EAST GATEWAY

Sector Development Plan

Adopted October 2010

City of Albuquerque

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David Campbell, CAO

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CITY OF ALBUQUERQUE
TWENTIETH COUNCIL

COUNCIL BILL NO. F/S R-13-222 ENACTMENT NO. R-2013-126

SPONSORED BY: Don Harris

RESOLUTION

AMENDING THE EAST GATEWAY SECTOR DEVELOPMENT PLAN TO: DEFINE THE PROCESS FOR APPROVING MAJOR AND MINOR CHANGES OR DEVIATIONS FROM THE BUILDING TYPES AND STANDARDS; ADD A PROCESS FOR ADDITIONS TO EXISTING BUILDINGS THAT CANNOT MEET THE STANDARDS OF THE PLAN; REMOVE THE 9 INCH MAXIMUM LETTER HEIGHT FOR SIGNAGE; AMEND THE EG-C-2 ZONE TO ALLOW SALES OF ALCOHOL FOR ON-PREMISE CONSUMPTION AND STILL PROHIBIT THE SALE OF ALCOHOL FOR OFF-PREMISE CONSUMPTION; REMOVE THE MINIMUM HEIGHT REQUIREMENT FOR APARTMENT AND MIXED USE BUILDINGS; CLARIFY THAT THE 26 FOOT MAXIMUM BUILDING HEIGHT IS ONLY WITHIN 85 FEET OF SINGLE FAMILY RESIDENTIAL USES.

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

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

WHEREAS, the City of Albuquerque adopted the East Gateway Sector Development Plan (EGSDP) in 2010 through Council Resolution R-10-73, Enactment Number R-2010-129; and

WHEREAS, certain regulations and issues in the plan are unclear, unnecessary or not addressed.

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

SECTION 1. That the Development Approval Process Section, 5.3, of the EGSDP be amended as follows:

Page 5-7, Section 5.3.1.A.1, Development Compliance Triggers, insert: including new buildings and structures, after "New development."

Page 5-7, Section 5.3.1, insert a new section: D. For additions of 15% or more to existing building square footage, that cannot comply with the standards of the plan due to placement of the existing building; the planning director or director's designee may approve an alternate site configuration per the process for minor deviations.

Page 5-8, Section 5.3.2, Development Approval Process Matrix is amended per attachment "A".

Page 5-9, Section 5.3.3, Requests to Deviate from Sector Development Plan Building and Lot Standards in Section 5.5 of this Chapter and General Design Regulations in Section 5.6 of this Chapter.

A. Minor: The Planning Director or his/her designee may approve, or choose to refer to the EPC, deviations from non-dimensional standards or of 25% or less from any dimensional standard.

B. Major: Any deviation over 25% and up to 50% from any dimensional standard and deviations to non-dimensional standards deemed to require review shall be reviewed by the EPC via the site development plan approval process. Deviations greater than 50% shall not be approved.

C. Criteria/Process:

1. In order for the Planning Director or the EPC to grant a Deviation, the applicant must demonstrate that the applicable intent, goals and policies of the East Gateway Sector Development Plan are still met and that the project is of a comparable quality and design, as otherwise required by the EGSDP, and will enhance the area. In addition, the applicant must also demonstrate at least one of the following:

a. The site is unique in terms of physical characteristics and requires the deviation in order to be developed. This may include, but is not limited to slope, drainage, safety issues or site constraints.

b. The site/project will serve as a catalyst to redevelopment or further development in the EGSDP area.

c. The site/project provides a needed service for the community, as identified in the EGSDP, CIP proposals, community survey or other similar source.

d. The project will preserve a historic building or structure or an archeological site.

2. Applicants must provide written statement detailing how the deviations meet the intent of the plan. Applicants may refer to sections 2.1 and 2.3 of the Plan.

3. All applicants seeking deviations shall attend a Pre-Application Meeting with the Pre- Application Review Team (PRT) or Design Review Team (DRT) before submitting the request for deviation.

SECTION 2. That the Signage Regulations of the East Gateway Sector Development Plan be Amended as follows:

Page 5-10, 5.4.1.1.a, SU-2 East Gateway Community Activity Center Zone (SU-2/EG-CAC) Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that letter height is not regulated.

Page 5-13, 5.4.2.1.c, SU-2 East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC) Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that letter height is not regulated.

Page 5-16, 5.4.3.1.a, SU-2 East Gateway Corridor Zone (SU-2/EG-C) Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that letter height is not regulated.

Page 5-20, 5.4.4.1.b, SU-2 East Gateway Community Commercial Zone (SU-2/EG-C-2) Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that letter height is not regulated.

SECTION 3. Alcohol-related uses in the EG-C-2 Zone

Page 5-20, 5.4.4, Permissive Uses, 1, is amended to add the following new Item d: Beer and/or wine sold for on-premise consumption is permitted as part of a restaurant use

Page 5-21, 5.4.4, Prohibited Uses, 2, be amended as follows: Sales of Alcohol for off-premise consumption

SECTION 4. The Regulations for Building Height near Single Family Residential Use be amended as follows:

Page 5-26, Apartment House, Courtyard Apartment Building and Apartment Building and Lot Standards, Column 3, Building Height, Principal Building, MAX is amended to read: "50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-28, Apartment Complex Building and Lot , Building Height ,Column 3, MAX, is amended to read: "50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-30, Live/Work Building and Lot , Building Height, Principal Building Column 3, MAX, is amended to read: "50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-32, Mixed Use Building Lot, Building Height, Column 3, MAX, is amended to read: "65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-34, Commercial Building and Lot, Building Height, Column 3, MAX, is amended to read: "65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-36, Liner Building and Lot, , Liner Building Height, Column 3, MAX is amended to read: "65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

Page 5-38, Institutional or Civic Building Lot, Building Height, Column 3, MAX is amended to read, "65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for Single Family residential uses"

SECTION 5. The Planning Department shall edit the East Gateway Sector Development Plan document to reflect all amendments adopted by the City

Council during and since the Plan's adoption. The Planning Department shall then replace the version of the East Gateway Sector Development Plan that is currently on the Planning Department Publications webpage with this new version of the document.

SECTION 6. FINDINGS ACCEPTED. The City Council adopts the following findings as recommended by the Environmental Planning Commission (EPC):

1. The City of Albuquerque Planning Department is proposing text amendments to the East Gateway Sector Development Plan (EGSDP) to help clarify specific language in the Plan and to allow more flexibility with the regulations in the Plan.

2. The proposed amendments are both legislative and quasi-judicial in nature. The EPC is charged with evaluating the amendments and forwarding a recommendation to the City Council.

3. The amendments are sponsored by the City of Albuquerque Planning Department. The Planning Department has worked with Code Enforcement Staff, Planning Staff, City Council Policy Analysts and interested stakeholders in determining the text amendments.

4. The Charter of the City of Albuquerque, the Albuquerque Comprehensive Plan, the 2010 East Gateway Sector Development Plan (EGSDP) and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.

5. The request meets the intent of the City Charter: Amending the text of an adopted sector development plan falls within the City's powers (Article I). The text amendments of the EGSDP "ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment" (Article IX).

