AVENUES, BOULEVARDS, STREETS, DRIVES AND ROADS

Figure 33: Avenues, Boulevards, Streets, Drives and Roads





Nob Hill Highland Sector Development Plan

- | | | | | | |
|-------|--------------------------------------|------|---|------|---|
| C-1 | Neighborhood Commercial | MRHD | Mixed-Use Residential Historic District | R-2 | Multi-Family |
| C-2 | Community Commercial | O-1 | Office and Institutional | R-3 | Multi-Family |
| CCR-1 | Community Commercial / Residential 1 | OR-1 | Office / Residential 1 | R-T | Residential Townhouse |
| CCR-2 | Community Commercial / Residential 2 | OR-2 | Office / Residential 2 | RTHD | Residential Townhouse Historic District |
| CCR-3 | Community Commercial / Residential 3 | P-R | Reserve Parking | SFHD | Single Family Historic District |
| MR | Mixed-Use Residential | R-1 | Single Family | SU-1 | Special Use |

Figure 34: Comprehensive Zoning

COMPREHENSIVE ZONING



Martin J. Chavez, Mayor

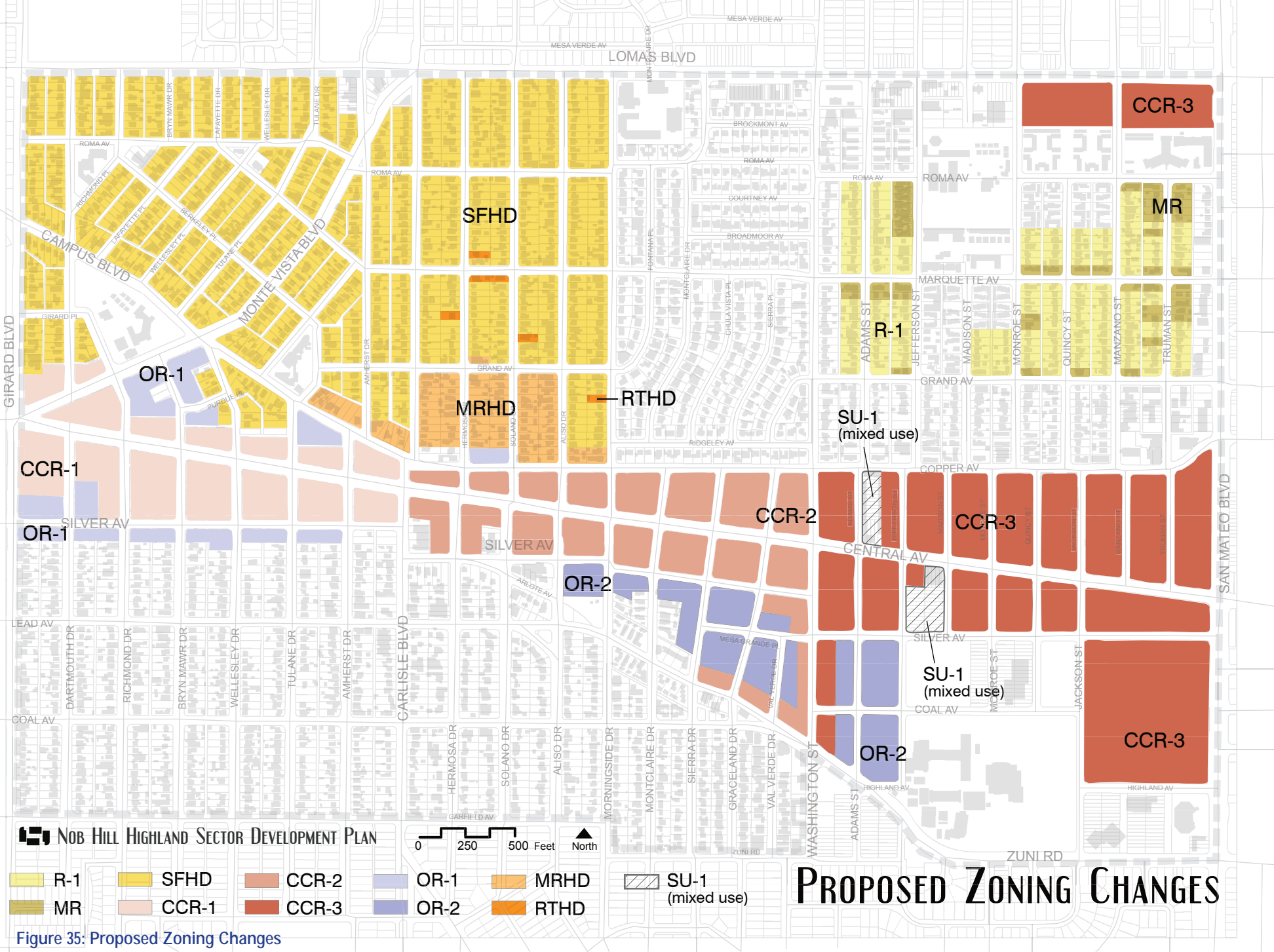


Figure 35: Proposed Zoning Changes



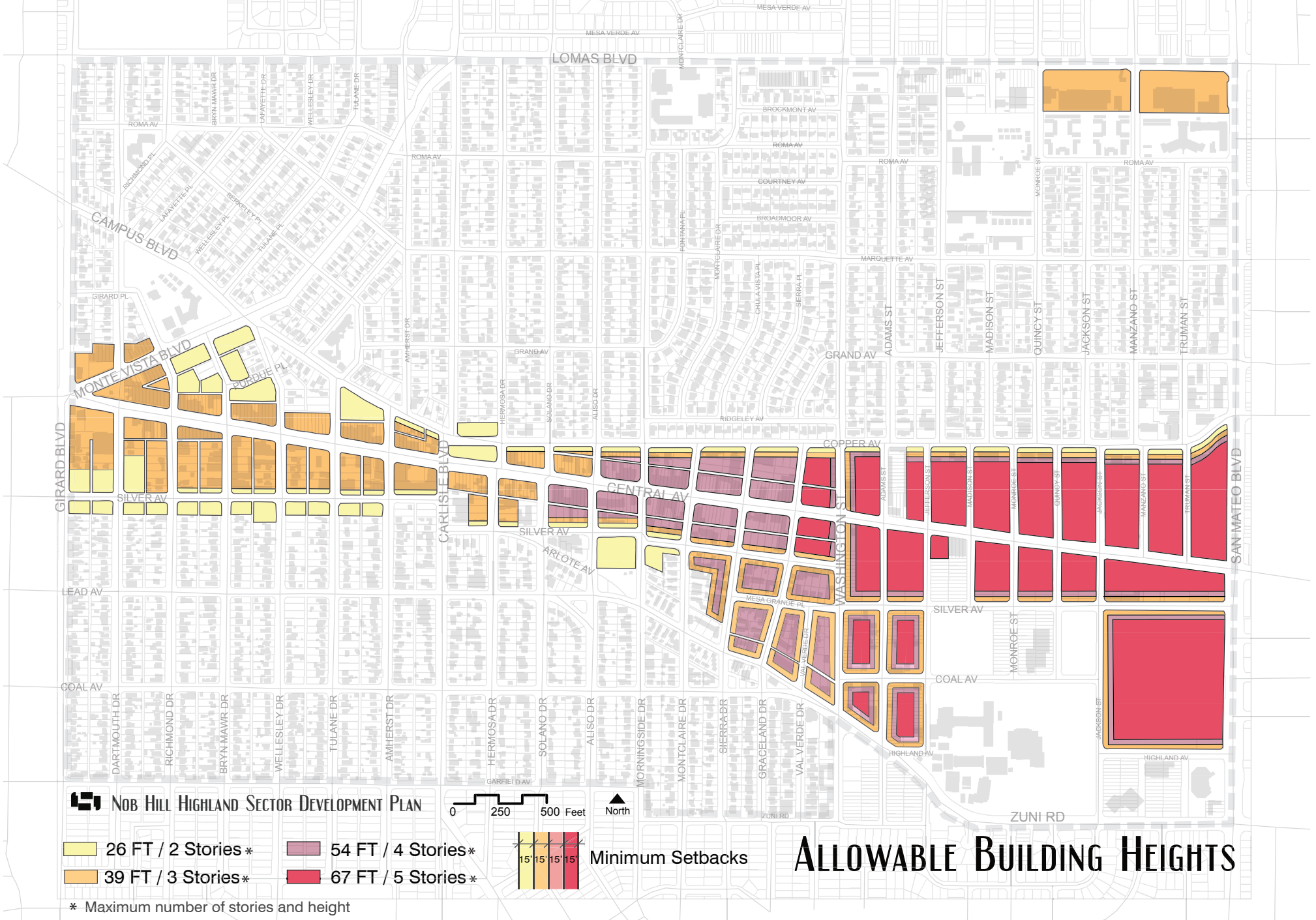


Figure 36: Allowable Building Heights



Martin J. Chavez, Mayor

Community Commercial/Residential One - CCR-1

1. General Rules: Uses

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

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

**2. Architecture: Form & Elements**

- A. Existing facades that abut a public right-of-way for buildings that are designated on State and National Historic Registers or as City Landmarks or Characteristic Buildings in Figure 3 shall comply with the following:
 1. Façade rehabilitation or remodeling shall maintain the historically characteristic window and door proportion and character of the building.
 2. Any new materials shall be consistent with historically employed materials on such facades.

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

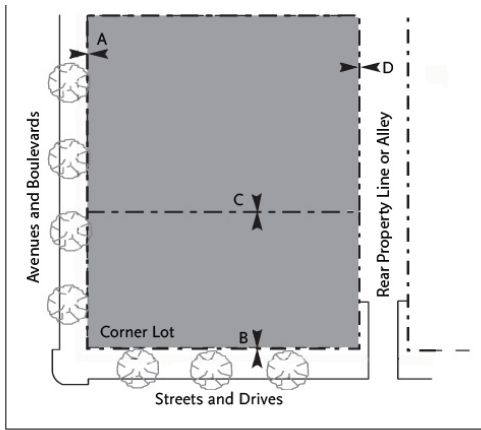
** Façade (also Frontage): The exterior wall of a building set parallel to a lot line bordering a public right-of-way or clearly visible from a public right-of way. An architectural element is not clearly visible if it is visible only through an opening in a street or an opening in a courtyard wall.

3. Additions to contributing buildings shall reflect the historic façade demarcations (i.e., walls, pilasters or similar elements.)
 4. Additions above contributing buildings shall be vertically aligned with the historic demising walls of the storefronts below (see photo p. 90)
 5. Colors of paint or stucco may be modified without a limit to frequency.
- B. The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
 - C. Regarding the ground stories facing intersecting side streets to a depth of 150' or to an alley or street, whichever occurs first, when the building or buildings facing Central at a minimum length along Central of 50' are redeveloped or rebuilt, the 40' along the side street from Central shall have at least one entrance and the remaining portion of the side street frontage shall be built to appear as shopfronts or residential facades and shall be consistent in design and materials as to the major facades facing Central. Where it is impractical, as determined by the Planning Director, to locate parking ingress and egress from the alley: (a) one ingress no more than 12' in width is allowed from the side street in situations where egress from the alley is practical; or (b) one ingress / egress location no more than 30' in width is allowed to the side street should option "a" be infeasible. Where storefronts or residences due to the adjacent sidewalk grades make pedestrian access infeasible, as determined by the Planning Director, this requirement may be waived. The side street facade shall have fenestration of 60% minimum of façade** with window sills no higher than 30 inches above the finished floor.
 - D. All other ground floor and upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.
 - E. Building frontages on alleys shall have ground floor windows no higher than 60" above finished grade at building and shall be designed with 40%-90% of the building frontage glazed. All public alleys shall include pedestrian scale lighting and be maintained free of pedestrian and vehicular obstacles.
 - F. Window glass shall be clear with light transmission between exterior and interior:
 1. 90% minimum for the ground story (within nine feet of the sidewalk elevation); and
 2. 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
 - G. Façade fenestration design shall maintain the established window and door proportions of the block.
 - H. Placement- openings shall occur along street façades at twenty-five feet (25') on center minimum; openings to be three foot (3') wide minimum.
 - I. Entrance - each ground floor building shall have 1 entrance minimum for each twenty five feet (25') or less of building frontage length on street frontage.
 - J. Articulation - building façade at front and side street shall change each twenty five (25') minimum in height, or setback, or material.
 - K. Awnings, arcades and balconies are permitted.
 - L. Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
 - M. Where setback buildings currently exist the streetwall shall be strengthened through use of solid vertical landscaping and low walls.

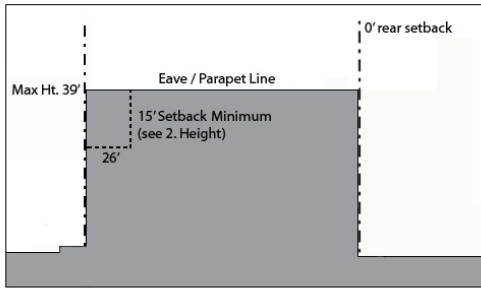
3. Signage and Lighting

(See General Regulations page)

Building Placement and Height



Plan Diagram



Section Diagram

4. Setbacks

- A. Buildings shall be placed within the shaded area as shown in the above diagram.
 1. Front Build to Line: 0" to twelve inches (12")
 2. Side Street Setback: 0"
 3. Side yard Setback: 0"
 4. Rear Setback: 0"

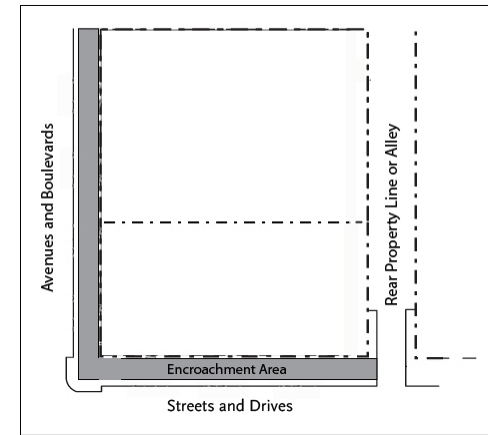
- B. Notwithstanding the other provisions of this Plan, two forecourts are allowed on each side of Central (within the reach of the Route 66 Historic Core and within the reach of Emerging Nob Hill), setback to the following specifications: between ten feet (10') and twenty feet (20') deep from the right-of-way, between twenty-five feet (25') and seventy-five feet (75') wide parallel to the right-of-way, and sited not less than fifty feet (50') from any block corner.

5. Height

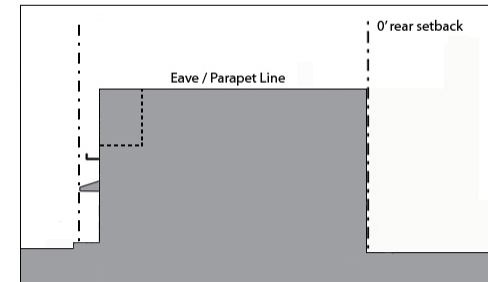
Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

- A. Maximum: 3 stories/39' transition to 26', see Allowable Building Heights Plan. If 75% or more of the block frontage along Central is being developed or redeveloped, one third of the new development is limited to 2 stories (26 feet) in height.
- B. Decorative variations in the parapet height are allowed up to an additional 5%; and
- C. Architectural features, such as a towers, are allowed up an additional 15% height (limited to 5% of building foot print) above the decorative variations in parapet height.

Building Frontage and Profile



Plan Diagram



Section Diagram

6. Encroachments Allowed

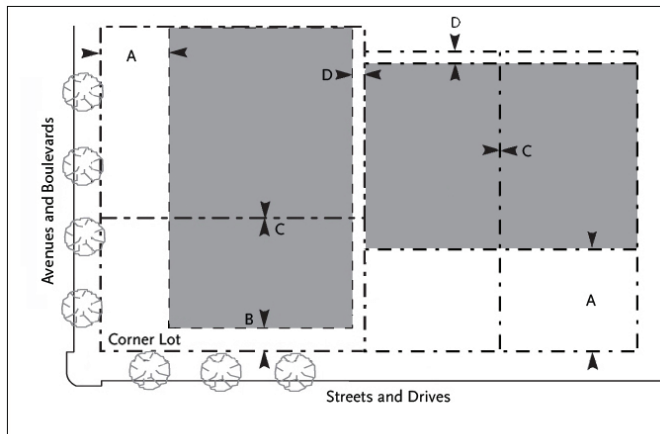
Arcades, balconies and awnings may encroach over the Public Right of Way [ROW] at streets. Encroachments into public ROW shall follow existing COA regulations.

7. Frontage Types

Arcade, shop front and forecourt (see Frontage Types Page 104). Not less than 50% of the building facades shall be accompanied by arcades, cantilevered shed roofs, or awnings.



Parking Placement



Plan Diagram

8. Parking Requirements

- A. On-site parking is allowed only in the shaded areas as shown.
1. Front Setback: 30% of lot depth minimum or 50', whichever is less. Parking lots and off street parking shall be behind or within a building or buildings adjacent to the fronting street.
 2. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
 3. Side Setback: 0" minimum
 4. Rear Setback: five foot (5') minimum
- B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
1. 1 space/bedroom, 2 spaces maximum/DU
 2. 3 parking spaces: commercial or retail per 1000 s.f.
 3. 1 parking space: restaurants, per each 4 seats
 4. 1 parking space: per hotel room

- C. Commercial uses 3,000 square feet or less in size are exempt from parking requirements.
- D. Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.
- E. Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping. Screening shall be a minimum of 30 inches in height but shall not exceed 36 inches in height.

9. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas. All properties must comply with Section 14-16-3-10, Landscaping Regulations, of the Zoning Code.

Option: Urban Street/Conventional

10. Urban Street

- A. All properties fronting on an *avenue* or a *boulevard* in this zone will be required to conform to these "urban street" regulations.
- B. Properties fronting on a *drive* or a *street* have the option of developing under these urban street regulations or choosing the conventional option.

11. Conventional Option

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

Community Commercial/Residential Two - CCR-2

1. General Rules: Uses

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

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



4. Additions above contributing buildings shall be vertically aligned with the historic demising walls of the storefronts below (see photo p. 93)
5. Colors of paint or stucco may be modified without a limit to frequency.
- B. The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
- C. Regarding the ground stories facing intersecting side streets to a depth of 150' or to an alley or street, whichever occurs first, when the building or buildings facing Central at a minimum length along Central of 50' are redeveloped or rebuilt, the 40' along the side street from Central shall have at least one entrance and the remaining portion of the side street frontage shall be built to appear as shopfronts or residential facades and shall be consistent in design and materials as to the major facades facing Central. Where it is impractical, as determined by the Planning Director, to locate parking ingress and egress from the alley: (a) one ingress no more than 12' in width is allowed from the side street in situations where egress from the alley is practical; or (b) one ingress / egress location no more than 30' in width is allowed to the side street should option "a" be infeasible. Where storefronts or residences due to the adjacent sidewalk grades make pedestrian access infeasible, as determined by the Planning Director, this requirement may be waived. The side street facade shall have fenestration of 60% minimum of facade** with window sills no higher than 30 inches above the finished floor.
- D. All other ground floor and upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.
- E. Building frontages on alleys shall have ground floor windows no higher than 60" above finished grade at building and shall be designed with 40%-90% of the building frontage glazed. All public alleys shall include pedestrian scale lighting and be maintained free of pedestrian and vehicular obstacles.
- F. Window glass shall be clear with light transmission between exterior and interior:
 1. 90 % minimum for the ground story (within nine feet of the sidewalk elevation); and
 2. 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
- G. Placement- openings shall occur along street façades at twenty-five feet (25') on center minimum; openings to be three foot (3') wide minimum.
- H. Entrance - each ground floor building shall have 1 entrance minimum for each twenty five feet (25') or less of building frontage length on street frontage.
 - I. Articulation - building façade at front and side street shall change each twenty five feet (25') minimum in height, or setback, or material.
 - J. Awnings, arcades and balconies are permitted.
 - K. Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
 - L. Where setback buildings currently exist the streetwall shall be strengthened through use of solid, vertical landscaping and low walls

2. Architecture: Form & Elements

- A. Existing facades that abut a public right-of-way for buildings that are designated on State and National Historic Registers or as City Landmarks or Characteristic Buildings in Figure 3 shall comply with the following:
 1. Façade rehabilitation or remodeling shall maintain the historically characteristic window and door proportion and character of the building.
 2. Any new materials shall be consistent with historically employed materials on such facades.
 3. Additions to contributing buildings shall reflect the historic façade demarcations (i.e., walls, pilasters or similar elements.)