6. The proposed text amendments generally further the intent of City policies and regulations to promote the health, safety and general welfare of the public. As the zoning authority for the City of Albuquerque, the City Council will make the final determination.

7. The request is justified per R-270-1980:

A. The request is consistent with the health, safety, morals and general welfare of the City because it has been demonstrated to further a preponderance of Comprehensive Plan and East Gateway Sector Development Plan policies.

B. The proposed changes provide clarity regarding the existing regulations, provide some flexibility in the current regulations without going against the intent of the sector plan and allow for the addition of a neighborhood compatible use, beer and wine with restaurant use. None of the proposed changes will add or remove uses that would cause destabilization in the area. The proposed changes should help to promote redevelopment and the continuation of existing business in the area.

C. This request is not in conflict with the Albuquerque Bernalillo County Comprehensive Plan or the East Gateway Sector Development Plan and furthers several policies of both plans:

COMPREHENSIVE PLAN ESTABLISHED URBAN AREA POLICIES

The request will encourage redevelopment, including multi-family residential use where appropriate, while protecting neighborhood character and will maintain the design standards that insure quality development in the plan area. (Policies II.B.5.d, h, l, j and o.)

ECONOMIC DEVELOPMENT

The request clarifies the regulations in the EGSDP, provides a reasonable process for deviations and allows a new use in the EG-C2 zone. These changes should help encourage development of both local and outside business. (Policies II.B.6.b and f.)

ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION

The clarification of the maximum height near residential uses will allow the development of multi-family housing in areas where it is appropriate, such as Central Avenue. The area has excellent access to transit and a major street network. The flexibility in the plan will encourage new development and provide employment and services. (Policy II.C.1.b)

COMMUNITY IDENTITY AND URBAN DESIGN

The EGSDP provides design standards for Central Avenue and adjacent streets that contribute to an improved streetscape and sense of identity. These

amendments help support this identity by clarifying the plan requirements. (Policy II.C.9.e)

COMMUNITY RESOURCE MANAGEMENT

The residential use will add to the ridership of transit along the Comprehensive Plan designated Enhanced Transit Corridor along Central Avenue. (Policy II.D.4.c.)

EAST GATE SECTOR DEVELOPMENT PLAN (EGSDP)

By clarifying the existing regulations and providing a process for deviation these amendments will help support redevelopment along Central Avenue, which could lead to the development of new business and services. The clarification regarding height near residential uses will allow the development of multi-family and mixed use buildings along Central, and will protect the character of existing single-family areas. (Goals 1, 2, 4, 6, 8 of the EGSDP)

EAST GATEWAY METROPOLITAN REDEVELOPMENT PLAN

New commercial development may be encouraged by the new flexibility in the plan. The clarification of the maximum height near residential uses will allow the development of multi-family housing in areas where it is appropriate, such as Central Avenue. (Goals 1 and 3 of the East Gateway Metropolitan Redevelopment Plan.)

D. This request furthers a preponderance of policies in the Comprehensive Plan and East Gateway Sector Development Plan and draft East Gateway Metropolitan Redevelopment Plan and thus is more advantageous to the community. There is a public need for more flexibility, which these amendments will provide while maintaining the standards of the Plan, to encourage development and redevelopment while protecting neighborhood character. The changes are appropriate for the transit corridor along Central Avenue, which is why they are applied to those corridor properties rather than other available properties. The designation as an enhanced transit corridor makes the area appropriate for the types of uses, and the density called for in the EGSDP. Moreover, the proposed changes are needed in order to allow the type of development originally envisioned by the EGSDP.

E. The only new use that will be allowed by the request would be beer and wine sales as part of a restaurant. This use is compatible with the existing

development in the area. The clarifications and deviation language will allow some flexibility and still maintain the standards of the plan.

F. There are no capital expenditures associated with this request.

G. The cost of land is not a factor in these changes.

H. Most of the properties affected by this request are located along Central Avenue. The intent of the plan is to revitalize the Central Avenue Corridor. In this case, the location on Central is relevant to the request.

I. This request will not create a strip zone.

J. This request will not create a spot zone.

8. The Coronado Terrace HOA, Executive Hills HOA, Four Hills Village HOA, and the Four Hills Village, Juan Tabo Hills, La Mesa Community Improvement, Mirabella-Miravista, Sandia Vista, Singing Arrow, South Los Altos, Terracita, Trumbull Village, Willow Wood, Winterwood Park Neighborhood Associations and the East Gateway Coalition were notified. Property owners in the affected zones were notified.

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

SECTION 8. EFFECTIVE DATE. This resolution shall take effect five days after publication by title and general summary.

X:\CITY COUNCIL\SHARE\CL-Staff\Legislation\Twenty\R-222fsfinal.doc

PASSED AND ADOPTED THIS 2nd DAY OF December, 2013
BY A VOTE OF: 8 FOR 0 AGAINST.

Excused: Winter

Ken Sanchez, President
City Council

APPROVED THIS 13th DAY OF December, 2013

Bill No. F/S R-13-222

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

City Clerk

[+ Bracketed/Underscored Material +] - New
[-~~Bracketed/Strikethrough Material~~-] - Deletion

R. 2010-129

CITY OF ALBUQUERQUE
CITY COUNCIL

INTEROFFICE MEMORANDUM

TO: Richard J. Berry, Mayor

FROM: Laura Mason, Director of Council Services

SUBJECT: Transmittal of Legislation

Transmitted herewith is Bill No. R-10-73 Repeal of The 1983 Singing Arrow Neighborhood Plan and Adoption of The East Gateway Sector Development Plan (Harris, Garduño), which was passed at the Council meeting of October 4, 2010, by a vote of 8 FOR AND 0 AGAINST.

Excused: O'Malley

In accordance with the provisions of the City Charter, your action is respectfully requested.

LM:mh
Attachment

RECEIVED
ALBUQUERQUE CITY CLERK
2010 OCT 28 AM 9:32

CITY OF ALBUQUERQUE
NINETEENTH COUNCIL

COUNCIL BILL NO. R-10-73 ENACTMENT NO. R-2010-129

SPONSORED BY: Don Harris, Rey Garduño

RESOLUTION

REPEAL OF THE 1983 SINGING ARROW NEIGHBORHOOD PLAN AND ADOPTION OF THE EAST GATEWAY SECTOR DEVELOPMENT PLAN.

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

WHEREAS, the City of Albuquerque adopted the Singing Arrow Neighborhood Plan in 1983 through Council Resolution R-237, Enactment Number 29-1983 and has not updated the plan to reflect neighborhood current conditions; and

WHEREAS, the City Council has the authority to adopt, amend or repeal such a neighborhood plan; and

WHEREAS, on March 4, 2010 the Environmental Planning Commission, in its advisory role on land use and planning matters, recommended that City Council repeal the 1983 Singing Arrow Neighborhood Plan and adopt the East Gateway Sector Development Plan; and

WHEREAS, the Environmental Planning Commission found approval of the East Gateway Sector Development Plan consistent with applicable goals and policies of the Comprehensive Plan, the Facility Plan for Arroyos, and the Comprehensive City Zoning Code and R-270-1980.

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

Section 1. The 1983 SINGING ARROW NEIGHBORHOOD PLAN, COUNCIL Resolution R-287, Enactment Number 29-1983 is repealed.

Section 2. **The EAST GATEWAY SECTOR DEVELOPMENT PLAN is hereby adopted subject to conditions of approval in Exhibit A:**

A. The East Gateway Sector Development Plan attached hereto and made a part hereof, is hereby adopted as a land use control pursuant to the Comprehensive City Zoning Code.

B. The maps on pages 5-3 through 5-6 titled "Figure 5.b: East Gateway Plan Zoning Map (Wyoming Boulevard – Eubank Boulevard), Figure 5.c: East Gateway Plan Zoning Map (Eubank Boulevard – Juan Tabo Boulevard), Figure 5.d: East Gateway Plan Zoning Map (Juan Tabo Boulevard – Four Hills Road), and Figure 5.e: East Gateway Plan Zoning Map (SU-1 for Major Public Open Space)" and the text of Chapter 5 "The Plan – Land Regulations" are adopted as an extension of the Zoning Code and its zone map.

Section 3. **FINDINGS ADOPTED. The City Council adopts the following Findings as recommended by the Environmental Planning Commission:**

A. This planning project was initiated with the adoption of City Council Bill R-06-18. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan. The resolution also declared a moratorium on construction and led to the initiation of City Council interim design regulations for most properties with nonresidential zoning.

B. The Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects, programs, policies and regulations. A first draft was released for public comment July 2009. This December 2009 EPC draft responds to public comments concerning the first draft Plan.

C. The Plan area is approximately 4267 acres and includes the Tijeras Arroyo and City-owned Major Public Open Space. Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. The boundaries of the Sector Development Plan area were selected to include the entire proposed East Gateway Metropolitan Redevelopment Plan area that surrounds Central Avenue from Wyoming Boulevard on the west and past Four

Hills Road on the east. East Gateway Metropolitan Redevelopment Plan area boundaries abut Metropolitan Redevelopment Plan boundaries for the area to the west.

D. East Gateway is the first Albuquerque community encountered from the east via Interstate 40 and Route 66. The area was coined the East Gateway Community Planning Area through a planning process conducted in the mid 1990s. It is home to Sandia Science and Technology Park and is the entrance to Sandia National Laboratories, Kirtland Air Force Base and the National Museum of Nuclear Science and History.

E. This Plan includes the Singing Arrow Neighborhood and replaces the Singing Arrow Neighborhood Plan adopted in 1983.

F. The lack of a cohesive vision for Central Avenue and major connecting streets, coupled with changes in market trends and the national economic downturn all combined to create a public environment unreceptive to local residents and employees. Central Avenue and intersecting major streets became single purpose traffic corridors rather than community destinations. The East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank and Juan Tabo Boulevards.

G. Proposed Sector Development Plan zoning will enable more housing and jobs on East Gateway's major arterial streets.

H. The Plan's policies, regulations, and recommended projects and programs address each of the following East Gateway Plan goals: 1) Create a safe, well-maintained, attractive community. 2) Enable the continued existence and new development of thriving businesses to provide jobs and local services. 3) Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit. 4) Transform Central Avenue into a vibrant place that functions as a community destination. 5) Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway community. 6) Support existing stable, thriving residential neighborhoods and transform others. 7) Ensure well maintained safe

housing for low-income households. 8) Enable multi-family housing development close to public services, transit and shopping.

I. The East Gateway Sector Development Plan has 10 chapters and 4 appendices. Chapters 1 – 4 discuss plan purpose, what the plan does not include, the planning process, community goals, area history, and area character and conditions. Chapters 5 –10 contain plan proposals: land regulations; transportation projects; parks and major public open space projects; public building, street light and alternative energy demonstration projects; program and policy proposals; and plan implementation charts.

J. General Design Regulations in Chapter 5 apply in varying degrees to all properties within mapped General Design Regulations boundaries. Almost all the general design regulations apply to properties within the SU-2/EG-CAC (Community Activity Center) and SU-2/EG-NAC (Neighborhood Activity Center) zones. These properties are within highly visible transit hubs at major street intersections. Most general design regulations apply to properties within the SU-2/EG-C (Corridor) zone and to properties abutting major north/south streets. These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo Boulevard corridors. Very few regulations apply to properties with the SU-2/EG-C-2 (Community Commercial) zone and even fewer apply to other properties within the mapped General Design Regulations boundary.

K. New land regulations are not applied to existing residential neighborhoods.

L. The four East Gateway SU-2 zoning districts established by the Plan and the Building, Lot and General Design Regulations associated with them are tailored to address East Gateway goals and existing character.

1. SU-2/EG-CAC (East Gateway Community Activity Center) zone is applied to a Comprehensive Plan designated Community Activity Center on the southwest corner of Tramway Boulevard and Central Avenue. The intent is to enable future mixed-use development. Community Activity Centers are usually between 30 and 60 acres. They can be larger.

2. SU-2/EG-NAC (East Gateway Neighborhood Activity Center) zone is applied to properties at the Juan Tabo Boulevard/Central Avenue intersection and at the Wyoming Boulevard/ Zuni Road/ Central Avenue

intersection. The intent is to enable future development of two Neighborhood Activity Centers as they are defined in the Comprehensive Plan. Buildings in Neighborhood Activity Centers are generally smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.

3. SU-2/EG-C (East Gateway Corridor) zone is applied to most Plan area properties adjacent to Central Avenue or the east side of Eubank Boulevard from Central Avenue south beyond Southern Avenue. The intent is to enable future development of non-residential and residential uses that support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. The Corridor Zone allows existing businesses to continue. It also allows residential and manufacturing uses not allowed in these locations before the adoption of the Plan.

4. SU-2/EG-C-2 (East Gateway Community Commercial) zone is applied to Plan area properties that are located away from major arterial streets, but have pre-existing C-2 or SU-1 for community commercial zoning. This zoning district excludes some C-2 uses that are incompatible within residential neighborhoods. It allows existing mobile home parks that were legal nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses to provide a better transition between properties lining East Gateway major streets and residential neighborhoods.

M. The East Gateway Sector Development Plan furthers applicable goals and policies of the Comprehensive Plan:

1. II.B.1 Open Space Network – Policies a and f: Recommended projects in Plan Chapter 7 to acquire land to create a continuous Major Public Open Space corridor in the Tijeras Arroyo; to enhance, restore, and protect Tijeras Arroyo habitat; and to shift undeveloped Four Hills Ravine parkland to the Major Public Open Space inventory and recommended projects in Plan Chapter 6 to improve trail connections to the Tijeras

Arroyo from Four Hills Road and Juan Tabo Boulevard foster Open Space land acquisition and Open Space trail development.