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

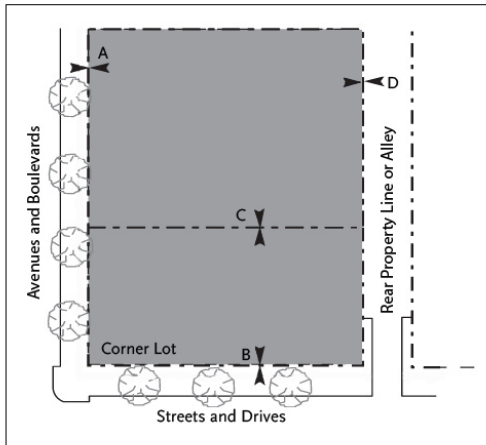
** Façade (also Frontage): The exterior wall of a building set parallel to a lot line bordering a public right-of-way or clearly visible from a public right-of-way. An architectural element is not clearly visible if it is visible only through an opening in a street or an opening in a courtyard wall.

3. Signage and Lighting

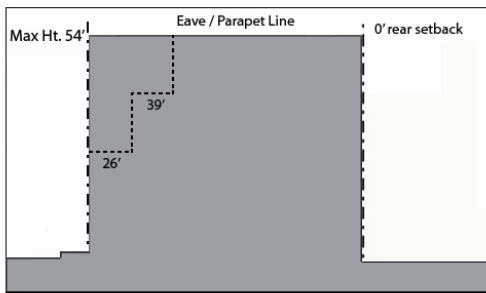
(See General Regulations page)



Building Placement and Height



Plan Diagram



Section Diagram

4. Setbacks

- A. Buildings shall be placed within the shaded area as shown in the above diagram.
 1. Front build to line: 0" to twelve inches (12")
 2. Side Street Setback: 0"
 3. Side yard Setback: 0"
 4. Rear Setback: 0"

- B. Notwithstanding the other provisions of this Plan, two forecourts are allowed on each side of Central (within the reach of the Route 66 Historic Core and within the reach of Emerging Nob Hill), setback to the following specifications: between ten feet (10') and twenty feet (20') deep from the right-of-way, between twenty-five feet (25') and seventy-five feet (75') wide parallel to the right-of-way, and sited not less than fifty feet (50') from any block corner.

5. Height

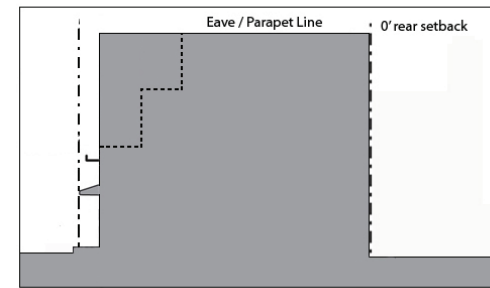
Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

- A. Maximum: 4 stories/54' with lower heights, see Allowable Building Heights Plan. If 75% or more of the block footage along Central is being developed or redeveloped, twenty-two percent (22%) of the new development is limited to 3 stories (39 feet) in height. No elevation of a building across Central Avenue frontage shall be more than 2 stories (26 feet) greater than an adjoining building (measured from adjacent building not from grade of adjacent lot or sidewalk).
- B. Decorative variations in the parapet height are allowed up to an additional 5%; and
- C. Architectural features, such as a tower, are allowed up an additional 15% height (limited to 5% of building footprint) above the decorative variations in parapet height.

Building Frontage and Profile



Plan Diagram



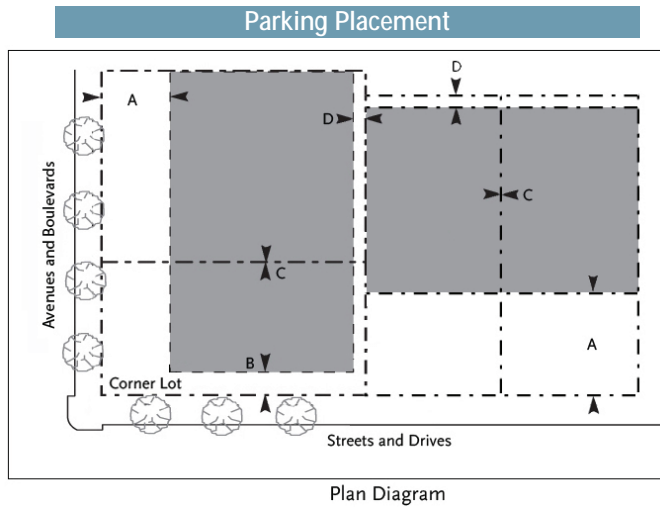
Section Diagram

6. Encroachments Allowed

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

7. Frontage Types

Arcade, shop front and forecourt (see Frontage Types Page 104). Not less than 50% of the building facades shall be accompanied by arcades, cantilevered shed roofs, or awnings.



8. Parking Requirements

- A. On-site parking is allowed only in the shaded areas as shown.
1. Front Setback: 30% of lot depth minimum or 50' whichever is less if parking is located completely behind the structure. If parking is located within the structure or if a parking structure is wrapped, the Front Setback shall be 20% of lot depth minimum or 25 feet whichever is less provided that the front of building contains active uses visible from the front and side street(s) if on a corner parcel(s) including retail, office, residential, entertainment, and civic. Parking lots and off street parking shall be behind or within a building or buildings adjacent to the fronting street.
 2. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
 3. Side Setback: 0" minimum
 4. Rear Setback: five foot (5') minimum

- B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
1. 1 space/bedroom, 1.5 spaces per 2-bedroom unit 2 spaces maximum/DU
 2. 3 parking spaces: commercial or retail per 1000 s.f.
 3. 1 parking space: restaurants, per each 4 seats
 4. 1 parking space: per hotel room
- C. Commercial uses 3,000 square feet or less in size are exempt from parking requirements.
- D. Uses within 650 feet of a Bus Rapid Transit or Streetcar stop may factor a 20% reduction in parking requirements. Uses from 650 feet to 1300 feet of a Bus Rapid Transit or Street car stop or within 650 feet of another bus stop may factor a 10% reduction in parking requirements. Routes lengths that have bus shelters at all stops may factor in an additional 5% reduction in parking requirements.
- E. Vehicular access is permitted only from side street or alley. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.
- F. Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping. Screening shall be a minimum of 30 inches in height but shall not exceed 36 inches in height.

9. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas. All properties must comply with Section 14-16-3-10, Landscaping Regulations, of the Zoning Code.

Option: Urban Street/Conventional

10. Urban Street

- A. All properties fronting on an *avenue* or a *boulevard* in this zone will be required to conform to these urban street regulations.
- B. Properties fronting on a *drive* or a *street* have the option of developing under these urban street regulations or choosing the conventional option.

11. Conventional Option

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

Community Commercial/Residential Three - CCR-3

1. General Rules: Uses

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

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



2. Architecture: Form & Elements

- A. Existing facades that abut a public right-of-way for buildings that are designated on State and National Historic Registers or as City Landmarks or Characteristic Buildings in Figure 3 shall comply with the following:
 1. Façade rehabilitation or remodeling shall maintain the historically characteristic window and door proportion and character of the building.
 2. Any new materials shall be consistent with historically employed materials on such facades.
 3. Additions to contributing buildings shall reflect the historic façade demarcations (i.e., walls, pilasters or similar elements.)

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

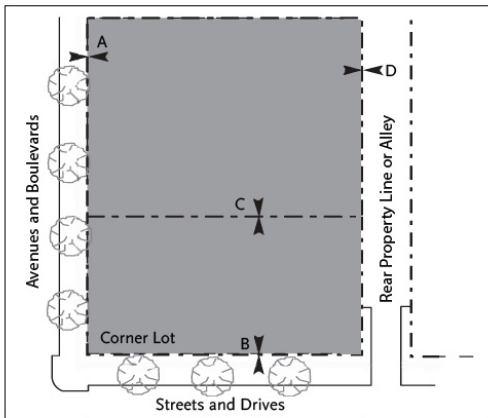
** Façade (also Frontage): The exterior wall of a building set parallel to a lot line bordering a public right-of-way or clearly visible from a public right-of way. An architectural element is not clearly visible if it is visible only through an opening in a street or an opening in a courtyard wall.

4. Additions above contributing buildings shall be vertically aligned with the historic demising walls of the storefronts below (see photo p. 96)
 5. Colors of paint or stucco may be modified without a limit to frequency.
- B. The ground stories facing Central Avenue shall be built to appear as shopfronts and have front fenestration* of not less than 60% minimum of facade**, with window sills no higher than 30 inches above the finished floor.
 - C. All other ground floor upper level building frontage shall be designed with 40-90% of the building frontage glazed, with the window sill no higher than 30 inches above the finished floor.
 - D. Window glass shall be clear with light transmission between exterior and interior:
 1. 90% minimum for the ground story (within nine feet of the sidewalk elevation); and
 2. 75% minimum for the upper stories (modification permitted as necessary to meet any applicable building and energy code requirements).
 - E. Placement- openings shall occur along street façades at forty feet (40') on center minimum; openings to be three foot (3') wide minimum. Entrance - each ground floor use shall have 1 entrance minimum for each forty feet (40') or less of building frontage length on street frontage.
 - F. Articulation - building façade at front and side street shall change each forty feet (40') minimum in height, or setback, or material. Awnings, arcades and balconies are permitted.
 - G. Property walls & fences - as allowed in current City regulations at fronts, sides & rears of buildings.
 - H. Drive-thru type buildings allowed only in rears of properties or on sides of properties provided that the service window and any associated order board are located at least fifty feet (50') from any residential zone and screened by a structure or wall at least six feet (6') in height.

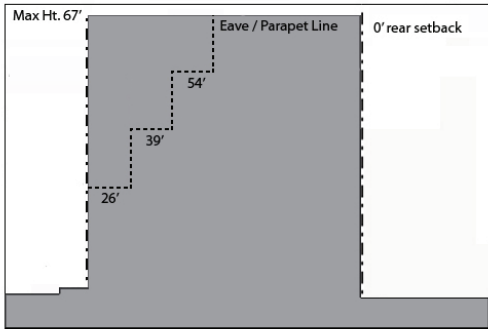
3. Signage and Lighting

(See General Regulations page)

Building Placement and Height



Plan Diagram



Section Diagram

4. Setbacks

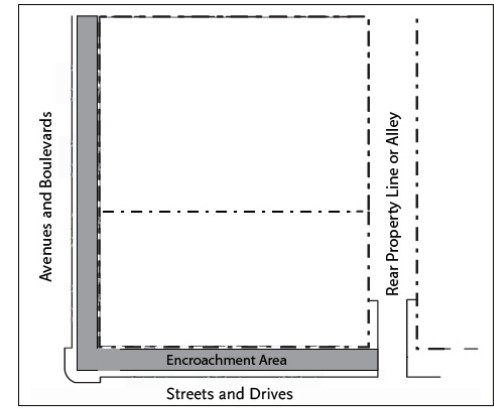
- A. Buildings shall be placed within the shaded area as shown in the above diagram.
 1. Front build to line: 0" to twelve inches (12")
 2. Side Street Setback: 0"
 3. Side yard Setback: 0"
 4. Rear Setback: 0"

5. Height

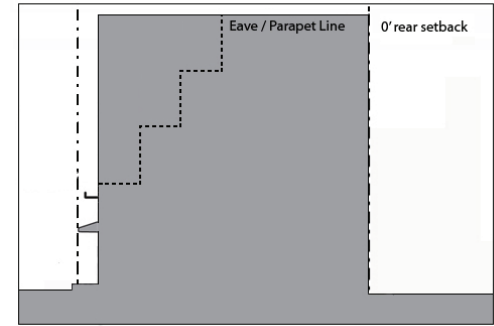
Building height shall be measured in feet from grade as defined in the zoning code to top of parapet or midpoint of pitch.

- A. Maximum: 5 stories/67' and transitions to lower heights, see Allowable Building Heights Plan. If 70% or more of the block frontage along Central is being developed or redeveloped, at least 20% must be five stories (67 feet) in height and 40% of the new development is limited to 4 stories (53 feet) in height.
- B. Decorative variations in the parapet height are allowed up to an additional 5%; and
- C. Architectural features, such as a tower, are allowed up an additional 15% height (limited to 5% of building footprint) above the decorative variations in parapet height and are limited to 5% of floor area.

Building Frontage and Profile



Plan Diagram



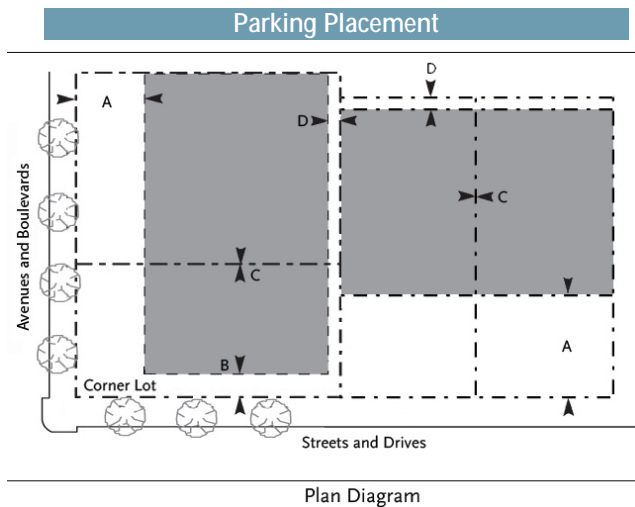
Section Diagram

6. Encroachments Allowed

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

7. Frontage Types

Arcade, shop front and forecourt (see Frontage Types Page 104). Not less than 50% of the building facades shall be accompanied by arcades, cantilevered shed roofs, or awnings.



Plan Diagram

8. Parking Requirements

- A. On-site parking is allowed only in the shaded areas as shown.
 - 1. Front Setback: 30% of lot depth minimum or 50', whichever is less if parking is located completely behind the structure. If parking is located within the structure or if a parking structure is wrapped, the Front Setback shall be 20% of lot depth minimum or 25 feet whichever is less provided that the front of building contains active uses visible from the front and side street(s) if on a corner parcel(s) including retail, office, residential, entertainment, and civic. Parking lots and off street parking shall be behind or within a building or buildings adjacent to the fronting street.
 - 2. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
 - 3. Side Setback: 0" minimum
 - 4. Rear Setback: five foot (5') minimum

- B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 - 1. 1.5 spaces per 2-bedroom unit, 1 space/bedroom, 2 spaces maximum/DU
 - 2. 3 parking spaces: commercial or retail per 1000 s.f.
 - 3. 1 parking space: restaurants, per each 4 seats
 - 4. 1 parking space: per hotel room
- C. Uses within 650 feet of a Bus Rapid Transit or Streetcar stop may factor a 20% reduction in parking requirements. Uses from 650 feet to 1300 feet of a Bus Rapid Transit or Street car stop or within 650 feet of another bus stop may factor a 10% reduction in parking requirements. Route lengths that have bus shelters at all stops may factor in an additional 5% reduction in parking requirements.
- D. Vehicular access is permitted only from side street or alley on block frontages of 300 feet or less. Blocks longer than 300 feet may have one access point from fronting street. Parking garages shall have liner buildings along all side street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines; however, if the side or rear property line is adjacent to a residentially-zoned lot, the wall of the parking structure must be entirely solid, without opening.
- E. Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping. Screening shall be a minimum of 30 inches in height but shall not exceed 36 inches in height.

9. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas. All properties must comply with Section 14-16-3-10, Landscaping Regulations, of the Zoning Code.

Option: Urban Street/Conventional

10. Urban Street

- A. All properties fronting on an *avenue* or a *boulevard* in this zone will be required to conform to these urban street regulations.
- B. Properties fronting on a *drive* or a *street* have the option of developing under these urban street regulations or choosing the conventional option.

11. Conventional Option

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

Office/Residential One - OR-1



1. General Rules: Uses

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

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

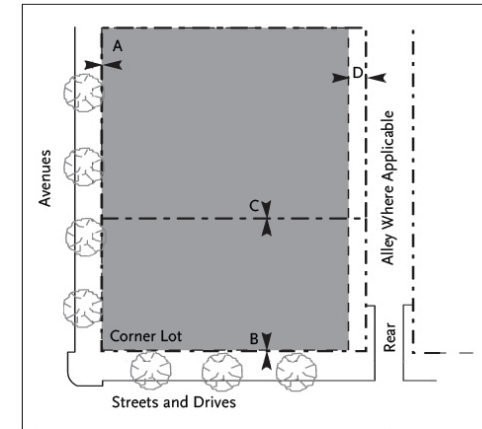
2. Architecture: Form & Elements

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

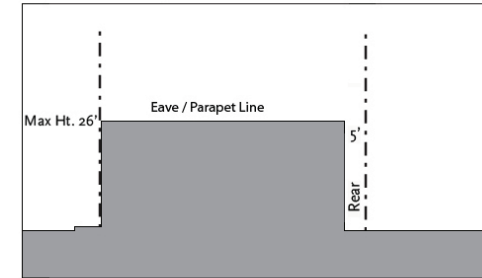
3. Signs

According to general sign regulations in the COA Zoning Code.

Building Placement and Height



Plan Diagram



Section Diagram

4. Setbacks

- A. Buildings shall be placed within the shaded area as shown in the above diagram.
 - 1. Front Build to Line: 0' - 8' per lot
 - 2. Side Street Setback: five feet (5')
 - 3. Side yard Setback: 0'
 - 4. Rear Setback: five feet (5')

5. Height

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

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



Building Frontage and Profile

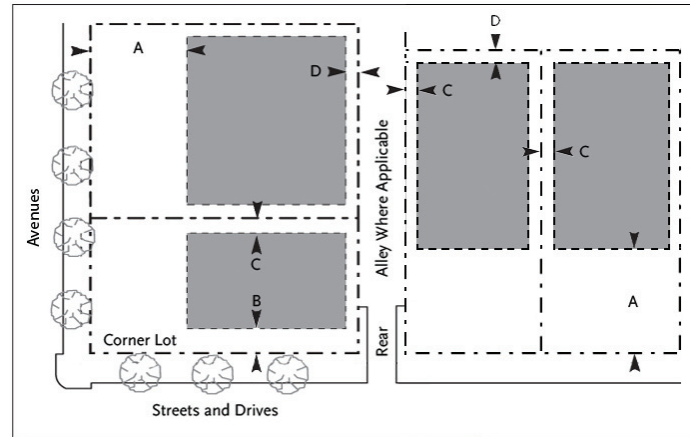
6. Encroachments Allowed

No encroachments allowed.