2. II.B.1 Open Space Network – Policy g: Recommended projects in Plan Chapter 7 to expand Sandia Vista Park, to develop the archeological site at Singing Arrow Park as part of the park, to continue Manzano Mesa Park development, to acquire a well site to create a Four Hills Subdivision Park, and to acquire land to develop a park near Central Avenue for nearby low-income neighborhoods will contribute to the system of neighborhood parks and community open areas.

3. II.B.5 Developing and Established Urban Areas:

Policies d and h: The four new zoning categories allowing a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets established in Sector Plan Chapter 5 are located near transit service and outside existing neighborhoods.

Policies i and j: The four new zoning categories allowing employment and services uses in activity centers and on other properties abutting arterial street rights of way complement established neighborhoods. Regulations in the four zones control adverse effects on the environment. All new commercial development is permitted where existing commercially zoned areas exist.

Policies l and o: The Sector Plan's approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products. Although public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan, some public improvements concerning lighting and other public infrastructure are recommended in Sector Plan Chapters 8 and 10.

4. II.B. 7 Activity Centers – Policies a, d, g, i, and j: The Sector Plan recognizes and zones the Comprehensive Plan designated Community Activity Center at Tramway and Central and provides special zoning that includes multi-unit housing and commercial uses for that center and for two Sector Plan designated Neighborhood Activity Centers – one at Central and Juan Tabo and another at Central and Wyoming. The Market Study

conducted by RCLCO for the Sector Plan supports the development of these three centers.

5. II. C.1 Air Quality – Policies b and d: Sector Plan Chapter 5's pedestrian oriented design, land use mixtures and public right of way design capitalize on Central Avenue bus service, walking, and cycling to protect air quality. Sector Plan Chapter 6 bicycle network improvement projects, transit transfer center recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety, making alternative travel modes a rational choice. Chapter 6 recommended street intersection improvements should improve vehicular movement while providing safe crossings for people on-foot or bicycle.

6. II.C.6 Archaeological Resources – Policies b and c: Sector Plan Chapter 3's recognition of both historic and archeological East Gateway sites and Chapter 7's recommended project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park will stabilize the site and promote public understanding and appreciation of the area's past.

7. II.C.8 Developed Landscape – Policies b, c and d: Sector Plan Chapter 5's design regulations for public and private buildings and the public right of way and water harvesting requirements in the General Design Regulations will assist in maintaining and improving the natural and developed landscapes' quality.

8. II.C. 9 Community Identity and Urban Design – Policies b, c, d, and e: Sector Plan Chapters 5, 6, and 7 establish regulations and recommend polices, programs, and projects that acknowledge the local natural environment, built environment and history. Chapter 5's activity center designation and zoning enable urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.

Although the Sector Plan avoids complete redesign of Central Avenue public right of way because the community could not come to consensus about reducing travel lanes to capture right of way that could

be used to improve safety and efficiency for walking, cycling and using transit, other recommended projects in Chapter 6 will improve the street and Chapter 5's regulations will improve the pedestrian environment.

9. II.D. 3 Energy Management – Policy b: Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project on public land at the eastern gateway to the City and the East Gateway plan area to reinforce Albuquerque's movement toward being a green City and to underscore the technological nature of the East Gateway area.

10. II.D.4 Transportation and Transit – Policies a, b, c, d, g, h, o, p and q: Plan Chapter 5 establishes zoning that enables the development of corridors that provide a balanced circulations system through efficient placement of employment, housing and services and Chapter 6 recommends project to support efficient and safe travel by walking, cycling and using public transit.

11. II.D.5 Housing – Policies a and d: Plan Chapter 5's zoning enables the development of affordable housing. Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing.

12. II.D.6 Economic Development – Policy a: Plan Chapter 5's wide range of permissive uses should enable the development of new employment opportunities to accommodate a wide range of occupational skills and salary levels.

13. II.D.7 Education – Policies c and e: Plan Chapter 8 recommends a new library be located near good public transit and recommends that the Singing Arrow community Center be enlarged to better serve the community with classes and programs for local children and adults.

N. The East Gateway Sector Development Plan furthers the intent of the Rank 2 Facility Plan for Arroyos:

The Facility Plan for Arroyos designates the Tijeras Arroyo a Major Open Space Arroyo. East Gateway Sector Development Plan recommendations for the Tijeras Arroyo are consistent with that designation in that they include continued City land acquisition to form a continuous corridor of

Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

O. The East Gateway Sector Development Plan furthers the intent of the Comprehensive Zoning Code:

City Comprehensive Zoning Code Section 14-16-2-23 SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a Sector Development Plan that specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

East Gateway Sector Development Plan Chapter 5 proposes a wide variety of land uses in four proposed SU-2 zones, building and site design regulations associated with the new zones, and General Design Regulations for both SU-2 zoned property and other properties located within a proposed General Design Regulations boundary. All zoning proposals are intended to spur positive development for the area and enable employment, shopping, services and multi-unit housing near Rapid Ride stops and other transit routes on Central Avenue and intersecting arterial streets.

P. The East Gateway Sector Development Plan proposes new zoning as indicated on the East Gateway Plan Zoning Maps on pages 5-3 through 5-6 of the Plan. The proposed zoning is justified per Resolution 270-1980 as follows:

1. The zone changes proposed by the East Gateway Sector Development Plan further the health, safety and welfare of the City by enabling the transformation of Central Avenue and other East Gateway arterial streets that contain many properties suffering from disinvestment and deterioration.

2. Proposed Sector Plan Land Uses and Zoning will provide area stability by introducing land uses and design regulations that enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation.

3. The proposed Sector Plan furthers applicable goals and policies of the Comprehensive Plan and promotes a better-served community. The

proposed zoning and recommended policies and projects in the Sector Plan further Comprehensive Plan policies concerning Open Space Networks, Developing and Established Urban Areas, Activity Centers, Air Quality, Archaeological Resources, Developed Landscape, Community Identity and Urban Design, Energy Management, Transportation and Transit, Housing, Economic Development, and Education detailed on pages 8 – 17 of the January 14, 2010 Staff Report.

4. The four proposed SU-2 zones are more advantageous to the community because they are tailored to enable employment, additional multi-unit housing, and neighborhood and community services. The site and building design regulations and General Design Regulations are intended to enable quality innovative design, compatibility between residential and non-residential uses, and access to a balanced circulation system with safe and convenient bicycle and pedestrian connections. Two proposed zone changes are also more advantageous to the community because they are a better fit for the properties: One is from C-3 to R-2 for a landlocked piece of land between Interstate 40 and a neighborhood park and another is from A-1 to SU-1 for Major Public Open Space for City owned parcels of City Major Public Open Space.

5. The Plan does not propose zone changes for residentially zoned properties in residential neighborhoods and does not propose zone changes for heavy commercial and industrial zoned properties. The Plan's General Design Regulations apply to some of these properties in varying degrees. Properties abutting major streets are required to comply with the most regulations.

6. None of the Plan's zone changes require major capital expenditures.

7. The cost of land is not discussed in the Plan.

8. Most of the proposed zone changes and general design regulations apply to East Gateway arterial streets. Proposed zoning allows a variety of uses that can maximize proximity to transit service.

9. No spot zones are proposed. Community and Neighborhood Activity Zones are proposed for key street intersection locations that involve more than one property each.

10. The proposed Corridor Zone could be interpreted as a strip zone since it applies to properties abutting major arterial streets, but its variety of permissive uses will enable diverse land uses – residential, commercial and employment.

Section 4. **CONDITIONS OF APPROVAL ADOPTED.** The City Council adopts the conditions of approval as recommended by the Environmental Planning Commission attached in Exhibit A.

Section 5. **EFFECTIVE DATE.** This resolution shall take effect five days after publication by title and general summary.

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

X:\SHARE\Legislation\Nineteen\R-73final.doc

PASSED AND ADOPTED THIS 4th DAY OF October, 2010
BY A VOTE OF: 8 FOR 0 AGAINST.

Excused: O'Malley

Ken Sanchez, President
City Council

APPROVED THIS _____ DAY OF _____, 2010

Bill No. R-10-73

Richard J. Berry, Mayor
City of Albuquerque

ATTEST:

Amy B. Bailey, City Clerk

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 2, 2010

To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-10-73 Enactment No. R-2010-129

I hereby certify that on October 28, 2010, the Office of the City Clerk received Bill No. R-10-73 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-129 was passed at the October 4, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-10-73.

Sincerely,

Amy B. Bailey
City Clerk

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1 Introduction

1.1 Plan Purpose

In 2006, the District 9 City Councilor introduced Council Resolution R-06-18 to initiate the East Gateway Sector Development Plan. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan.

This East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards.

Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. (See Map below.)

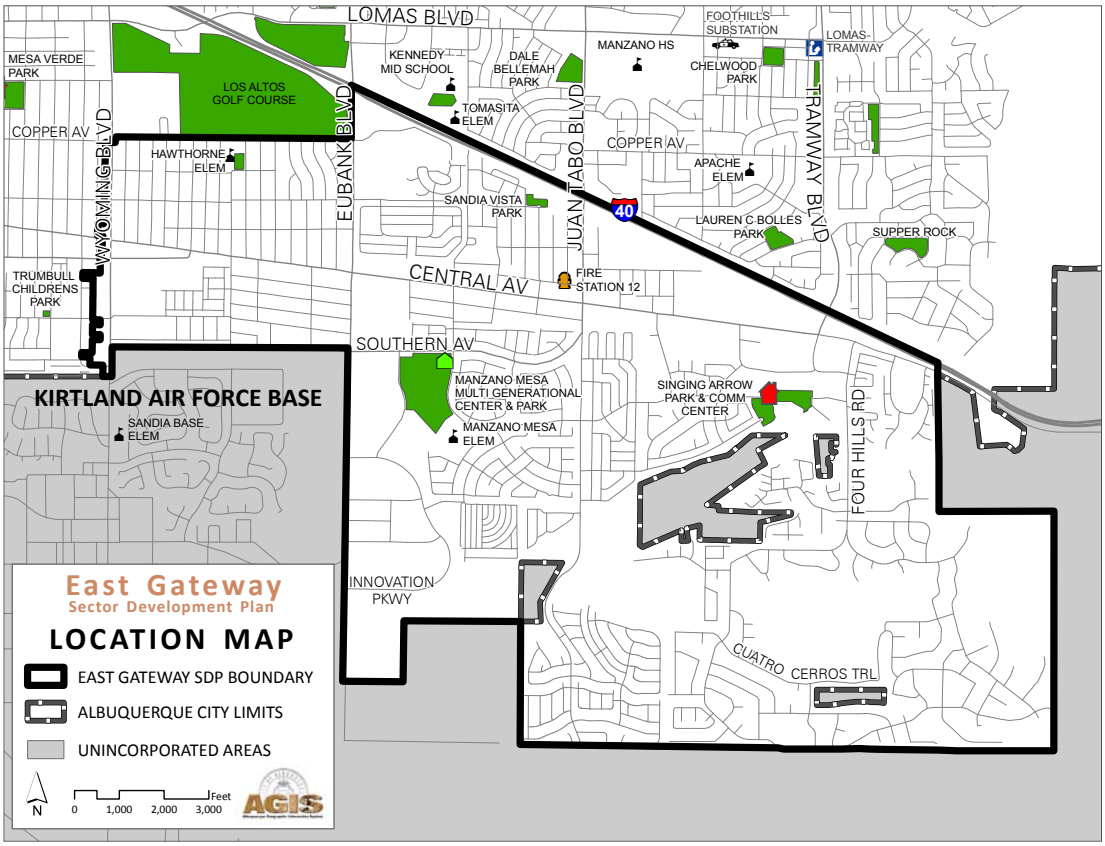


Figure 1.a: East Gateway Location Map

The East Gateway Sector Development Plan is a City of Albuquerque Rank 3 Plan. It describes community goals and develops a plan of action for achieving them that includes recommended public projects to be initiated over a ten-year period, coupled with land use and transportation regulations. A separate Metropolitan Redevelopment Plan also introduces projects to spark area improvement using East Gateway Sector Development Plan policies and regulations.

The East Gateway Sector Development Plan implements Rank 1 Albuquerque/ Bernalillo County Comprehensive Plan policies to organize planning around activity centers and transit corridors. The Sector Development Plan recognizes the already designated Community Activity Center at Central Avenue/Tramway Boulevard and designates two Neighborhood Activity Center at Central Avenue at Wyoming and Juan Tabo Boulevards. The Plan applies zoning districts to these activity centers and to properties abutting transit corridors to encourage mixtures of uses that enable people to live, work, shop, use local services and take public transit.

The Comprehensive Plan now designates Central Avenue from Louisiana Boulevard to Tramway Boulevard an Enhanced Transit Corridor. With the 2009 Rapid Ride bus service extension eastward to Central Avenue/Tramway Boulevard, the Plan proposes extending the Major Transit Corridor designation to also include the East Gateway portion of Central Avenue.

The East Gateway Sector Development Plan emphasizes land use and transportation coordination to support development of new, conveniently located jobs, services, shopping and transit-oriented housing.

Street, trail and lighting project recommendations are intended to improve area safety and convenience. Other recommended public projects include improvements, additions and new facilities to area parks, major public open space, community buildings, and alternative energy demonstration projects. Intensified code enforcement is recommended to ensure safe rental housing. Improvements are intended to serve all area residents, employees and visitors.

1.2 What the Plan Does Not Include

The Plan does not address all area issues identified by the community. Although Plan zoning supports a variety of housing and Plan recommendations include housing code enforcement and community services, the Plan does not address social service program development and coordination for the area's homeless population, the many low-income households and international immigrants. It does not emphasize the many projects that neighborhoods could initiate to improve their quality of life.