7. Frontage Types

Arcade, shop front and forecourt (see Frontage Types Page 104). Not less than 50% of the building facades shall be accompanied by arcades, cantilevered shed roofs, or awnings.

Parking Placement



Plan Diagram

8. Parking Requirements

- A. On-site parking is allowed only in the shaded areas as shown above and defined in the text below.
 1. Front Setback: 30% of lot depth minimum, unless below grade. Parking lots and off street parking shall be behind or within a building or buildings adjacent to the fronting street.
 2. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
 3. Side yard Setback: five feet (5') minimum
 4. Rear Setback: five feet (5') minimum
- B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 1. Office: 3 per 1,000 square feet
 2. Residential: 1 space/bedroom, 2 spaces maximum.
- C. Vehicular access is permitted only from the side streets and from an alley.

- D. Existing garages at rears of properties of existing access drives from streets are permitted.
- E. Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping. Screening shall be a minimum of 30 inches in height but shall not exceed 36 inches in height.

9. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas. All properties must comply with Section 14-16-3-10, Landscaping Regulations, of the Zoning Code.

Option: Urban Street/Conventional

10. Urban Street

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

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

11. Conventional Option

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

Office/Residential Two - OR-2



1. General Rules: Uses

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

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

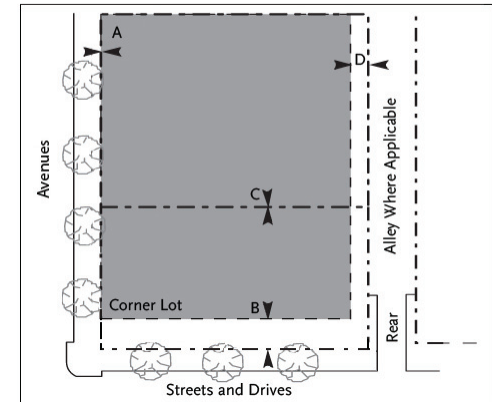
2. Architecture: Form & Elements

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

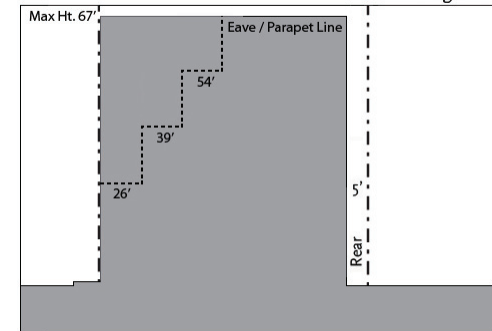
3. Signs

According to general sign regulations in the zoning code.

Building Placement and Height



Plan Diagram



Section Diagram

4. Setbacks

- A. Buildings shall be placed within the shaded area as shown in the above diagram.
 - 1. Front Build to Line: 0' - 8' per lot
 - 2. Side Street Setback – Adjacent to Surface Parking Only: 10'
 - 3. Side yard Setback: 0'
 - 4. Rear Setback: five feet (5')

5. Height

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

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



Building Frontage and Profile

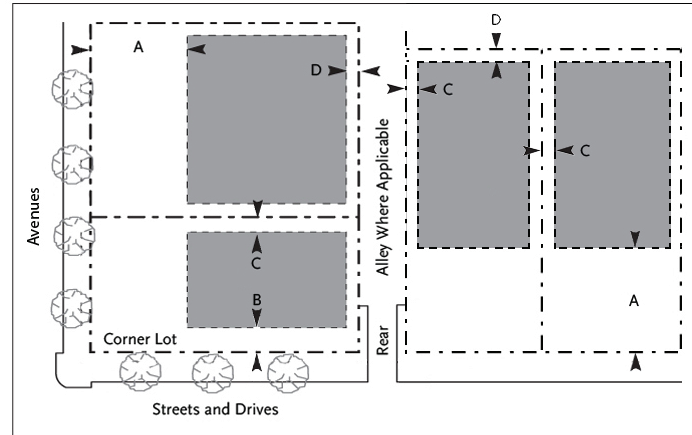
6. Encroachments Allowed

No encroachments allowed.

7. Frontage Types

Arcade, shop front and forecourt (see Frontage Types Page 104). Not less than 50% of the building facades shall be accompanied by arcades, cantilevered shed roofs, or awnings.

C. Parking Placement



Plan Diagram

8. Parking Requirements

- A. On-site parking is allowed only in the shaded areas as shown above and defined in the text below.
 1. Front Setback: 30% of lot depth minimum, unless below grade. Parking lots and off street parking shall be behind or within a building or buildings adjacent to the fronting street.
 2. Side Street Setback: six foot (6') minimum with exception of parking completely below grade whose setback is 0" minimum
 3. Side yard Setback: five feet (5') minimum
 4. Rear Setback: five feet (5') minimum
- B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 1. Office: 3 per 1,000 square feet
 2. Residential: 1 space/bedroom, 2 spaces maximum/DU
- C. Vehicular access is permitted only from sides streets and the alley. Parking garages shall have liner buildings at all street frontages and solid 3'-0" minimum high walls [all levels] or solid landscape at side and rear property lines;

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

- D. Existing garages at rears of properties of existing access drives from streets are permitted.
- E. Surface parking areas at rears of properties shall be shielded from streets by wall, fence, or solid, vertical landscaping. Screening shall be a minimum of 30 inches in height but shall not exceed 36 inches in height.

9. Landscape Requirements

The landscape design should reflect the more urban character of this area in its programming, detailing, and planting intensity. 10% of parking lot areas shall be planted with irrigated shade producing trees. All side street setback areas shall be landscaped to screen parking areas. All properties must comply with Section 14-16-3-10, Landscaping Regulations, of the Zoning Code.

Option: Urban Street/Conventional

10. Urban Street

- A. All properties fronting on an *avenue* or a *boulevard* in this zone will be required to conform to these urban street regulations.
- B. Properties fronting on a *drive* or a *street* have the option of developing under these urban street regulations or choosing the "conventional" option.

11. Conventional Option

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

General Regulations

1. Signage

- A. One projecting sign, not to project more than 30" may be allowed for each business provided:
 - 1. Sign is separated by at least 25' from any other projecting sign, and
 - 2. There is not another sign for the same business on the premises.
 - 3. Sign heights shall not exceed 5' above the height of a building [parapet or midpoint of pitched roof].
- B. Wall signs shall not exceed 20% of a building front's façade area.
- C. Illumination, motion: in addition all regulations in the City's sign code [Section 14-16-3-5 ROA 1994], change of illumination may produce apparent motion of the visual image on signs.
- D. Allowable types of signage: 3-dimensional, blade, or projecting signs, wall-mounted signs w/ recessed or raised letters; letters [individual] of metal or light box construction; masonry or metal plaques; street address numbers; awning signage - cloth, metal, or glass, shall be open at sides & bottom [no boxed or 1/4 round shapes]; neon; window paint - names or logos may be painted on the street level windows. Signage details:
 - 1. Individual letters shall not exceed 18 inches in height or width and 3 inches in relief.
 - 2. Painted window signs shall fit in 8 sq. ft. area or less.
 - 3. Masonry or bronze plaques shall fit in an 18 sq. ft. area or less.

2. Lighting

- A. Storefronts - street level storefronts shall be lit @ the exterior w/ building-mounted fixtures [in compliance with City Dark Sky standards] during dark hours of the day.
- B. Building sides & rears - if lit, may use floods or directional lights and must be shielded or aimed to prevent view of lamp filament/source from areas off of the property.
- C. Lighting Lamp elements: shall be incandescent, metal halide, or halogen only. HID or fluorescent not allowed [except compact fluorescents which screw directly into standard sockets].
- D. Public Streets - in addition to City standard lighting for traffic, sidewalk areas lighting shall be pedestrian-scaled lamp on shaft/base, w/ head @ 12' to 15' high, funded as Public infrastructure.
- E. All light fixtures shall be in compliance with Section 14-16-3-9 ROA 1994, Area Lighting Regulations of the Comprehensive City Zoning Code.

3. Historic Preservation

- A. All buildings on the State and National Historic Registers, City Landmarks, and Characteristic Buildings shall be preserved within the project area. Alteration, demolition, and/or new construction to buildings on the State and National Historic Registers, City Landmarks and Characteristic Buildings in Figure 3 shall be reviewed by the LUCC staff and a report provided in a timely way to the Development Review Division of the Planning Department. LUCC staff shall proceed to have designated Characteristic Buildings, the Nob Hill Business Center, Monte Vista Fire Station, De Anza Motor Lodge, and Solar Building as City Landmarks.

4. Environmental Planning Commission Review

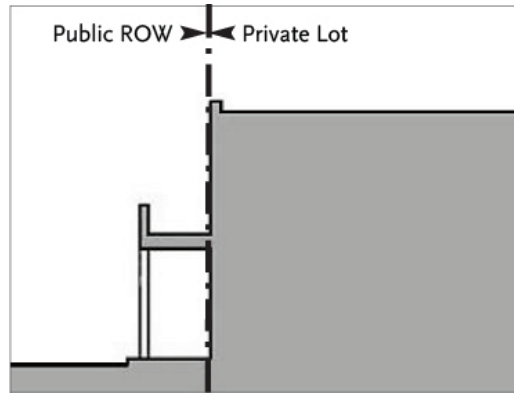
- A. Sites larger than 5 acres require review and approval from the Environmental Planning Commission. Those sites over 5 acres in size at the adoption of this plan shall comply with this standard regardless of platting action.

5. Frontage Types

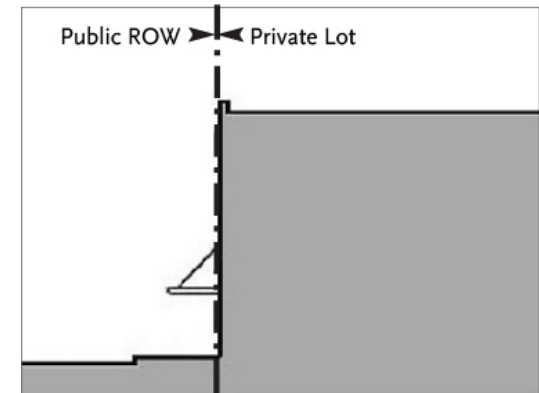
Frontage Types are applied to each zone. These represent a range of additions to the basic facade of the building, in the following illustrations, "ROW" means the public street right-of-way.

Allowed Frontage Types

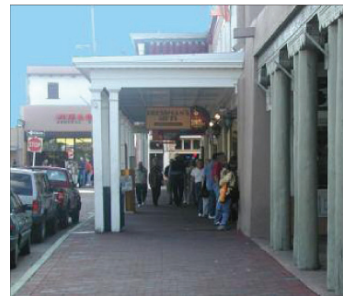
Type	CCR-1	CCR-2	CCR-3	OR-1	OR-2
Arcade	★	★	★		
Shop Front	★	★	★	★	★
Stoop				★	★
Forecourt	★	★	★		



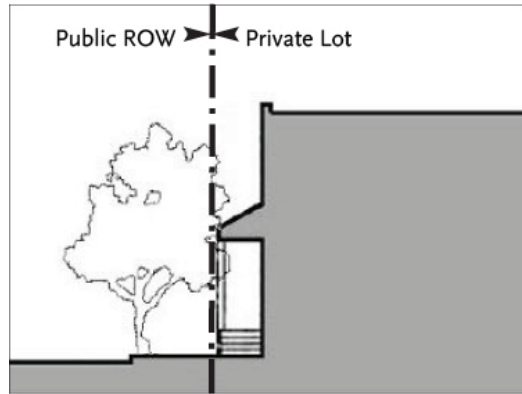
A. Arcade
The facade of a building with an attached colonnade. Balconies may overlap the sidewalk while the ground floor remains set at the lot line. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for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



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

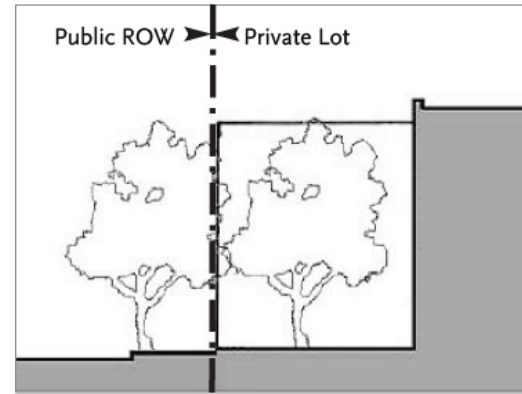


PLAN IMPLEMENTATION / REGULATIONS



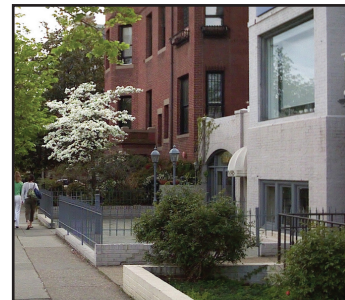
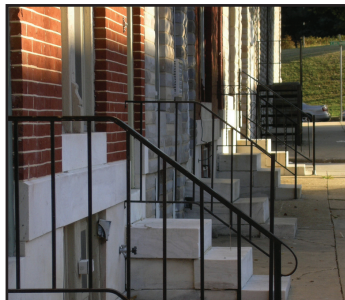
C. Stoop

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



D. Forecourt

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



2. Zoning – Residential Districts

Monte Vista/College View Historic District

Issues and Analysis

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

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

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

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

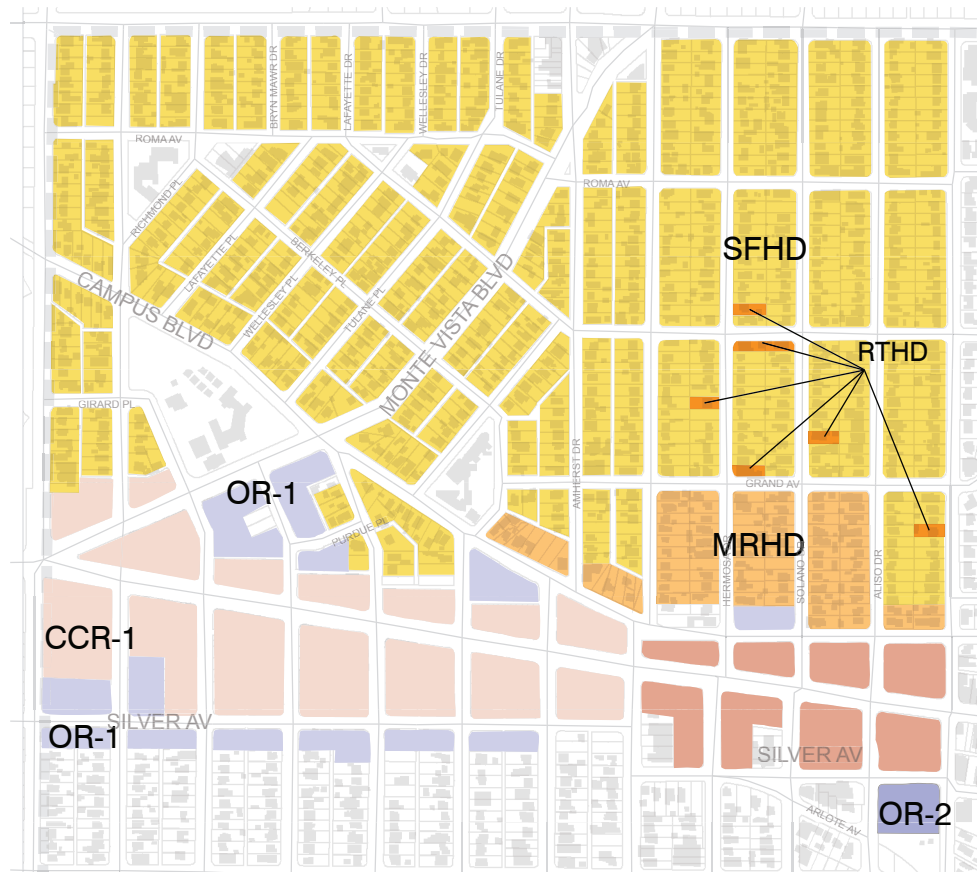
Zoning Proposals

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

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

Zoning Districts

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



SU-2/SFHD

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

A. Conditional Uses

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

B. Height

1. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.
2. Building height above 15 feet and second story additions to existing buildings must be set back a minimum of five feet from the front façade to preserve the scale of the original building.

SU-2/RTHD

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

A. Conditional Uses

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

B. Height

1. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.
2. Building height above 15 feet and second story additions to existing buildings must be set back a minimum of five feet from the front façade to preserve the scale of the original building.

SU-2/MRHD

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

A. Conditional Uses

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

B. Height

1. Building height shall not exceed 26 feet. Buildings shall comply with the Building Height Limitations to Preserve Solar Access, §14-16-3-3 (A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.

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

C. Parking

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



R-1 – West of Washington Street

A. Solar Access

1. Properties west of Washington Street zoned R-1 shall comply with the Building Height Limitations to Preserve Solar Access, Sec. 14-16-3-3(A) (7) of the Zoning Code. The additional height limitations of this section shall apply to any lot regardless of the age of the building, except that structures existing as of the date of adoption of the Plan are allowed subject to Zoning Code regulations for buildings that are nonconforming as to height.

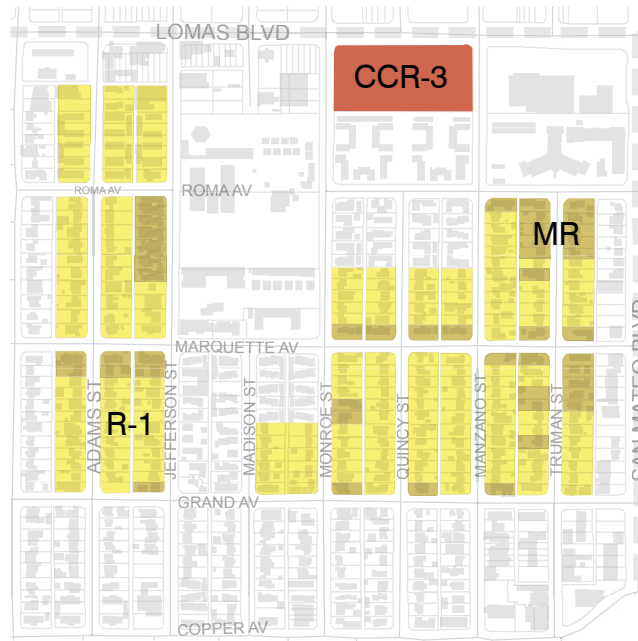
Highland Neighborhood

Issues and Analysis

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

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

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



Zoning Proposals

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

Zone Change

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

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

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

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

VI. APPENDICES

APPENDIX A. A VISION FOR THE FUTURE OF THE HILAND THEATRE AND HIGHLAND NEIGHBORHOOD

Presented to the City of Albuquerque for Inclusion in
The Nob Hill / Highland Sector Development Plan
February 2006
Our Commitment to the People We Serve

Bernalillo County owns the Hiland Theater and the block of property on which it is located. We are concerned with the future of the Highland area both as a property owner and because of our commitment to serving the public interest. Our vision for the future of the Hiland Theater and the Highland Neighborhood is based on this commitment. A vision for the future of this area of our county should offer the most potential for the present and future neighbors, and offer a desirable destination for all of the residents in our county and our region. We believe this vision statement meets the test of public service today and in the future.