The Plan concentrates most of its strategies on public improvements and/or shaping private development along major corridors:

1) Central Avenue (Wyoming Boulevard – Four Hills Road) - the area's east/west spine
2) Southern Avenue (Eubank Boulevard - Juan Tabo Boulevard)

3) Wyoming Boulevard (Copper Avenue – Kirtland Air Force Base)
4) Eubank Boulevard (I-40 – Southern Avenue) - the entrance to Kirtland Air Force Base - the entrance to a burgeoning commercial area, the National Museum of Nuclear Science and History, Kirtland Air Force Base, Sandia National Laboratories, and the Sandia Science and Technology Park
5) Juan Tabo Boulevard (I-40 – Southern Avenue)

1.3 Planning Process

In August 2007 the City of Albuquerque and consultant planning team conducted a series of interviews, focus groups and meetings with about 160 people to determine major plan area weaknesses and strengths.

The information gathered from this series of events led to a City planning process conducted May 2008 through April 2009. The process consisted of a series of community meetings, interviews, surveys, workshops and special meetings with residents, property owners, business owners, developers, representatives of Kirtland Air Force Base and Sandia National Laboratories, government agency representatives, neighborhood associations, a refugee group, and others.

This Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects and programs, and necessary policies and regulations. It also responds to public comments concerning the first draft Plan released July 2009. Appendix A, in a separate volume, contains a list of plan participants and the following reports:

- Initiating the Albuquerque East Gateway Sector Development Plan – Initial Focus Groups and Public Input, 2007
- East Gateway Sector Development Plan Project Kick-Off Report, May 2008
- August 2008 Workshop Summary for the East Gateway Sector Development Plan
- Public Comments Concerning Transportation Proposals in August 2008 Workshop Proposals Report
- Singing Arrow Neighborhood Input from Questionnaires and February 2009 Meeting
- East Gateway African Refugee Residents Likes, Dislikes, and Recommendations Collected 4-2-09

2 Community Goals

2.1 Goals

Planning participants want to be proud of East Gateway. The following community goals are supported by most planning participants:

1. Create a safe, well-maintained, attractive community.
2. Enable the continued existence and new development of thriving businesses to provide jobs and local services.
3. Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.
4. Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.
5. Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway Community.
6. Support existing stable, thriving residential neighborhoods and transform others.
7. Ensure well-maintained, safe housing for low income households.
8. Enable multi-family housing development close to public services, transit, and shopping.

2.2 Comprehensive Plan Goals

ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Applicable goals, objectives and policies are in regular text followed by Staff analysis in ***bold italics*.**

Albuquerque / Bernalillo County Comprehensive Plan

B. Land Use

1. Open Space Network

The *Comprehensive Plan* goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors and open areas throughout the Comprehensive Plan area.

Although East Gateway contains existing and potential Major Public Open Space, some partially developed community parks, two neighborhood parks, and developed and potential trail corridors, the Sector Development Plan recommends improvement and expansion of existing facilities, and an additional neighborhood park. The Plan also requires outdoor public spaces for sites abutting Central Avenue.

Applicable policies include:

Policy a: Open space lands and waters shall be acquired or regulated as appropriate to serve one or more of the following specific purposes: conservation of natural resources and environmental features, provision of

opportunities for outdoor education and recreation, shaping of the urban form, conservation of archaeological resources, provision of trail corridors, protection of the public from natural hazards.

Policy f: A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated or appropriately managed to protect natural features, views, drainage and other functions or to link other areas with the Open Space network.

The East Gateway Sector Development Plan supports recommendations in the September 2008 Resource Management Plan for Tijeras Arroyo Biological Zone. East Gateway Sector Development Plan Chapter 7 recommends that the City acquire land to create a continuous Major Public Open Space corridor and habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo. The Plan recommends shifting the undeveloped Four Hills Ravine parkland to Major Public Open Space inventory.

In addition to recommending continued property acquisition to create a continuous major Public Open Space corridor in the Tijeras Arroyo, East Gateway Sector Development Plan Chapter 7 also recommends development and improvement of access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.

East Gateway Sector Development Plan Chapter 6 recommends trail connections to the Tijeras Arroyo from Four Hills Road and Juan Tabo Boulevard. Future trails along the arroyo will follow property acquisition to create a continuous corridor.

Policy g: Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

East Gateway Sector Development Plan Chapter 4 indicates that although the City of Albuquerque's park acreage standard of 2.6 acres per 1,000 people may be met with parks both north and south of I-40, many of these parks are not easily accessible to most East Gateway residents. Plan Chapter 7 recommends expanding Sandia Vista Park, developing the archeological site at Singing Arrow Park as part of the park, continuing Manzano Mesa Park development, acquiring and developing a well site to create a Four Hills Subdivision Park, and acquiring land to develop a park near Central Avenue for nearby low income neighborhoods with difficult access to parks and for existing and future employees on Central Avenue.

5. Developing and Established Urban Areas

The Comprehensive Plan designates most of East Gateway as Established Urban. Lands south of Southern Avenue along Eubank, the Tijeras Arroyo, and Juan Tabo Hills south of the Tijeras Arroyo are designated Developing Urban.

The Comprehensive Plan Goal for developing and established urban areas is to create a quality environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Applicable policies include:

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, and 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 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.

Sector Plan Chapter 5 establishes four new zoning categories that allow a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets. The Plan does not rezone properties with existing residential zoning in neighborhoods and seeks to protect existing neighborhood character by limiting uses and design for C-2 zoned properties currently within residential neighborhoods. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.

Policy i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit.

Sector Plan Chapter 5 establishes new mixed-use zoning categories that allow commercial, multi-family housing and civic uses in

Community and Neighborhood Activity Centers and multi-family residential, commercial, civic, and light manufacturing uses on properties abutting arterial streets. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.

The proposed zones for properties abutting Central Avenue will continue to allow most commercial development now allowed with existing C-2 zoning, but will also allow housing, employment and civic uses that are not permitted with existing C-2 zoning. Both the 66 and 777Rapidride bus routes serve this commercial corridor. Plan area Activity Centers will allow closely associated mixtures of uses that include pedestrian oriented C-2 uses. The form based building and site regulations and general design regulations emphasize efficient and safe pedestrian, transit user, and cyclist access.

Policy l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The Sector Plan's form based approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products.

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

The Sector Plan sets the framework for redevelopment projects. Public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan. Some public improvements concerning lighting and other public infrastructure are already noted in Sector Plan Chapters 8 and 10.

7. Activity Centers

The Comprehensive Plan Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services.

Policy d: Size, functional diversity, and supporting market area are the primary determinants for designation as an Activity Center. Smaller Activity Centers serving surrounding neighborhoods may be developed, but are not designated or mapped.

Policy g: Activity Center locations shown on a Comprehensive Plan map, and their predominant 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.

The Comprehensive Plan designates the area at Tramway Boulevard and Central Avenue a Community Activity Center. The Sector Development Plan recognizes this designation and also designates two Neighborhood Activity Centers: 1) Juan Tabo Boulevard/Central Avenue area and 2) the Central Avenue/Wyoming Boulevard/ Zuni Road area intersection.

Neighborhood Activity Centers are not shown on the Comprehensive Plan map. Instead, they are shown in this Sector Plan and supported by the Market Study located in Sector Plan Appendix B.