A Vision for the Future of the Hiland Theater and Highland Neighborhood

Our vision for the future may be summarized by the following description of the theater and neighborhood in the year 2030. The Hiland Theater is the hub for dramatic and performing arts serving Albuquerque and the region, with an increasing creative contribution to our State and Nation. The Hiland Theater is a destination for persons being trained in various art forms, and for persons attending music and theatrical performances. Transportation for the Hiland Theater and Highland

Neighborhood is provided by both transit and automobile. Transit, bicycle and pedestrian mobility are more common than use of personal passenger cars. When automobile congestion led to new definitions of the lowest level of service at the end of the first decade of the 21st Century, demand for transit grew and public and private providers responded. The Highland neighborhood benefited by having planned for and stimulated Transit-Oriented Development along with pedestrian and bicycle-friendly networks. We encourage action now to enable this vision to become reality by the year 2030. We have already begun. The Albuquerque Metropolitan Planning Area goals include increasing the utilization of transit, biking and walking. In implementing this goal, Central Avenue is designed now and for the future as a Premium Bus Route. (2025 Metropolitan Transportation Plan, 2003) Central Avenue is part of the Long Range High Capacity Transit System for the Albuquerque Metropolitan Planning Area. (Long Range High Capacity Transit System, 2002) Central Avenue is also designated as a bicycle corridor. (Long Range Bikeway System, 2004) The inclusion of Highland Transit-Oriented Development, pedestrian and bicycle-friendly networks in the Nob Hill / Highland Sector Development Plan is consistent with regional plans and is another important step forward in revitalization.

Realizing the Vision

Integrating Land Use and Transit

Integrating land use and transit is key to managing the impacts of rapid growth. With a more innovative approach to planning and development, we can curb unrestrained sprawl and invigorate our existing communities as better places to live and work. These plans identify hubs of activity, and encourage a higher intensity of residential and employment growth around transit stations. The objective is to provide a pleasant, lively and safe Highland community that offers a wide range of transportation choices, to alleviate the negative impacts of and limitations of primary access by personal passenger car. These are some of the community benefits of Transit Oriented Development. (Cervero, *et. al.*, 2004)

Transit Oriented Development

Transit Oriented Development encourages a mix of land-uses, such as residential, office, shopping, civic uses and entertainment within easy walking distance from a transit station. This is typically presented as a 1/4 mile, 5-minute walk. Map 1 shows a 1/4 mile radius around the Hiland Theater. The boundary extends from Washington Street on the west to San Mateo Boulevard on the east. Map 2 shows an initial, notional version of a five- and ten-minute walking contour based on current connections. A comprehensive walking contour map would identify pedestrian impedances and access improvements.

(Schlossberg, 2006) As neighborhood sidewalks are improved, for example, walking contour maps extend. Walking contour maps and related models can help us measure the pedestrian impact of Highland area improvements. We have the beginning of a pedestrian service performance measure for public accountability. The public rightly expects more than commitments from its government. It expects measurable improvements to realize government commitments. The mix of land uses associated with Transit Oriented Development, combined with thoughtfully designed community spaces, plazas, and similar features, forms a vibrant village-like neighborhood where people can live, work and play. Such a village is compact in size, pedestrian-friendly in design, can be customized to offer a wide variety of housing options, with convenient access to services, jobs, and a variety of ways to get around.

Some of the land-use actions to implement Transit-Oriented Development are as follows.

- Provide an exciting mix of housing, employment, entertainment, education, retail and services. Such complementary uses make an area more rich, interesting and convenient. They also generate human traffic and activity throughout the day, making an area safer, and increasing options for consumers and transit users.
- Discourage uses that are auto-dependant, such as drive through windows, car wash, and car sales lots.
- Encourage and give incentives for uses that generate pedestrian activity, particularly at the ground-floor level such as, shops, services, and offices.
- Attract special traffic generators, such as cultural and civic anchors that act as destinations. Examples are a library, theater, museum, recreation center. For the Hiland

Theater area, we propose a consistent emphasis on the arts.

- Create both vertical and horizontal mixed-use. A combination of uses on the same site makes for an interesting and more functional village.
- Encourage a mixture of housing types - for sale, for rent, market rate, affordable, senior housing.
- Preserve and protect the existing, stable neighborhood.
- Enhance existing land uses to make them more transit and pedestrian friendly.
- Locate the transit station in the heart of the development so it both generates and benefits from activity. Our vision is that the Hiland Theater would provide this hub.
- Concentrate the highest level of density closest to the transit station, gradually decreasing as development moves away from the core, creating the sense of a town center.
- Commercial development should be most intense within the core, creating an economic center. Generally, minimum densities for new residential development within a mile from station should be 25-30 (net) dwelling units per acre or greater. Between and mile, development becomes less compact and should allow for 15 dwelling units or greater.
- Mixed-use buildings and non-residential buildings should target a floor-area ratio of 0.75 (net) minimum within the mile from station, and 0.50 (net) floor-area ratio between and mile. This reduction in building set backs provides more space for homes and businesses, while framing the streetscape to make a more pleasant pedestrian experience.

Economic Revitalization

Transit-Oriented Development has the potential to revitalize the economy of the Highland area. National studies show that Transit Oriented Development increases land values. (Porter, 1997)

Properties within a Transit-Oriented Development can experience a substantial premium – 25% or more is not uncommon - over similar properties outside of a Transit Oriented Development. (Cervero, *et. al.*, 2004) Retail and office buildings experience lower vacancy rates and increase in rental rates. A portion of the increased premium is due to the comparative density, but a portion is also due to the desirability of these areas, and the amenity value of transit. Urban developers appreciate the value of transit. (Dunphy and Porter, 2006) Transit-Oriented Development creates a “critical mass” of activity that benefits surrounding businesses and generates significant economic activity for the community beyond the boundaries of the transit village itself. Transit-Oriented Development can result in economic revitalization of the Hiland Theater and Highland Neighborhood. Support for success includes the following.

- Transit-Oriented Developments, like all mixed-use projects, need market, infrastructure and zoning to succeed. *Transit alone is not enough!*
- Transit-Oriented Developments are often more expensive to entitle, design, construct, finance and manage. They require more front-end equity, and often take longer to bring to stabilization. In the long term, however, they also return the highest yields to the developer.
- Transit-Oriented Developments are relatively new, can be complex, and therefore benefit from experienced designers and developers.
- Most Transit-Oriented Developments require financial participation in some form from both the public and the private sectors. Public participation in the form of infrastructure construction, tax exempt financing and/or tax increment financing is not unusual.
- Partnership in Transit Oriented Development, such as that between Bernalillo County and the City of Albuquerque in the Highland Neighborhood, is a foundational principle



for success. (Dunphy and Porter, 2006)
 Each Transit-Oriented Development project is unique in that it must be designed for a particular community and location. It requires a partnership between the public and private sectors and often requires a rezoning of the area. The requirements for excellent design, high quality materials, open space, plazas and public amenities drive up the private investment required. Financing can be complex, as is finding developers with experience in mixed-use villages. As a result, it is not unusual for a project to take four to seven years from conception to completion. But the long term success of these projects is nonetheless attracting more and more attention from the development community, creating more examples and unique communities. (Cervero, *et. al.*, 2004)

Recommendations

Bernalillo County is committed to partnership with the City of Albuquerque and the Highland Neighborhood. We want to make sure that this vision for the future is shared, because to realize the vision will require that we work together. We offer the following recommendations for consideration in the Nob Hill / Highland Sector Development Plan.

We recommend the Highland Transit-Oriented Development be included in the Sector Development Plan, with the Hiland Theater as the hub.

We propose discussion of a Joint Powers Agreement between the City of Albuquerque and Bernalillo County. The purpose of the discussion would be to draft an agreement on support of Highland Transit-Oriented Development.

With support of the Sector Development Plan, and agreement with the City of Albuquerque, re-zoning

to higher densities would be appropriate. We would also identify a tax increment financing plan for consideration by the Bernalillo County Commission and the City of Albuquerque. With this coordination and cooperation, we can then issue a Request for Proposals to select a private sector development partner.

It will require patience and resolve to realize Highland Transit Oriented Development. It will call for our best effort in planning and programming. It will require leadership in our public agencies and in the community. It is, we believe, a compelling vision that is worth the best we have to offer the people we serve.

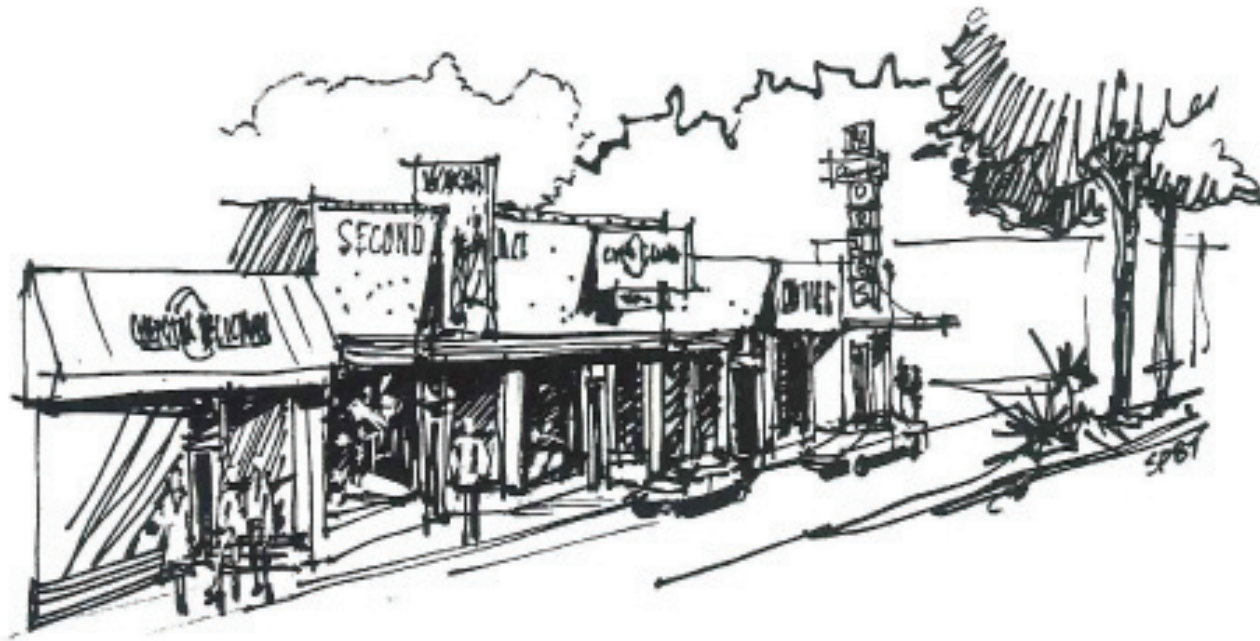
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Appendix B. Excerpts from Revitalization through Design Guidelines for Nob Hill Business District



DESIGN GUIDELINES



Whether beginning with an existing building or a vacant lot, you will want to consider some basic tenets in planning your course of action. As a merchant, professional, property owner or property manager, you recognize that your building communicates a lot to customers, clients, and neighbors.

Storefront and building improvements and new construction projects which are based on sound design principles can bring new life to the commercial district and contribute to the success of every business in the Nob Hill area. Changes and additions which are not sensitive to the best qualities of Nob Hill are more likely to create a disharmony of elements and negative appearance.

Improving Existing Buildings



Reasons for improving your building or facade include:

- **Increasing your business.**
A facelift will improve the image of your business, attracting new customers and letting old customers know that you are an active, ongoing concern.
- **Attracting tenants.**
If you are a landlord, you will find a renewed appearance will attract quality tenants.
- **Increasing the value of your property.**
Your property or leasehold will have a greater value in the marketplace if its appearance is equal to or better than that of its neighbors.
- **Extending your building's useful life.**
Building improvements and maintenance will greatly add to the number of years that you can expect to have a return on the investment you have made in your buildings.

The types of improvements you can make to your buildings or facade generally fall into one of the three following categories:

REHABILITATION means taking corrective measures which improve the appearance of a building while preserving the essential historical or architectural character of the structure. Of necessity, rehabilitation may require the introduction of entirely new elements in order to adapt to changing needs and modern materials; but this is balanced by care to preserve valuable existing qualities.

In storefront row buildings built as a single unit, the integrity of the row can best be preserved and enhanced through uniform treatment of the individual facades with respect to such elements as color, cornice line and decorative materials. Storefronts built as individual units may allow for more liberal interpretation during rehabilitation, as original development included greater variety of treatment.

Roadside architecture or drive-in/setback buildings are varied in configuration, use and style, calling for careful consideration in the planning of rehabilitation.

In stand-alone buildings, the key issue is one of strengthening the relationship of the building with the street and surrounding buildings while inviting pedestrian access. Utilization of such devices as landscaping, low walls and arcades at the property line will reinforce the connection of the stand-alone structure with the street. Primary entries and windows — preferably display type — should be kept in the street facade, and pedestrian access should be clearly delineated and accented with lighting.

The primary goal in rehabilitation is to **return the building to good working order.**

RESTORATION means the repair and renovation of a building with the intent to return it to its original appearance at some specified time. Historical research has shown that many of the buildings in the Nob Hill area originally had interesting design features which have been covered over or obliterated during the passing years.

The primary goal in restoration is to **return the building to its original condition.**

REMODELING is the alteration of a building sometimes to the extent that its essential and characteristic features are obliterated. While this form of "improvement" may be appropriate for some buildings in the Nob Hill area, many buildings would benefit the most from a rehabilitation which preserves their original character.

The primary goal in remodeling is to **provide a different look, or to accommodate new functions.**

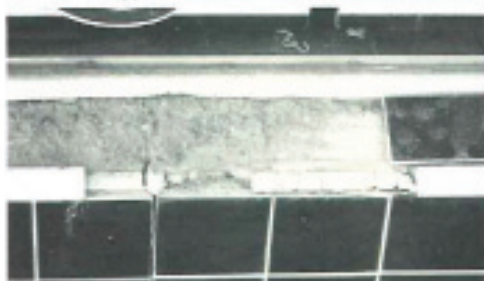
Getting started

The process of rehabilitating your building or facade can be an exciting and personally rewarding experience if you become an active participant in the design process.

The first step is to take a careful look at the exterior facade.

Look closely

Is the paint on the trim weathered or peeling? Is the stucco stained or cracked? Are there broken or missing tiles? How do the window displays appear to your customers? If you were shopping, would you be attracted by your building's appearance?



Look from across the street

How does your building fit in with the other buildings on your block? Examine the building's proportions, the size of the windows and entry, the rhythm of the block and materials and textures. Do the buildings on your block work together or compete with one another?



Research your building

What did it look like originally? How has it been altered over the years? Start by finding the date your building was constructed; check your ownership deed or ask your landlord. A photograph of its original appearance may be available in *Abuquerque Progress*, a magazine published between 1934 and 1964, available at the Albuquerque Public Library. Many of the buildings in the Nob Hill area built in the 1930s, 1940s and 1950s had interesting details and design features which have been lost to insensitive remodeling.

Consult with an architect

If your renovation or remodeling job will cost \$80,000.00 or more, your construction documents must be prepared by a licensed architect. Your architect will not only know how to make your renovations conform to the building and life safety codes, including the requirements for accessibility to handicapped persons, she or he will be able to help you develop a long-range design plan. With a long-range plan, you can accomplish your improvements in phases while you assure that all the work will create a unified appearance when it is complete.



3025 Central NE, 1940



1962



1980

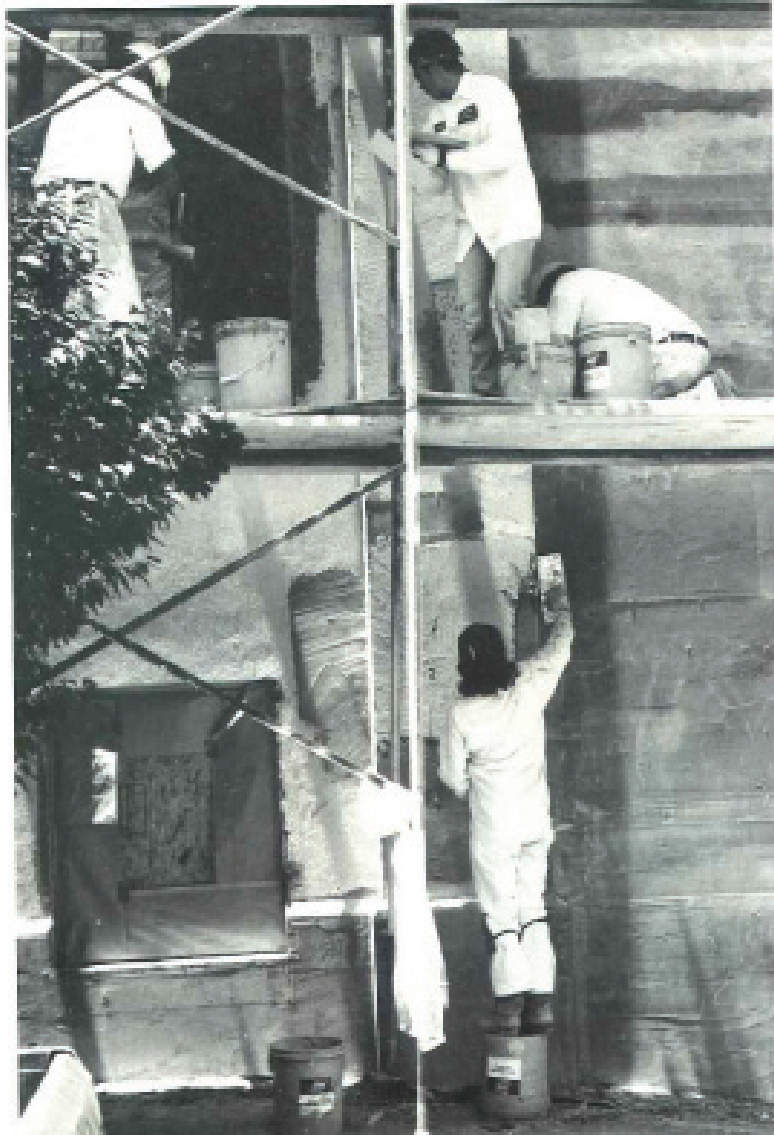
Follow these guidelines

If done properly, even small improvements such as painting, cleaning, new signage or awnings can have a major impact on the appearance and value of your building.

**DESIGN
RECOMMENDATIONS**



New Construction



The scale and cohesiveness of the Nob Hill district are among its strongest features. New buildings or additions should be designed to fit harmoniously into the existing architectural context. For both small, individual infill projects and larger projects, new construction can enhance and strengthen the special character of the Nob Hill area by adhering to the design recommendations illustrated in these guidelines.

Unfortunately, recent construction trends have destroyed some of the Nob Hill district's special identity by breaking its scale and continuity. These trends include replacing storefront row buildings with setback buildings and siting parking lots directly on Central Avenue. If these trends continue, the Nob Hill district will become just another commercial strip undistinguished from other such strips in Albuquerque.

Before beginning new construction, get to know the district. Use an architect who is familiar with the area and who understands the importance of making new development fit.

New buildings may take many forms; they need not be historic replicas. More important is an awareness of how the pieces of new construction fit together with the other elements in the area. Because every site has its own design constraints and opportunities, prescriptions are not offered in these guidelines. If the designers of new buildings examine the qualities of the existing neighborhood to learn what principles create its special character, they can enhance and preserve the special environment of this segment of America's longest Main Street.

PAIN T AND COLOR

Painting can be one of the most dramatic and least expensive improvements to a building. Painting at regular intervals, over time, is an essential part of maintenance and upkeep. It is also a practical way to visually tie together individual facades.

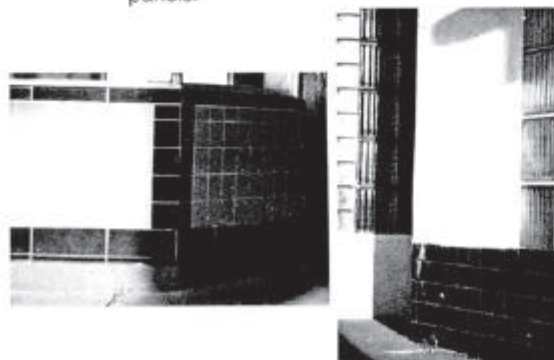


- Attention should be given to selection of appropriate colors, preparation of the surfaces, choices of paint type (oil or latex base) and finish (gloss, semi-gloss or matte). Normally, the previous paint type should be used in repainting. If possible, use oil base paint for wood.
- Color palettes and paint schemes on adjoining buildings should be compatible but not necessarily the same. A good rule of thumb is to use the same color to tie the storefronts together as originally designed where adjacent storefronts were built together as part of a row or large building. On the other hand, if adjacent storefronts were developed individually, they should read as separate units with different but compatible color schemes.
- Color should be used to unite building elements into a single composition, while at the same time highlighting important features like historic detailing, interesting motifs, special cornice treatment, signs, and storefront framing members.
- Color palettes should generally be lighter on the south side of the street, which is normally in shadow, than on the north, which is normally in the sun.
- Very dark and very bright colors are incompatible with most existing buildings and should be avoided unless there is a historic precedent.
- Some materials, like brick, ceramic tile, terra-cotta and glass should **never** be painted. Special techniques may be employed to maintain, clean, or repair and restore these materials.

MATERIALS

Use of appropriate building materials is a key to compatible rehabilitation. Materials common to the building styles in the Nob Hill district include: stucco, brick, porcelain enamel, terra cotta and structural glass. Ceramic tile is commonly used in the bulkhead below windows and as window trim.

Inappropriate materials include exposed adobe, slump block, wood siding, aluminum siding, shingles or shakes, and plastic panels.



- Wherever possible the original appearance as determined by on-site inspection, photographic or other documentary evidence, should be restored.
- New materials should be matched with older materials which are visible on the structure or which are compatible with other buildings on the block.

STYLES

The Nob Hill area is distinguished by its own particular variety of architectural styles. These contribute to the visual and historic interest of the district.

Because this area developed in the thirties, forties, and fifties, as a district oriented to the automobile, its general character is one of modernity. To be modern during these decades meant to abandon traditional styles for the sleek, machined look characteristic of International, Art Deco, and Streamlined architecture. At the same time, the strong local sentiment for Spanish-Pueblo and Territorial styles led to the incorporation of these stylistic elements into many buildings (see Appendix for a description of these styles and buildings of architectural and historic significance.).

- Learn about the architectural style, or style of ornament, of your building so you can repair or restore it to an appearance which will enhance its essential interest and appeal and remain in harmony with neighboring buildings.
- Changing an existing facade for a new one in a traditional period style such as Victorian or Colonial, or in the rough textured wood or adobe styles which expressed the return to nature of the sixties and seventies is inappropriate.
- Pseudo-historic styles detract from the character of the area by compromising what is truly historic.
- New buildings should offer contemporary interpretations of predominant styles in the district.

ROADSIDE ARCHITECTURE

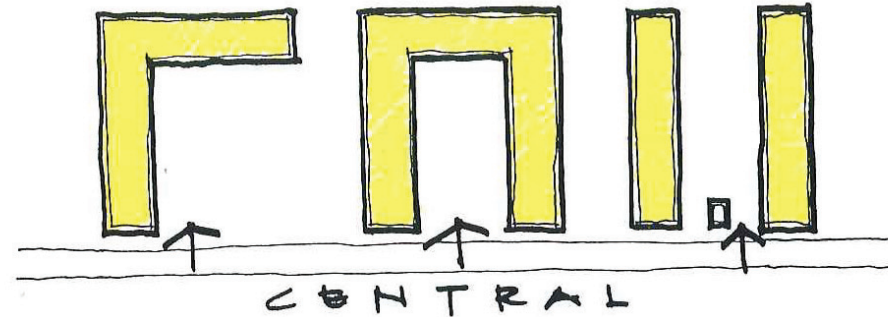
The term *roadside architecture* is used to refer to buildings, beginning in the 1920s, which were located on the highway and oriented to the growing use of the automobile. These included gas and service stations, autocourts, cafes, and their modern day motel and fast food descendants. The designation of Central Avenue as Route 66 in the 1930s led to the early development of classic roadside architecture in the Nob Hill area. Many of the remaining thirties and forties examples of these building types represent outstanding architectural styles of their period. These buildings require careful consideration in their rehabilitation, whether for continuing the present use or for adaptive reuse. Some are worthy of restoration.

MOTELS

Motel is a term coined from the integration of motor hotel. Its predecessor, the tourist court or "campground," was generally made up of individual units or cabins. The "modern" motel which was developed during the late 1930s had an "L", "U", or "II" configuration. The older "II" shaped motel generally had a central office block. While the earlier motels were one-story linear

buildings set back from the highway, those of more recent vintage are generally larger and two-story.

The older motels in the Nob Hill area exhibit regional architectural styles including Pueblo Revival and Spanish Territorial Revival. These styles are important to our regional architectural heritage and the character of the Nob Hill area.

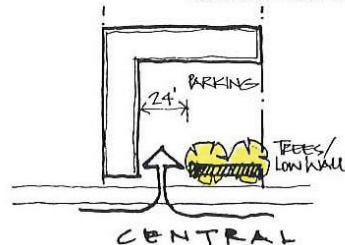


3712 Central SE, date unknown



4300 Central NE, ca. 1939

- The improvement or adaptive reuse of older motels exhibiting strong regional style should restore or enhance original architectural features and details.



- Additions to motels, where that is practical, should follow the traditional "U", "L", and "II" configurations. The central office building should be retained where that is an original feature.
- Infill of the parking area is not appropriate and may not be possible, given parking requirements.
- Vehicular access from curb-cuts should be clearly delineated and kept to a 24-foot maximum.
- In those cases where the central parking area fronts on Central Avenue, the connection between the street and the building should be defined through landscaping and low walls. This will also help to discourage loitering by unauthorized persons.
- Walls should match original building materials and colors.



4020 Central SE, 1986



1987

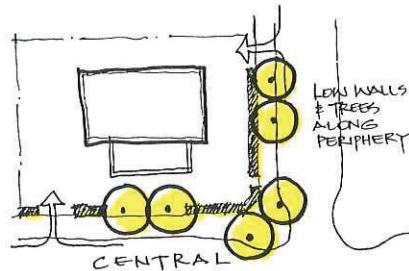
GAS AND SERVICE STATIONS

Yesterday, as today, gas stations were generally located on corners for both physical and visual access. Some of the best local examples of thirties and forties international style architecture can be found in the Nob Hill area's older gas stations. This style typically included rounded corners and cubist towers which allowed instant identification from a rapidly approaching automobile. Surviving structures in the Nob Hill area generally no longer fulfill their original use and many are candidates for rehabilitation and adaptive reuse.



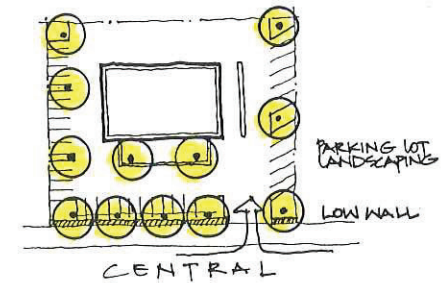
3523 Central NE, 1987

- The original form and character (proportions, massing, materials, and entry, door and window configuration) should be retained or restored.
- Any modern additions should be in keeping with the original character of the building.
- The connection with the pedestrian and the street should be strengthened through landscaping and low walls.
- Canopies, typical of period gas and service stations, should be retained and rehabilitated or restored.



DRIVE-IN RESTAURANTS

While there are no surviving examples of intact vintage drive-in restaurants in the district, their descendants — the fast food restaurant with a drive-up window — are found in the district. These newer buildings follow the old pattern of a small central building located in the middle of a parking lot.



3326 Central SE, 1987

- These set-back buildings should strengthen their connection with the pedestrian through parking lots landscaped to shade cars and provide visual relief from the expanse of asphalt.
- Landscaping and low walls should be located around the parking lot's perimeter.
- Curb-cuts should be limited to a 24-foot maximum and be clearly delineated.



Central Avenue Drive-in, near UNM, ca. 1940

BUILDINGS OF ARCHITECTURAL OR HISTORIC SIGNIFICANCE OR INTEREST

If your building retains some of its original character, or if old photographs or the removal of layers of material added later can reveal its original design, rehabilitation or restoration is probably the best way to enhance both the building and the block.

While some of the buildings in the Nob Hill district are of important architectural or historic merit and deserve the investment of money and effort for preservation and restoration, many more require careful consideration so that their best features are enhanced and not lost to hasty remodeling.

Unobtrusive vernacular building styles and small details, such as the brickwork and coping on the buildings at 3110 through 3120 Central SE, the terrazo tiles on the building at 3418 Central SE or the terra cotta facade on the buildings at 3412 and 2414 Central SE, contribute to the character of the Nob Hill district. Every building, no matter how modest, has a history and a story to tell.

This list of buildings of architectural or historic significance or interest is not exhaustive. Many buildings have been modified to the extent that their original architectural features are no longer apparent. Research and the removal of newer materials may reveal previously unsuspected architectural gems.

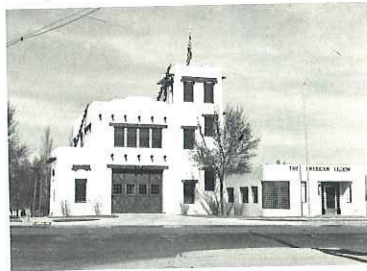
1930, 3211 Monte Vista Blvd. NE

Designed by T. Charles Gaastra, the Monte Vista School is an exceptionally fine example of the Mediterranean style applied to institutional use. As well as architectural importance, it has local historic significance as the focal point of the Monte Vista Addition, the first subdivision east of the University of New Mexico and north of Central Avenue. The school is on the National Register of Historic Places.

1933, 3821 Central Avenue NE

Built in the pueblo revival style, the Aztec Motel (originally the Aztec Autocourt) is a good example of the "Oasis in the Desert" Route 66 Motel. With two room blocks facing in on a shaded central court and office, it offers both privacy and access to Route 66. (Illustration, page 32)

1936, 3201 Central Avenue NE



(NE corner at Bryn Mawr) Fire Station No. 3, renovated in 1984 as the Monte Vista Fire Station restaurant, was designed by E. H. Blumenthal and built by the WPA. It is a fine example of Pueblo Revival Style, achieving interest by its composition of massive

elements and ornamented with correct details of timber lintels, vigas showing its true framing, and picturesque ladders based on genuine Pueblo models. It is the only fire station in the United States built in this style. It is on the National Register of Historic Places. (Photo after renovation, see page 5)

1937, 3712 Central Avenue SE

Originally the Modern Autocourt, the Nob Hill Motel is one of the older surviving motels in the district. Its flat stucco walls and pronounced brick cornice are suggestive of the regional Territorial Revival Style. (See page 23)

1937, 3100 Central Avenue SE



(SE corner at Richmond) This is one of the first buildings in the district, constructed at the end of the Great Depression. Built in the Moderne Style, with a curved corner and black tile on the bulkhead, it has been in use as a pharmacy since its construction fifty years ago. It was originally built with a flat wall on the east, allowing for the subsequent construction of storefront row buildings. 3102 through 3108 Central SE were added during the 1940s but maintained the scale and decorative elements of the original pharmacy. Two of these additional buildings have been remodeled.

1938, 3013-3025 Central Avenue NE



The Lobo Theater was hailed as Albuquerque's "first deluxe suburban moving picture house." The theater, with its entrance on the street, extends behind the row of storefront shops built as part of the same project. This was the first major storefront row building in the district. Originally a striking Moderne Style building accented with sleek red and cream colored tiles on the bulkhead, its shopfronts, over the years, have been remodeled in a variety of ways. The theater has been in continuous use since 1938. (See photo, ca. 1938, page 4)

1939, 3226 Central Avenue SE

(SW corner at Wellesley) When the Jones Motor Company, the first of the automobile dealers to do so, moved from downtown out to suburban Route 66, the young designer Tom Danahy created an "extremely modernistic" building in early International Style to house the automobile showrooms and associated services, with an elegant sculptural tower easily seen by motorists traveling in either direction. This is probably the most important remaining building by this talented architect, who died in an accident in the

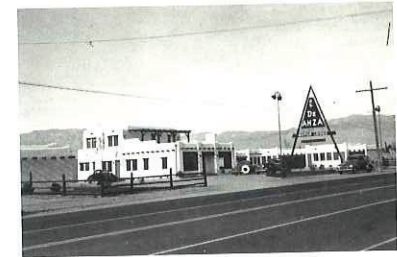
forties. Its elegant simplicity and attractive composition of spacious volumes, with the drama of the semicircular automobile showroom at the front, express glamour and luxury. (See page 6)

1939, 3601 Central Avenue NE



(NE corner at Carlisle) Originally housing the Nob Hill Service Station, this is a classic example of a Moderne roadside building with curved volumes and a stream-lined cornice. Over the years the building has undergone some remodeling. The east and west garage doors have been filled in, and the canopy was removed.

1939, 4300 Central Avenue NE



(NW corner at Washington) The DeAnza Motel is executed in a modified Pueblo Revival Style. Built on a grand scale, it has murals depicting scenes from New Mexico's past.

1946, 3523 Central Avenue NE



(NW corner at Carlisle)
This is the last remaining Highway 66 gas station of this type, and it is a particularly beautiful example. It was probably designed by Tom Danahy, and like his building for Jones Motor Company is in the early International Style, with a tower — to catch the eye of the motorist — which is like a constructivist sculpture. Against a background of trees with the mountains beyond, it is the sculptural centerpiece in the view from the restaurants of the Nob Hill Business Center across the street.

1946, 3001 Monte Vista NE



(NW corner at Dartmouth)
Designed by T. Charles Gaastra, the Hendren Building is a sparkling example of the International Style, finished with Art Deco materials: structural glass, pink marble, and polished aluminum. It is no larger than many other buildings of the time and place, but is unique

in its richness and the strong period feeling created with just a few materials, exquisitely composed.

1946, 3509-3513 Central Avenue NE



This modern commercial row was designed by A. W. Boehning, Sr.. It contains interesting and well proportioned details including curved pilasters built into the facade and a ribbed concrete facade accented with green and pink tile. The eastern-most storefront was covered using black ceramic tile in 1987.

1947, 3500 Central Avenue SE



(SW corner at Carlisle)
The Nob Hill Business Center is of historical significance as Albuquerque's first drive-in shopping center. The "U" shaped center was originally designed in the Southwestern Territorial Revival Style. Its design was modified prior to construction, creating a marriage of Moderne and Southwestern Styles. Its

curved white stuccoed walls are accented with a brick coping at the cornice line, and string courses of brick band the center to provide horizontal definition. Details include: Deco-inspired towers illuminated with colored lights and terra cotta tiles used at the bulkhead level and above some storefronts. Designed originally by Louis Hesselden, it underwent a sensitive renovation by Van Gilbert in 1984.

1949, 105-109 Amherst SE



This commercial row, designed by Max Flatow, is an exceptional variation on the Central Avenue commercial vernacular style. The parapet of each bay rises separately above the roofline in an exaggerated interpretation of a Central storefront roofline. Blue green terra-cotta tile over the window fronts adds a Deco touch to the facade and provides a delicate contrast to the building's pink toned stucco. Eyelet awnings add depth to the flat facade.

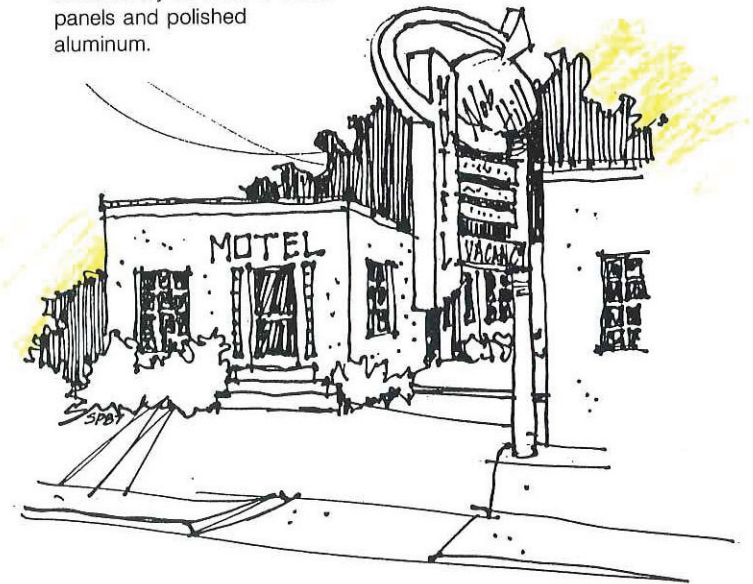
1949, 3205 Central Avenue NE
Built during the late 1930s, the American Legion Building (now Thunderbird Travel) underwent extensive remodeling in 1949 with the



addition of a second story and a new facade. These additions, designed by A. W. Boehning, Sr., are in a Moderne Style with modest Art Deco features.

1958, 3022 Central Avenue SE

SW Corner at Richmond
The First Interstate Bank, designed by W. C. Kruger & Associates and built as the Bank of New Mexico, is an example of the late International Style. Its magnitude alone gives it an importance in the district; it is also a fine example of its period. It has the vigorous simplicity which became the ethic of this style, and is enriched by its finish of stone panels and polished aluminum.



ARCHITECTURAL STYLES

International Style

The International Style was introduced in the United States by an Exhibit at New York's Museum of Modern Art in 1932, accompanied by the publication of the book *The International Style* by Henry-Russell Hitchcock and Phillip Johnson. In 1939, the talented young Albuquerque Architect Tom Danahy used this supremely up-to-date style for the Jones Motor Company building at 3226 Central NE (see "Buildings of Architectural or Historic Significance"). Danahy probably also designed the gas station on the northwest corner of Central and Carlisle. These buildings do not have traditional ornaments but are characterized by pure, smooth surfaces which express the volume of the space enclosed in the building. Materials which can be used to create large uniform surfaces are characteristic of the International Style: stucco and large unified areas of glass, in these examples.