Policy i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

The Sector Plan's SU-2 EG-CAC (Community Activity Center Zone) and SU-2 EG-NAC (Neighborhood Activity Center Zone) both allow a variety of multi-unit housing. The SU-2 EG-C (Corridor Zone) and SU-2 EG-C-2 (Community Commercial Zone) also allow a variety of multi-unit housing to be close to the 66 and 777 Rapid Ride bus routes on Central Avenue.

Policy j: The City will structure capital expenditures and land use regulations in support of creating multi-use Activity Centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of Activity Centers.

The Sector Plan will lead to a Redevelopment Plan that will concentrate its efforts and financial support in key locations, particularly the new Neighborhood Activity Centers. The Sector Plan's land use regulations provide a framework for public and private redevelopment efforts.

C. Environmental Protection and Heritage Conservation

1. Air Quality

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Policy d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

Sector Plan Chapter 5 establishes pedestrian oriented site design, land use mixtures and public right of way design to capitalize on Central Avenue bus service by providing safety and efficiency for people on-foot or bicycle.

Chapter 6 bicycle network improvement projects, transit transfer

center and park and ride recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety. Chapter 6 street project recommendations will improve vehicular movement at major street intersections while providing safe crossings for people on-foot or bicycle.

6. Archaeological Resources

The Goal is to protect, reuse, or enhance significant historic districts.

Policy b: Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Policy c: Public understanding of and appreciation for the area's archaeological and paleontological past shall be promoted.

Sector Plan Chapter 3 recognizes both historic and archeological East Gateway sites. Chapter 7 recommends a project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park.

8. Developed Landscape

The Goal is to maintain and improve the natural and the developed landscapes' quality.

Policy b: Public facilities shall be designed to realize opportunities for City/County beautification.

Policy c: Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

Sector Plan Chapter 5 contains design regulations for public and private buildings and for the public right-of-way. Both emphasize safe and efficient pedestrian movement.

Policy d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

Properties within Sector Plan boundaries are required to follow Zoning Code General Regulations regarding landscaping. General Design Regulations in Chapter 5 of this Plan adds a requirement for water harvesting.

9. Community Identity and Urban Design

The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following: 1) The natural environment, 2) Built environment, 3) Local history, 4) Culture and traditions.

Sector Plan Chapters 5, 6 and 7 recommend policies, programs, projects and regulations that acknowledge the natural environment, built environment, and local history.

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.

Sector Plan Chapter 5 designates two neighborhood activity centers and acknowledges the existing community activity center at Central Avenue and Tramway Boulevard. The chapter establishes land uses and design regulations for these centers that are tailored for East Gateway. The regulations would result in urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City.

Policy d: Development projects within Community Activity Centers should contribute to the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.
3. Buildings designed and arranged to reflect local architectural; traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

Sector Plan Chapter 5 establishes activity center zoning that lists pedestrian oriented permissive uses that create synergy. Its form based building, site design and general design regulations ensure pedestrian linkage within centers and to surrounding neighborhoods, building styles appropriate to the area, and landscaping and public space design that allows flexibility, but clearly ties these areas to Central Avenue. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.

Policy e: Roadway corridors (collector and arterial streets, Enhanced Transit and Major Transit street corridors) within each community 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 and facilitate walking safety and convenience.

The Sector Plan avoids complete redesign of the Central Avenue public right-of-way because the community could not come to consensus about reducing travel lanes to capture right-of-way that could be used to improve safety and efficiency for walking, cycling and using transit. In the absence of complete redesign, Chapter 6 of the Plan recommends a spot median project, safe and efficient street crossing design at major street intersections, the addition of a traffic signal at Elizabeth Street and Central Avenue, and improved mid-block crossing designs at all bicycle network crossings.

Chapter 5 requires public right-of-way acquisition and development improvements to include wider sidewalks, landscaping and other improvements for pedestrians. Chapter 5's land use and design regulations place buildings closer to the public right-of-way and orient windows and entrances toward the street.

D. Community Resource Management

3. Energy Management

The Goal is to maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Policy b: Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste, and geothermal supplies shall be encouraged.

Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project that doubles as a gateway statement at the eastern edge of the Plan area.

4. Transportation and Transit

The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a: The (Comprehensive Plan) Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

Plan Chapter 5 establishes Activity Center locations, land uses, and building and site design regulations that are consistent with a Major Transit Corridor. The transportation recommendations for Central Avenue in Plan Chapter 6 stop short of complete redesign that would make it a safe and efficient street for pedestrians and cyclists, but do recommend improvements for major street intersections. Pedestrian

area improvements are found in public right of way regulations in Chapter 5 and are tied to new development.

Policy b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

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.

Plan Chapter 5 introduces four new zoning designations that allow a variety of multi-unit housing and some manufacturing in places that currently have C-2 zoning. All of the properties with these four new zoning designations are within walking distance to bus routes on Central Avenue or Wyoming, Eubank and Juan Tabo Boulevards. All properties with proposed zoning allowing multi-unit housing are outside single-family residential neighborhoods.

Policy d: The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 fee on minor arterials.

Site Design Regulation 5.6.1.A. Site Layout (Streets, Blocks, and Lots) for all East Gateway Properties abutting Central Avenue states: "New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks. New curb cuts for driveways are prohibited on Central Avenue."

Policy g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

Building set back distances and lot design associated with building types described in Section 5.5 of Chapter 5 promote a safe pedestrian environment. Many regulations under 5.6.1 promote site design that creates a safe and efficient environment for pedestrians.

Policy h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Due to a lack of community consensus, the Plan does not recommend a bicycle lane on Central Avenue, but it does recommend improvements and added links to the existing East Gateway portion of the bicycle network.

Policy o: Peak hour demands on the circulation system should be decreased.

Sector Plan Chapter 6 recommends improvements for traffic flow at locations where motorists now experience a wait during peak hour:

Policy p: Efficient, safe access and transfer capability shall be provided

between all modes of transportation.

Sector Plan Chapter 5 proposes land regulations to protect pedestrians on sites and to bring them more efficiently and safely to the public right-of-way. Sector Plan Chapter 6 recommends pedestrian improvements at major street intersections, improved mid-block bicycle facility street crossings, and an additional traffic signal at Elizabeth and Central.

Policy q: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods.

Sector Plan Chapter 6 and 10 outline transportation project recommendations that include improvements to the Bicycle network, a Park and Ride/Transit Transfer Center, and Street Projects.

5. Housing

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low-income residents; and assure against discrimination in the provision of 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 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.

Two goals on Plan page 2-3 address these policies: 2.2.7 Ensure well-maintained, safe housing for low-income households and 2.2.8 Enable multi-family housing development close to public services, transit and shopping.

Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing. Plan Chapter 5 introduces four SU-2 zones that allow multi-unit housing. All four zones are close to transit, shopping and services on Central Avenue.

6. Economic Development

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Plan Chapter 5's SU-2 zones allow a wider range of uses than current C-2 zoning. New non-residential uses include most uses now allowed in the C-2 zone as well as live/work space, retail businesses in which products are manufactured, compounded, process, assembled or treated as an accessory use, and some manufacturing, assembling, treating, repairing or rebuilding articles permissive in the M-1 zone.