Art Deco

Art Deco is a style named for another important exhibition, the 1925 Exposition of Decorative & Industrial Art (Exposition des Arts Decoratifs et Industriels) in Paris. True to this name, it is primarily a style of ornament: modern ornament made of modern materials. It is characterized by rich colors; smooth, highly finished surfaces; and abstract design. In Nob Hill, glossy ornamental bands or panels of structural glass or ceramic tile, and shining storefronts of glass and aluminum are the most typical Art Deco elements to be found.

In Albuquerque, the blending of Art Deco with the geometric ornament of Native American designs, and of

the abstracted International Style with the geometric forms of Pueblo and Hispanic adobe architecture, created the style called Pueblo Deco. The best examples of this style are found on Central Avenue in downtown Albuquerque. These include: the KiMo Theatre (1927), 423 Central NW; the Maisel Building (1937), 510 Central SW; the Skinner Building (1931), southwest corner of Eighth and Central; Wright's Trading Post, 616 Central SW.

Streamlined Moderne

Streamlined Moderne is an American variation of the International Style, which rejected external decoration on buildings in favor of unbroken surfaces.

Streamlining expresses modernity through emulating the high-tech machines of the thirties, locomotives and DC-3s streamlined to reduce their air resistance. On buildings, the locomotive's teardrop shape was usually impractical; but rounded corners, bands of polished aluminum sweeping around these corners and along the tops of windows, and even incised lines in the building surface — like the lines in a cartoon drawing which express the motion of characters and objects — produce a style often called Moderne or Streamlined Moderne. This style was most popular from 1930 to 1950.

Spanish-Pueblo Revival

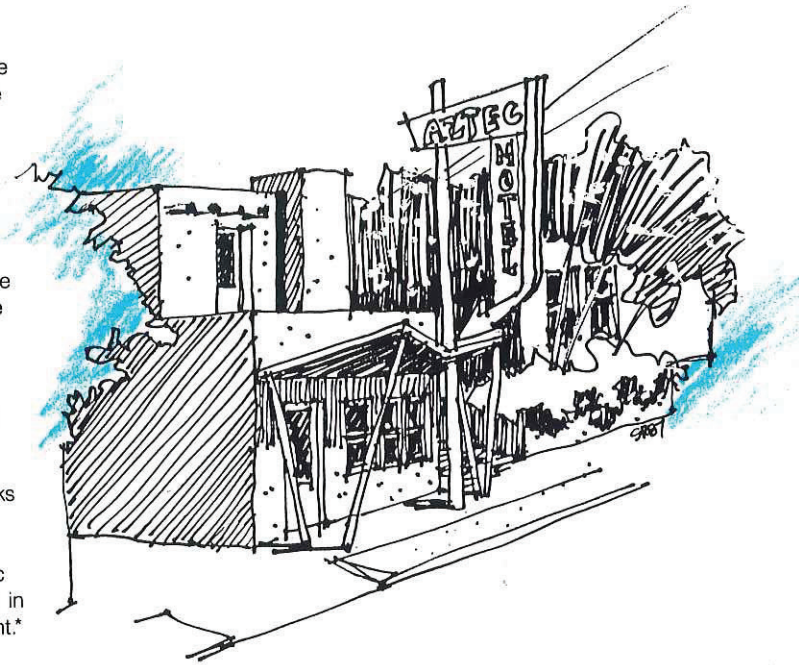
This style is most important in Albuquerque, not only for its widespread use, but also because the first Pueblo Revival buildings were built here on the University of New Mexico campus under the direction of President William George Tight in the years between 1906 and 1910. Modeled on the

Pueblo villages of the Southwest and on the Spanish Mission churches built in these Pueblos, the style either uses adobe or imitates it by means of a stucco finish. The distinctive battered walls and rounded parapets give a sense of mass and solidity. Roofs are flat; early versions have projecting vigas (roof beams) and *canales* (rain gutters). Exposed wood lintels above windows are common, as are flat-roofed portales supported by round wood columns topped by corbels.

Pueblo style buildings constructed after the Second World War achieve their image largely through the use of battered walls, adobe colored stucco and recessed windows.*

Territorial Revival

The Territorial Revival style is a natural outgrowth of the Spanish Pueblo style and is modeled on the style of adobe building fashionable during the early years of Anglo-American occupation of New Mexico. Buildings constructed of adobe or stuccoed to resemble it; brick copings, pedimented lintels and wooden dentil courses over large windows and doors are marks of this style. The Territorial Revival style is most frequently used for large houses, churches and public buildings. The style has continued in popularity from 1925 to the present.**



**Adapted from *The Old House Workbook*, Neighborhood Housing Services of Albuquerque, 1980.

GLOSSARY

Definitions are from Webster's New International Dictionary, Second Edition, unless noted otherwise. Note (Ed.) means by the editors. Note (Harris) means from Dictionary of Architecture and Construction, edited by Cyril M. Harris.

Art Deco See the section on styles.

Articulated Expressed in separate items or particulars; distinctly marked off; formulated in clearly distinguished parts. In building plan, having separate spaces pulled out and shown as separate volumes of a building; in facades, having elements such as cornices, pilasters, lintels, and window and door frames relieved, marked with moldings and other ornaments, and recessed.

Bulkhead The member of an entrance frame which forms a base for a sidelight adjacent to a door. (Harris, Dictionary of Architecture and Construction) By extension, the wall which forms a base under a storefront show window.

Carrara glass See Structural glass.

Constructivism Nonfigurative art of a school founded in Moscow in 1920 as a secession from Suprematism, concerned with formal organization of planes and expression of volumes and using modern industrial materials (as glass and plastic).

Coping The highest, or covering course of a wall, often with sloping top to carry off water. Copings are commonly cut with a drip.

Divided light A glazed opening divided into panes by muntins. If the muntins are secondary framing members, and each pane is a separate piece of glazing material, it is a genuine divided light. "Snap-in muntins" are plastic or wood frames which can be installed against a single light to give it the appearance (from one side) of being divided. (Ed.)

Drip A throat; a groove cut along the underside of a member (as a stringcourse or coping on a wall) to prevent water from running back across it (toward the wall). (Harris)

Entry That by which entrance is made; a passage; vestibule.

Facade The front of a building; also, a face, (as a flank or rear facing on a street or court) of a building that is given emphasis by special architectural treatment.

Fenestration The arrangement and proportioning of windows; hence, the decorating of an architectural composition by the window (and door) openings, their ornaments, and proportions.

Flared corner Sidewalk design at a street corner such that the sidewalk widens into the vehicular street. (From flare: to open or spread outward.) (Ed.)

Flat roof A nearly horizontal roof pitched for water drainage only. (A dead flat roof is one which does not drain.)

Glass block Technically, glass masonry units. Hollow or solid blocks of glass constructed so as to be capable of being laid up in mortar, with reinforcements, in a similar way to masonry of brick, stone, or concrete blocks. (Ed.)

Glaze To fit, set, or equip (as a window frame) with glass; to cover or protect with glass; to enclose, case, or wall with glass.

Light The medium through which light is admitted, as a window, or pane in a window; a skylight. (Webster) A pane of glass, a window, or a compartment of a window. (Harris) In the window and glass trades, often spelled "lite" when the meaning is a single pane of glass or a single compartment of a divided light. (Ed.)

Lot An allotment of land, as to a settler. Hence, a distinct portion or plot of land...One of the smaller portions of land (as a division of a block) into which cities, towns, or village are laid out, the size varying with the locality. (Webster) The typical lot on Central Avenue in the Main Street area is 25 feet wide (street frontage) and 100 feet long (to the alley). (Ed.)

Moderne Stylishly modern in the modes of the period between the World Wars. See the section on styles. (Ed.)

Mullion A slender bar or pier forming a division between lights of windows, screens, etc. An upright member of a framing.

Muntin 1. A secondary framing member to hold panes within a window, window wall, or glazed door; also called a glazing bar, sash bar, window bar, or division bar. 2. An intermediate vertical member that divides the panels of a door. (Harris)

Opening A place or part which is open...an aperture. (Webster) Thus, in walls, openings include doors, windows, gates, and unenclosed apertures. (Ed.)

Parapet A low wall, or similar barrier, as a railing, esp. one to protect the edge of a platform, roof, bridge, or the like. (Webster) Typically, in street front construction, the extended top of the facade which hides the roof and rooftop equipment from view. (Ed.)

Rehabilitation Putting onto a proper basis or into a previous good state: restoration (as of something damaged or decayed) to a state of efficiency and good management; improvement to a higher level or greater value. (Webster) For buildings designated as historic, the owner will want to adhere to the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings," which can be obtained from the New Mexico Historic Preservation office in Santa Fe. (Ed.)

Remodeling Alterations within the existing fabric of a building, as distinct from additions. (Harris)

Renovate To restore to life, vigor, or activity: revive, regenerate; to restore to a former state (as of freshness, soundness, purity, or newness of appearance); make over, renew.

Restoration Bringing back or putting back into a former position or condition; the process of putting a building back into nearly or quite the original form; also, the making of drawings or models or both designed to show the conceived original form of a building (as a ruin).

Sidewalk signs Signs oriented to the pedestrian on the sidewalk rather than to the passerby in a vehicle. (Ed.)

Streetwall The composition of the facades along a commercial block at the building property lines, which creates a uniform wall enclosing the sidewalk and street on each side. It is this streetwall which clearly defines the street and establishes its character as an urban place.

Stile One of the upright pieces in framing or paneling; one of the primary members of a frame, into which secondary members are tenoned.

Strip A street or avenue densely lined on both sides by a large variety of retail stores, gas stations, restaurants, bars, etc. (Random House) "Strip" as it is commonly used refers to an area where businesses are primarily oriented to automobile rather than pedestrian traffic. (Ed.)

Structural glass A finish material of pigmented glass, manufactured in the form of tiles. The manufacturers called it "structural glass;" and this name for the material was commonly accepted. Carrara glass was the name given to the product manufactured by Pittsburgh Plate Glass Company. Marietta Manufacturing Company produced Sani Onyx, and Libbey-Owens-Ford produced Vitrolite. (Ed.)

Transom 1. A horizontal crossbar in a window, over a door, or between a door and a window or fanlight above it, as distinguished from a mullion, or vertical bar. 2. A window above a door or other window, built on, and commonly hinged to, a transom. Also called a transom window.

APPENDICES

Appendix C. Funds Appropriated for Nob Hill

2/3/2006

	A	B	C	D	E	F	G	H
1	Funds Appropriated for Nob Hill							
2								
3								
4	Activity #	Source	Responsible Agency	Scope	Appropriated	Encumbered/ Expended	Balance	Notes
5								
6	7389730	01 GO / S-A	CIP/DMD	Design & construct streetscape improvements at the intersection of central Ave & Morningside Drive	\$300,000	\$37,694	\$262,306	Design fees incurred
7								
8	7389860	01GO / CS-A	DMD Streets	Design & Construct Street Lighting in the Nob Hill Area	\$275,000	\$89,816	\$185,184	Extensive amount of lighting installed or upgraded on Central and on Silver to the south and Copper to the north. Paid for out of other City funds. Area received the amenity and now has additional funds available.
9								
10	7100260	05 Clean Up	DMD Transportation Development	Funds allocated by Councilor for Central & Morningside to construct pedestrian amenities	\$250,000	\$0	\$250,000	Transportation development studying intersection bump outs. Funds could be used for this purpose
11								
12	7100260	05 Clean Up	DMD Transportation Development	Funds allocated by Councilor for Central & Wellesley to construct pedestrian amenities	\$250,000	\$0	\$250,000	Transportation development studying intersection bump outs. Funds could be used for this purpose
13								
14	7256050	04 SG	DMD Traffic Engineering	For Phase 1 of pedestrian lighting improvements to complement street lighting enhancements & intersection improvements R-061-059-2004	\$130,000	\$0	\$130,000	Significant O&M implications associated with pedestrian street lighting. Operating implications include retail cost of electricity. Maintenance implications include replacement of non-standard fixtures. Standard lighting in the area may be upgraded, but at increased cost of electricity.
15								
16	7256040	04 SG	DMD Traffic Engineering	To Purchase & install phase 1 of the Nob Hill Highland pedestrian lighting. R-061-059-2004. Oct 04 CU: R191-000-05: Lights are over sidewalk & are the luminaries are 12-15 feet high	\$75,000	\$0	\$75,000	Significant O&M implications associated with pedestrian street lighting. Operating implications include retail cost of electricity. Maintenance implications include replacement of non-standard fixtures. Standard lighting in the area may be upgraded, but at increased cost of electricity.
17								
18	7260220	04GO / CS-A	DMD Transportation Development	Traffic Signal Wellesley & Central	\$100,000			Not Warranted
19				Traffic Signal Morningside & Central	\$100,000			
20				Pedestrian Flashers @ Central				
21				Pedestrian Flashers @ Central				
22				Eastbound, east of Girard	\$25,000			Insufficient funding
23				Westbound, west of Washington	\$25,000			
24				Sub-Total	\$1,505,000	\$127,510	\$1,377,490	
25								
26								



Martin J. Chavez, Mayor

APPENDICES

2/3/2006

1	A	B	C	D	E	F	G	H
2	Funds Appropriated for Nob Hill							
3			Responsible			Encumbered/		
4	Activity #	Source	Agency	Scope	Appropriated	Expended	Balance	Notes
27	2005 STATE GRANT FUNDS AGREEMENT FINALIZED IN NOVEMBER 2005							
28	7311100	05 SG	Planning	To plan for public improvements, including improvements to streets, sidewalks and transit stops in the Central Highland Upper Nob Hill Metropolitan Redevelopment Area	\$50,000	\$0	\$50,000	Funds unavailable prior to November 2005
29								
30	7311050	05 SG	Planning	For the Metropolitan Redevelopment Area project for public improvements, including improvements to streets, sidewalks and transit stops in the Nob Hill Area	\$75,000	\$0	\$75,000	Funds unavailable prior to November 2005
31								
32	7311010	05 SG	Planning	To design, construct, purchase & install pedestrian lighting in the Central Highland Upper Nob Hill Metropolitan Redevelopment Area	\$200,000	\$0	\$200,000	Funds unavailable prior to November 2005. Significant O&M implications associated with pedestrian street lighting. See lines 14 & 15 above.
33								
34	7305140	05 SG	Planning &/or Family	For exhibition & Office space renovations at the City-owned DeAnza Motel	\$10,000	\$0	\$10,000	Funds unavailable prior to November 2005
35								
36	7311060	05 SG	Planning	For the Metropolitan Redevelopment Area project for public improvements, including improvements to streets, sidewalks and transit stops in the Nob Hill Area	\$125,000	\$0	\$125,000	Funds unavailable prior to November 2005
37				Sub-Total	\$460,000	\$0	\$460,000	
38								
39				Total	\$1,965,000	\$127,510	\$1,837,490	
40								
41								
42								
43								
44								
45								



Appendix D. Prototypical Intersection Drawings and Pedestrian Crossing Recommended in the Conceptual Streetscape Design

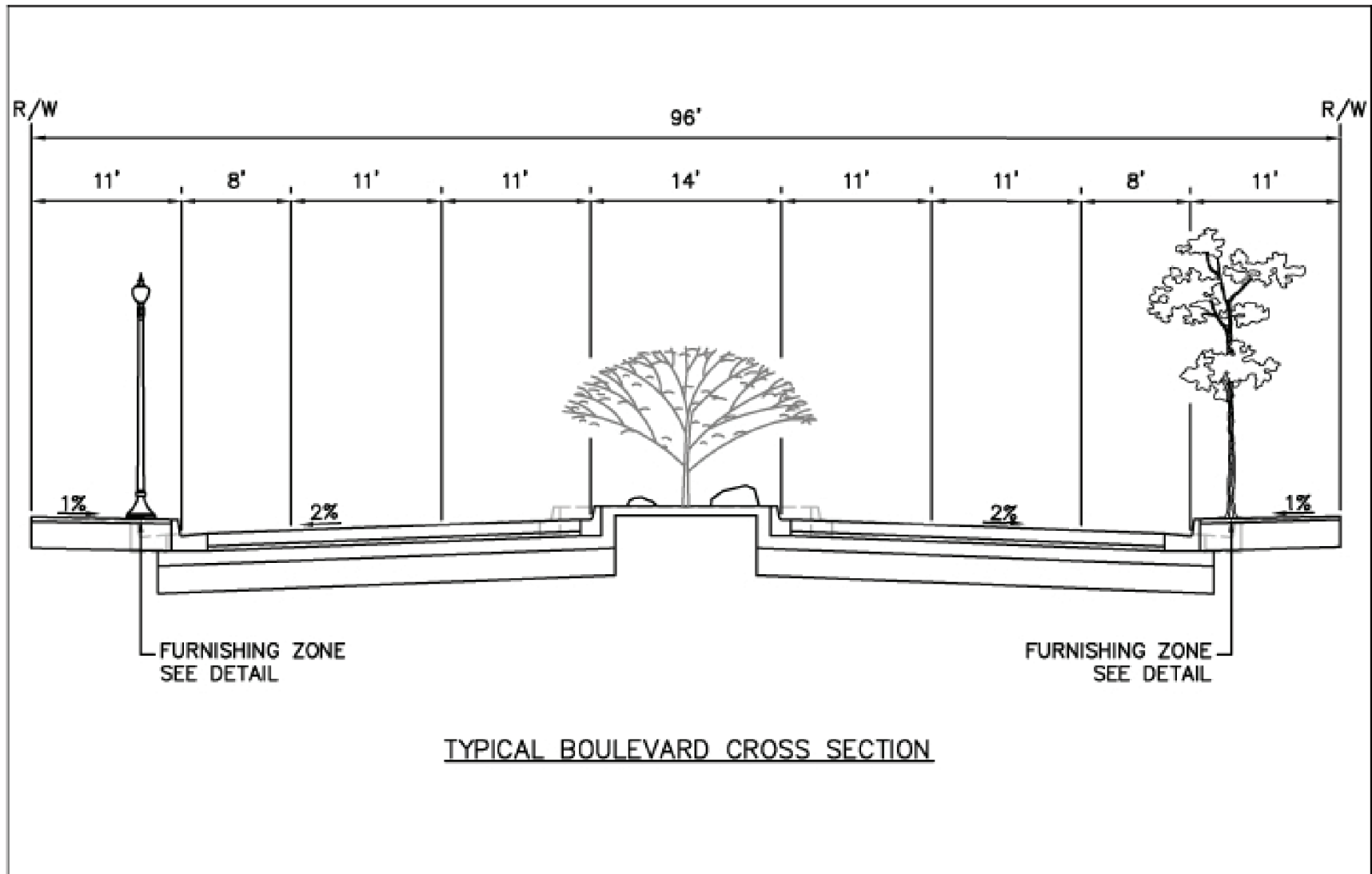


Figure D1



Figure D1: Typical Boulevard Cross Section

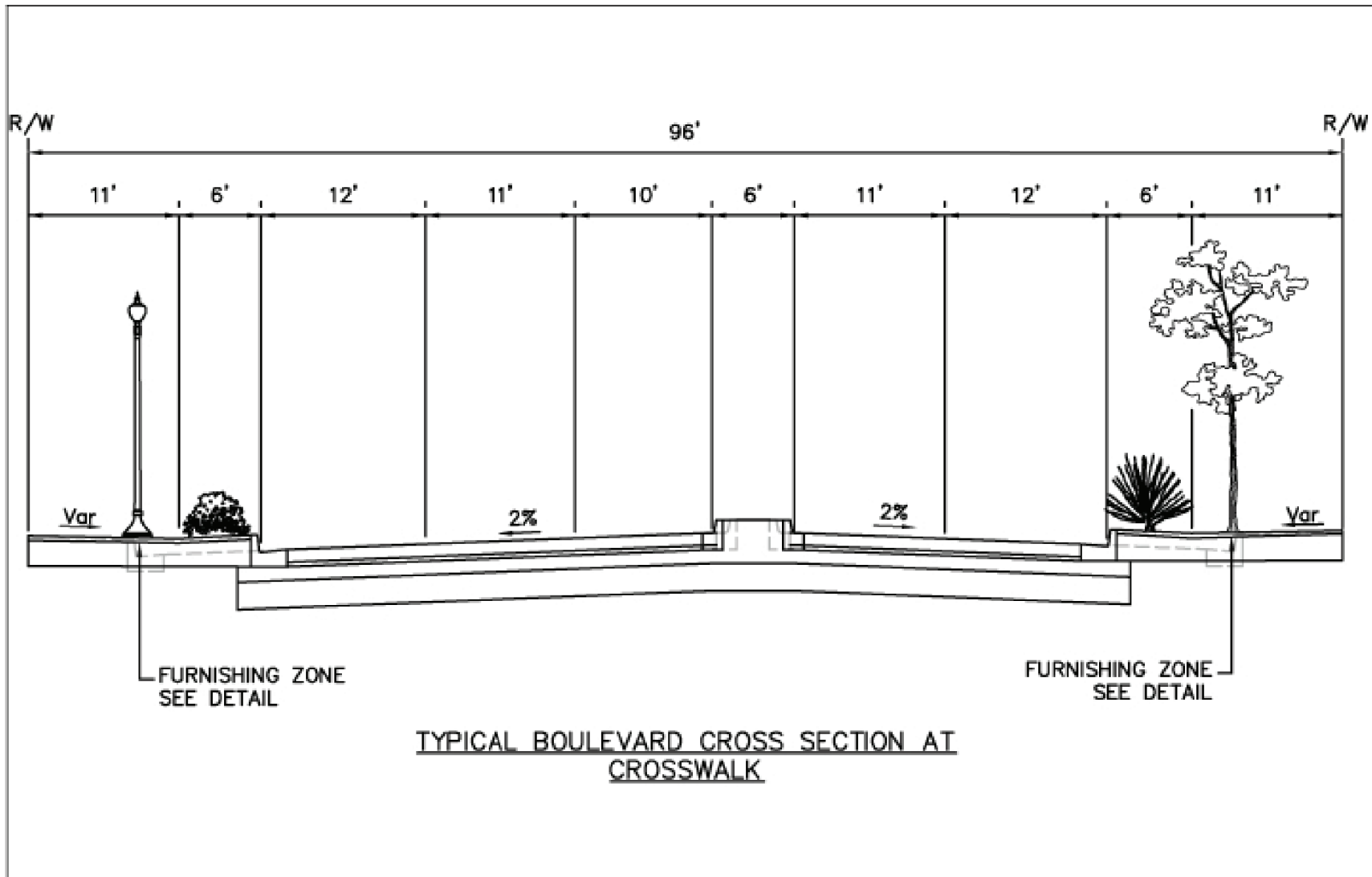


Figure D2



Figure D2: Typical Boulevard Cross Section at Crosswalk

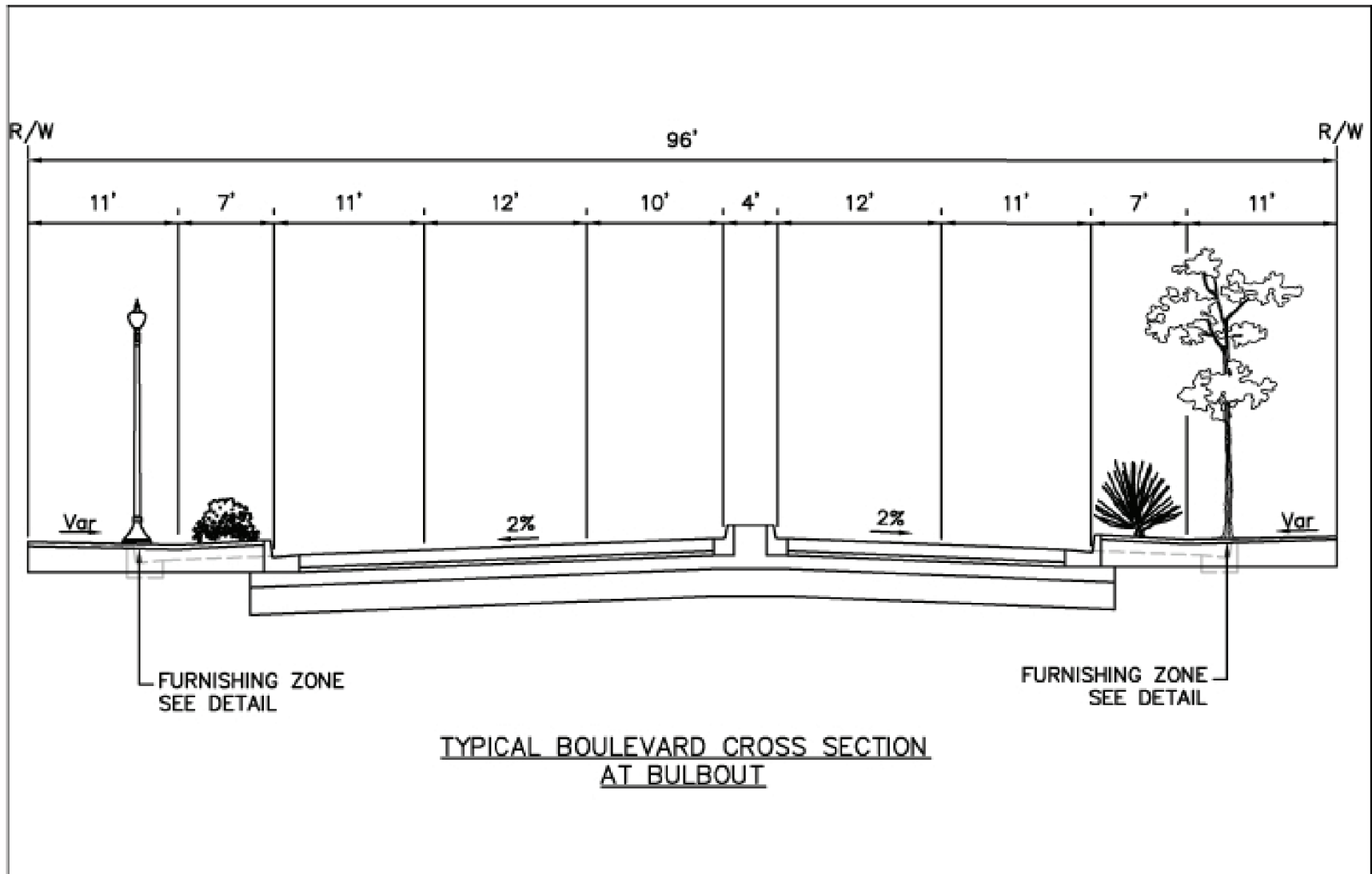


Figure D3



Figure D3: Typical Boulevard Cross Section at Bulbout

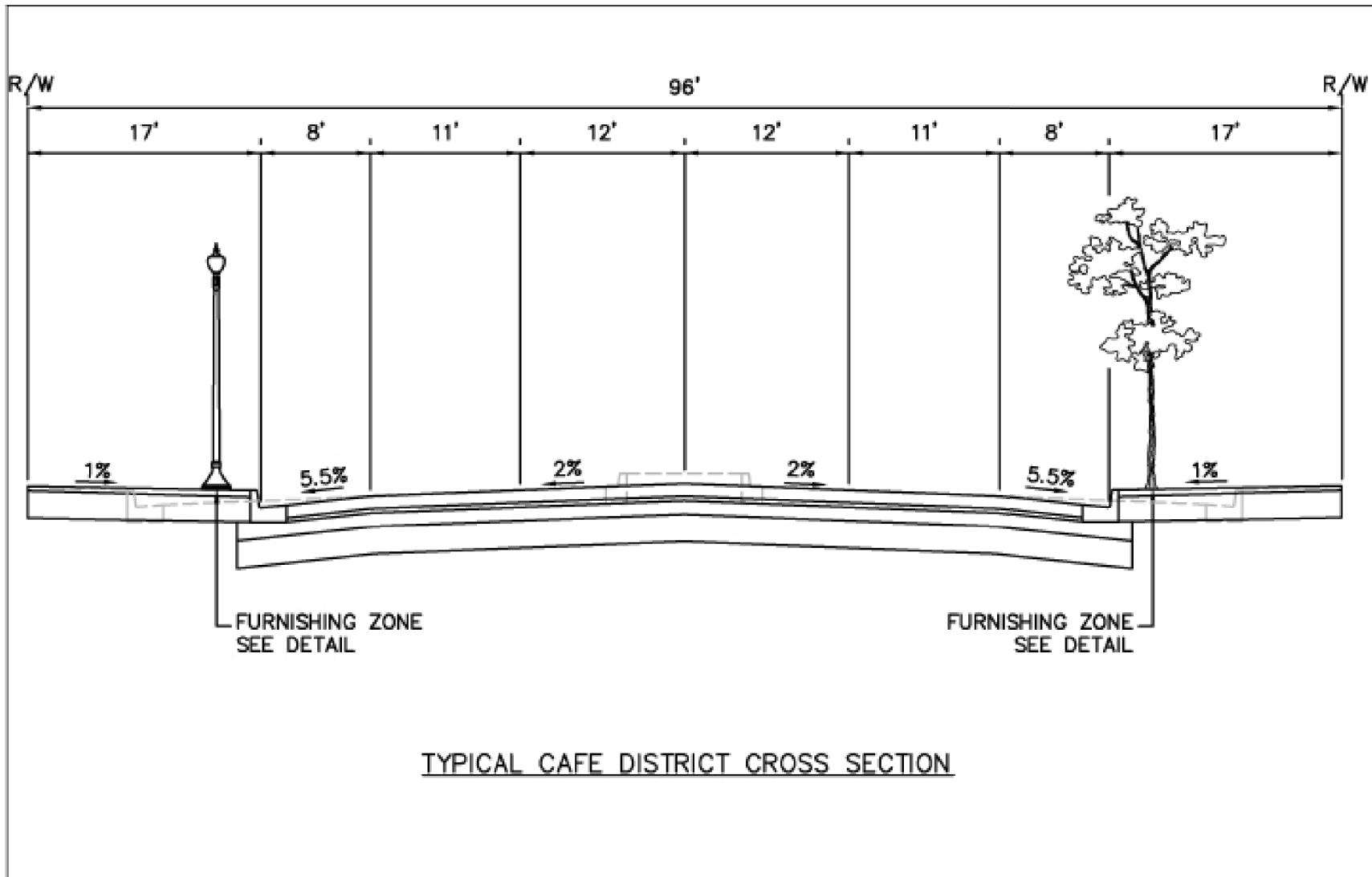


Figure D4



Figure D4: Typical Café District Cross Section



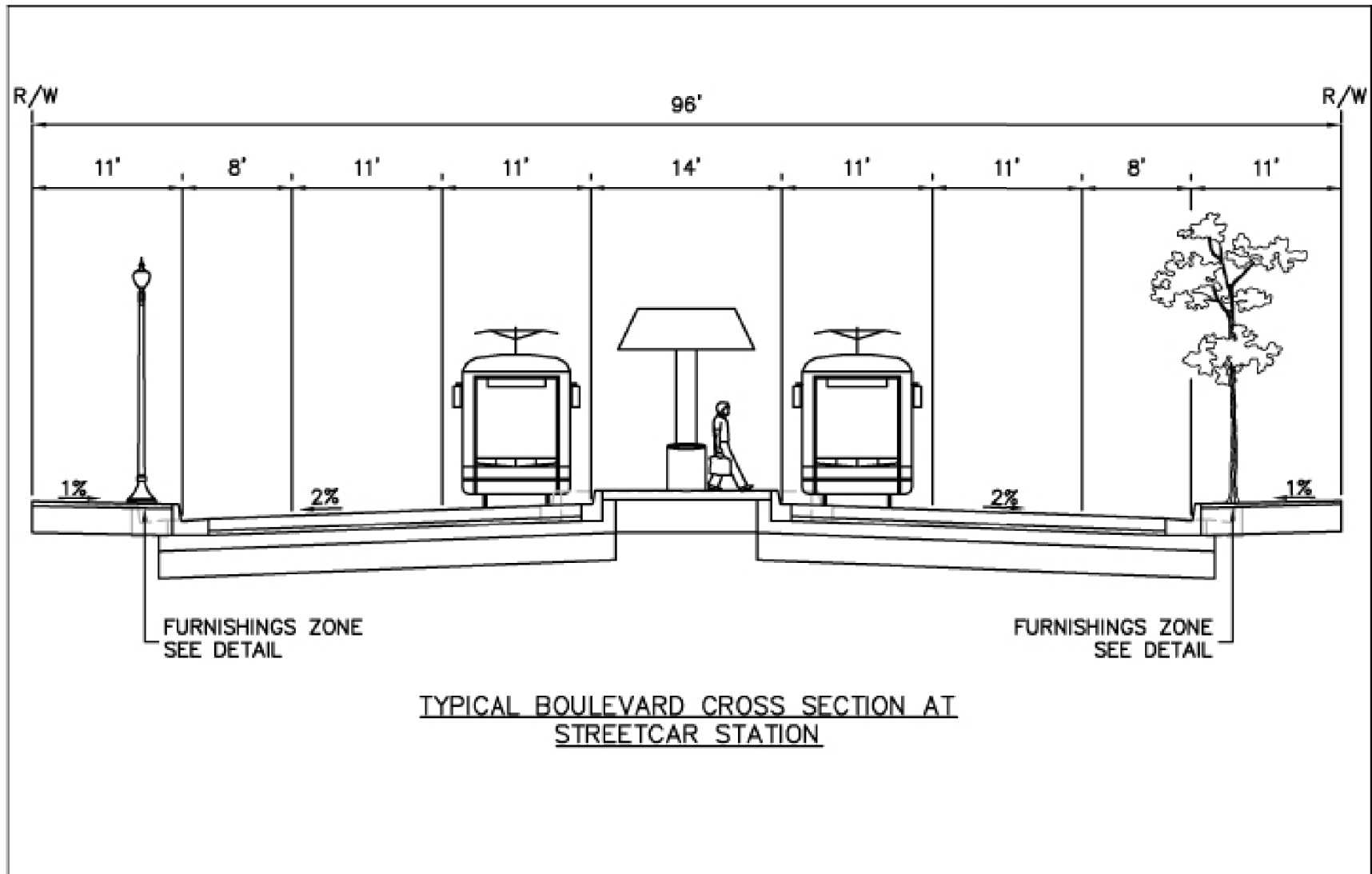


Figure D5



Figure D5: Typical Boulevard Cross Section at Streetcar Station

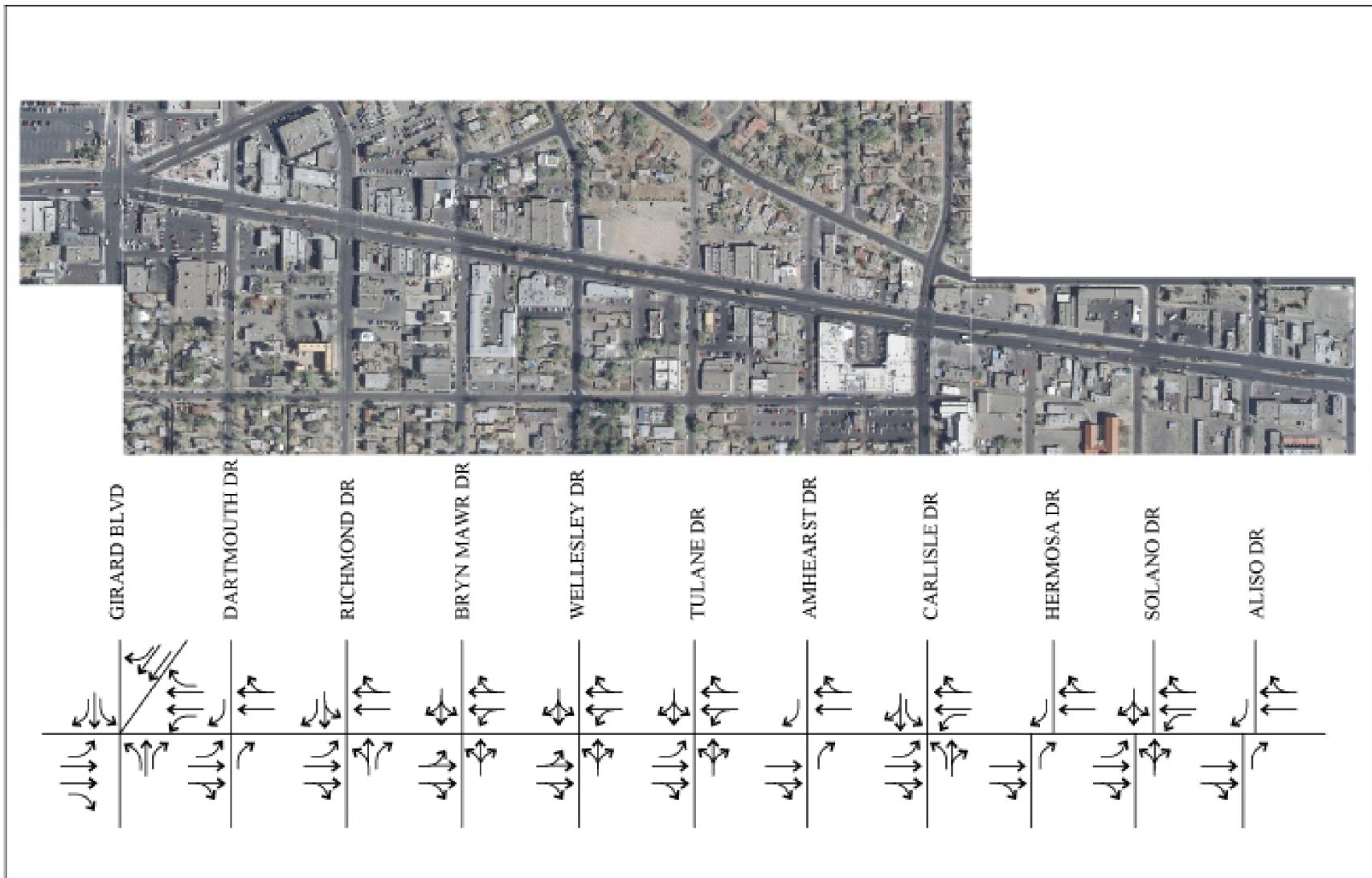


Figure D6

Intersection Turn Movements



Figure D6: Intersection Turn Movements



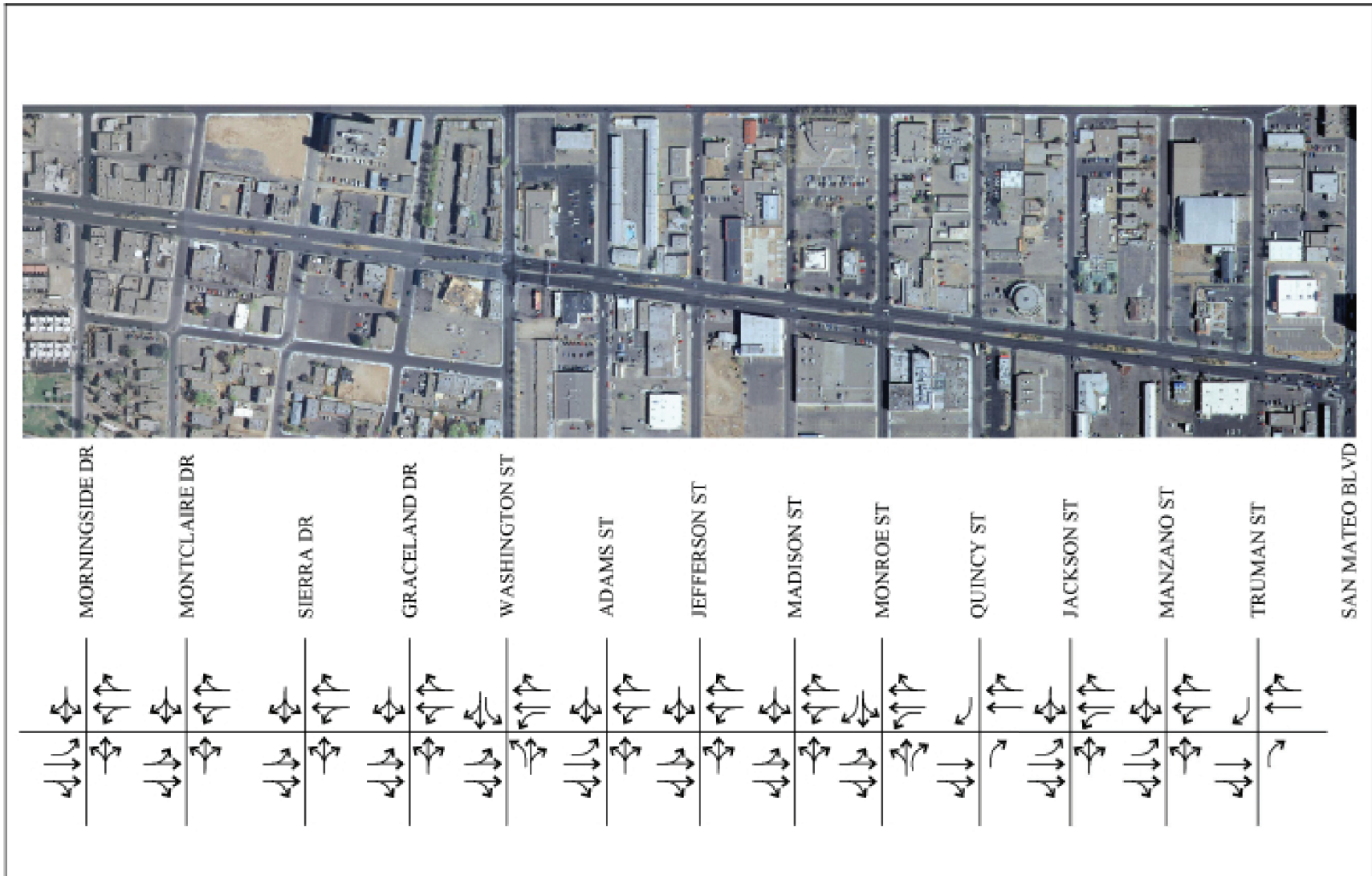


Figure D7

Intersection Turn Movements (cont.)



Figure D7: Intersection Turn Movements (Cont.)

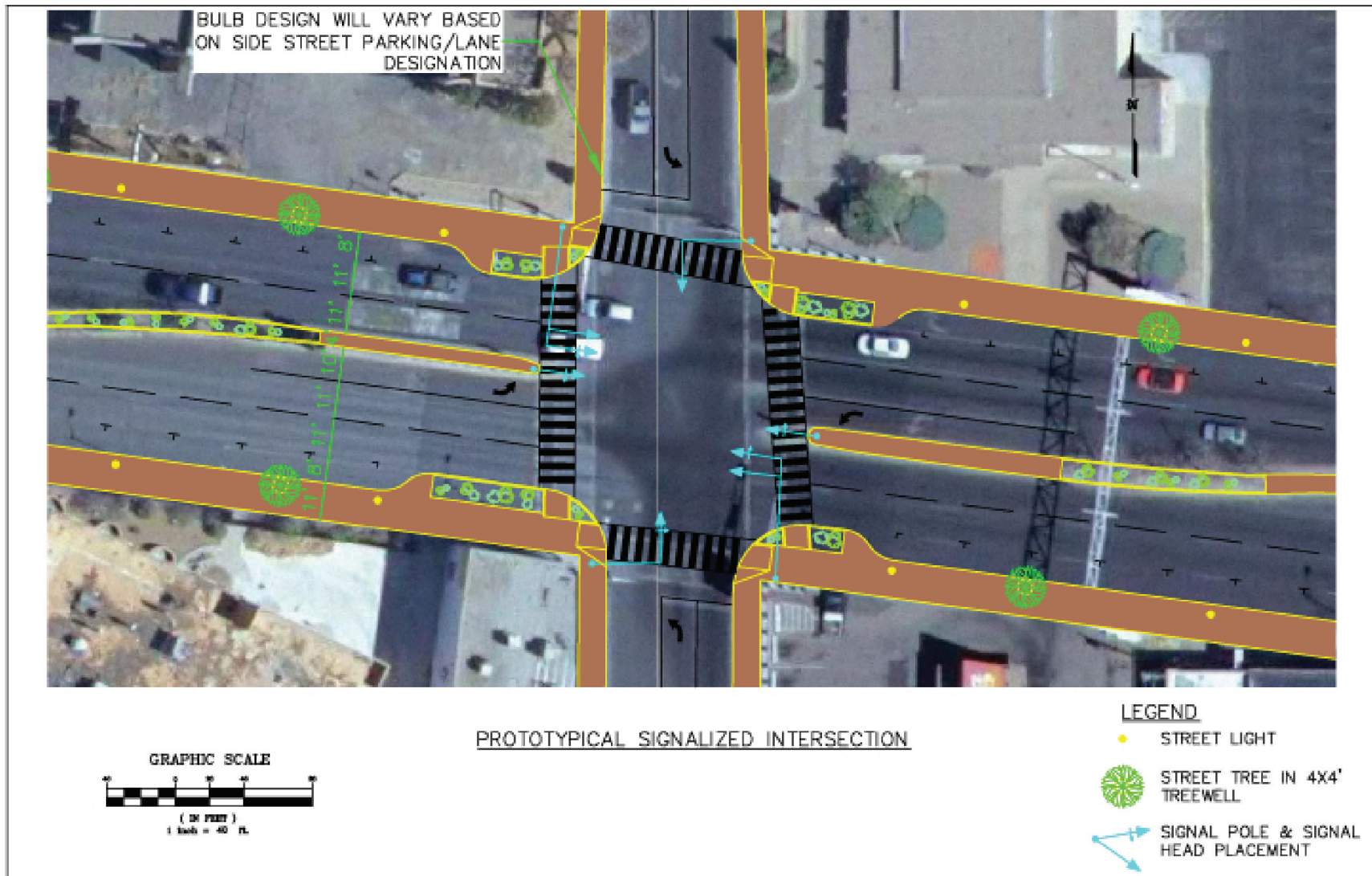


Figure D8



Figure D8: Prototypical Signalized Intersection

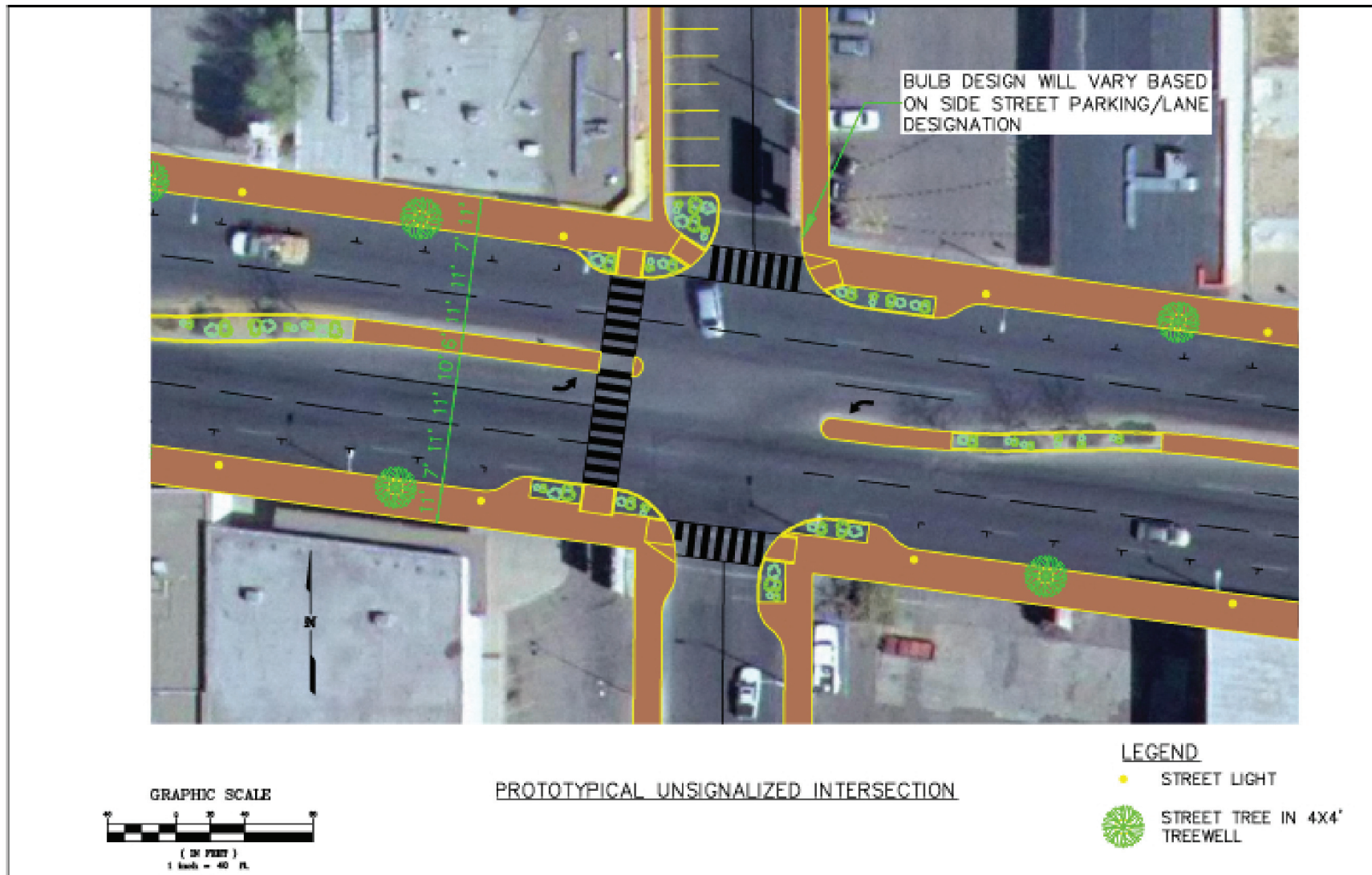


Figure D9



Figure D9: Prototypical Unsignalized Intersection

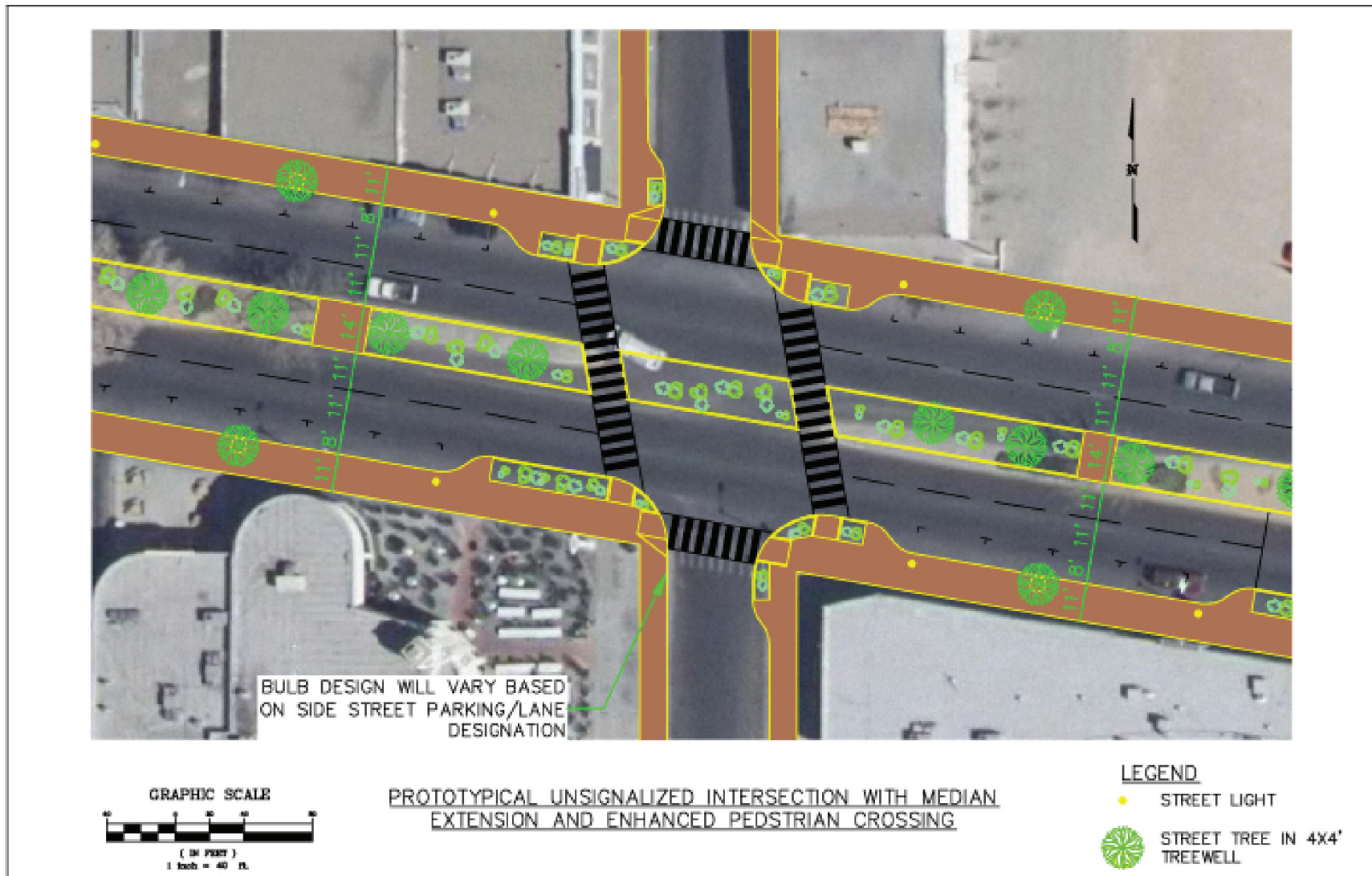


Figure D10



Figure D10: Prototypical Unsignalized Intersection With Median Extension and Enhanced Pedestrian Crossing

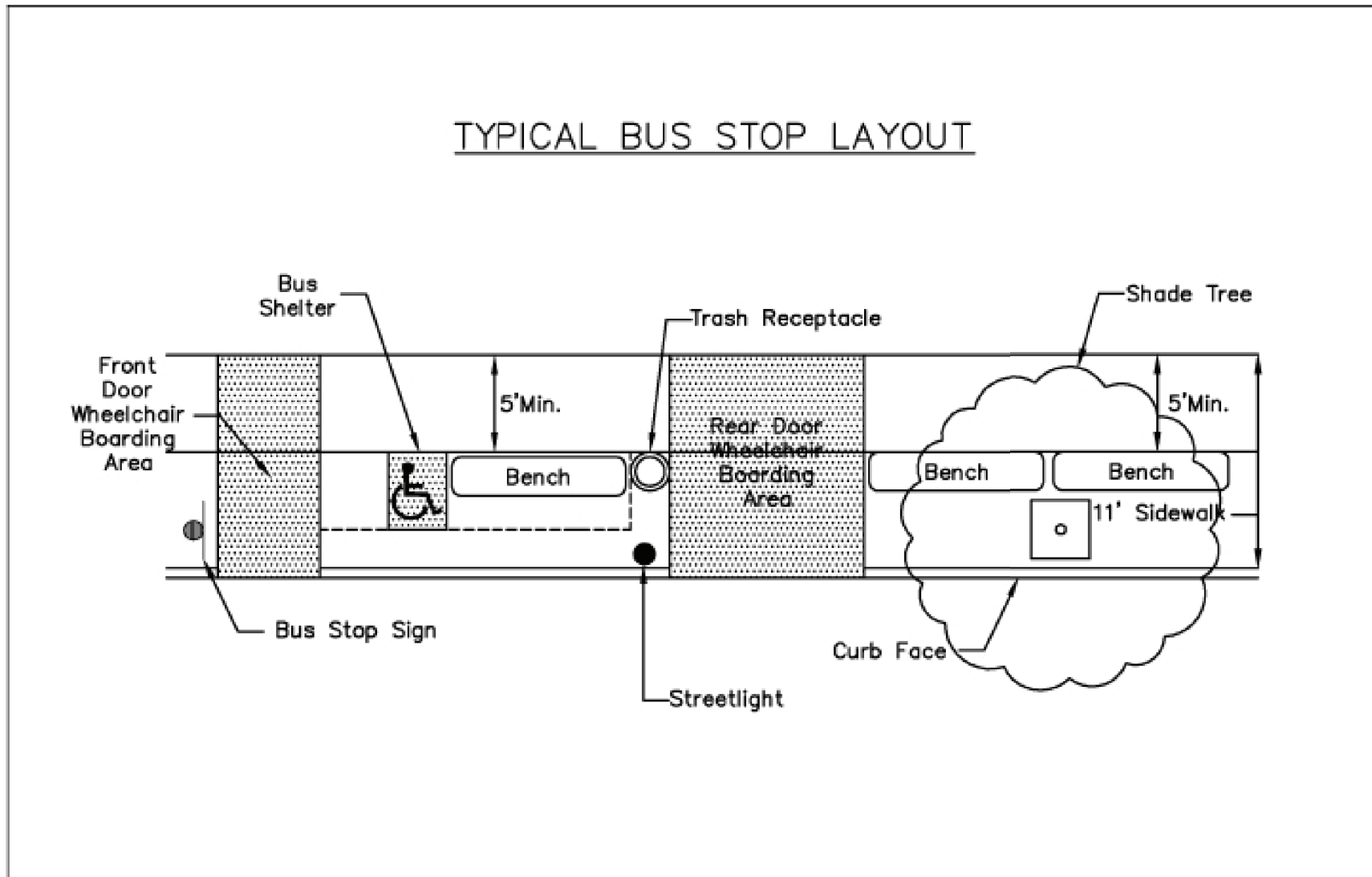


Figure D11



Figure D11: Typical Bus Stop Layout