7. Education

The Goal is to provide a wide variety of education and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy c: Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Policy e: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

Plan Chapter 8, page 8-3, recommends a new library be located at a visible location on a busy street with good public transit. The Plan refers to the 2007 Library Facilities Master Plan, where the library system identifies a new full-sized library for the East Central area as its second priority after the construction of a West Central library.

Plan Chapter 8, page 8-2 recommends that the Singing Arrow Community Center be enlarged to better serve the community with classes and programs for local children and adults, indoor and outdoor recreation, commodities distribution and transportation services for children.

Facility Plan for Arroyos

The East Gateway Sector Development Plan includes recommendations for the Tijeras Arroyo consistent with its classification as a Major Open Space Arroyo in the adopted Rank 2 Facility Plan for Arroyos. Sector Plan recommendations include continued City land acquisition to form a continuous corridor of Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

2.3 Plan of Action

2.3.1 Create a safe, well-maintained, attractive community.

The Plan's Land Use and Transportation strategies could transform Central Avenue and other major streets into vibrant, successful places that attract more people engaged in legitimate activities.

The Plan introduces four new mixed-use zoning districts, form-based land regulations, and multi-modal street redesign to enable a physical environment that fosters personal safety and peer pressure to maintain properties.

The Plan recommends a community-wide public street lighting project and requires businesses to light alleys and building frontages as well.

The Plan also recommends initiating regularly scheduled proactive housing, zoning and building code enforcement to ensure safe rental housing and well-maintained commercial properties.

2.3.2 Enable the continued existence and development of thriving businesses to provide jobs and local services.

The Plan's four new SU-2/EG zoning districts enable the development of a variety of businesses. The new Corridor Zone continues to allow most C-2 uses and adds very light manufacturing, flex spaces, and multi-family housing.

The new SU-2/EG-C-2 zone continues to allow most C-2 uses on C-2 zoned properties within residential neighborhoods. It also legitimizes housing on these properties.

Plan zoning for the existing Community Activity Center and new Neighborhood Activity Centers enables the development of closely located businesses that allow customers to easily access a variety of stores, offices and services in one trip.

2.3.3 Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.

The Plan proposes projects to improve the East Gateway portion of the City bicycle network: Bicycle Boulevard development for some neighborhood streets, bicycle safety improvements at key bicycle facility/ street crossings, a new bicycle lane segment for a portion of Eubank Boulevard, trail entrance improvements, and consistent I-40 trail maintenance.

The Plan recommends that the City select, acquire and develop a site for an integrated park and ride lot and bus transfer station.

The Plan recommends street projects to improve multi-modal transportation: vehicular traffic movement improvements at key street intersections, Central Avenue spot median project extension west to Wyoming Boulevard, a Wyoming Boulevard median landscaping project, redesign of Southern Avenue and the Southern Avenue/Juan Tabo Boulevard intersection, design and installation of safe Pedestrian/Bicycle street crossings, and traffic calming techniques for selected streets.

2.3.4 Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.

The Plan proposes that street pedestrian realm improvements accompany new private development to support transit service and pedestrian comfort and safety along Central Avenue.

The Plan's zoning designations, building forms and general regulations for

properties abutting Central Avenue promote a mixture of employment, stores, and housing that relate directly to the street.

2.3.5 Provide accessible parks, major public open space, and community programs that serve the entire East Gateway community.

The Plan recommends improvements to existing parks, park additions, and Major Public Open Space acquisition and improvement to serve all community members.

The Plan also recommends improving or building a new community center and finding a site for an area library.

2.3.6 Support existing stable, thriving residential neighborhoods and transform others.

The Plan does not change existing residential neighborhood zoning.

Plan projects and regulations are intended to increase the vitality of the major streets that should be serving nearby neighborhoods.

The plan recommends public facility improvements to serve neighborhoods

The Plan's lighting program emphasizes neighborhood security.

2.3.7 Ensure well-maintained, safe housing for low-income households.

The Plan recommends proactive housing, building and zoning code enforcement of existing rental housing.

2.3.8 Enable multi-family housing development close to public services, transit, and shopping.

The Plan's new zoning categories enable the development of multi-family housing along Central Avenue.

3 Area History

East Gateway has a rich history. Its agricultural past, evidence of early Spanish settlement and strong Route 66 ties can be celebrated now and into the future with public art installations, neon elements, and historical signs.

People from many different cultures lived here thousands of years ago and continue to do so now. The Tijeras Canyon contains evidence of 9,000 years of human presence. An 18th century Spanish settlement archaeological site lies in Singing Arrow Park. Remnants of a Tijeras Arroyo dam and flume that date back to early 20th century once provided irrigation to farmlands in an area now occupied by Kirtland Air Force Base.

Early Albuquerque settlers travelled through this gateway to other settlements, pastures, and forests in Tijeras Pass and the Sandia Mountains. In 1937 Route 66 was aligned in New Mexico to run east/west on Central Avenue, East Gateway's spine. "Dust bowl" migrants used this route to reach California. Between 1941 and 1945, Route 66 was an important highway for transporting supplies and personnel for World War II efforts.

In the 1944 Albuquerque City Directory, there were no listings east of Louisiana Boulevard, but by 1958 the directory listed a variety of businesses on Central Avenue between Wyoming Boulevard and the Tijeras Pass. Some businesses were the kind often located at the edge of towns (a wrecking yard, fruit market, tree nursery and drive-in theater). Others served tourists (a trading post, curio shops, motels, the Western Skies Hotel under construction, gas stations, cafes, restaurants, trailer courts and apartments.)

In 1969 Interstate 40 was completed along the north end of the City, replacing Route 66 as a cross-town and cross-country roadway. By 1985, Route 66 was decommissioned and in 1999 Congress passed legislation to create a Route 66 Corridor Preservation Program.

Sales lots for cars, recreational vehicles, boats, and mobile homes dominated Central Avenue after Interstate 40 completion displaced tourist-oriented businesses. Only inexpensive short-stay motels were built where Central Avenue, Tramway Boulevard and I-40 converge. During the 2008-9 national economic downturn several sales lots were vacated. These businesses had few permanent structures making land redevelopment an achievable option for East Gateway.

Residential development has been filling in vacant land surrounding Central Avenue and other major East Gateway streets since the 1950's, with the most recent residential development at the southern end of Juan Tabo Boulevard south of the Tijeras Arroyo. Residential infill development could occur along Central Avenue as it continues to transform into a mixed-use destination for surrounding neighborhoods.

Area military operations date back to the World War II era. Since then, Kirtland

Air Force Base, Sandia National Laboratories and more recently, Sandia Science and Technology Park, have emerged as an important employment base at the southern edge of East Gateway.

The following historic buildings are still found in East Gateway.

The Enchanted Mesa Trading Post

The Enchanted Mesa Trading Post (9612 Central Avenue SE) is a specialty store and residence built in the Spanish-Pueblo Revival Architectural style. Margarete Chase, wife of an Indian art dealer and John Hill designed and built it in 1948. The building is a significant reminder of Historic Route 66 strip development designed to serve tourists after World War II. Many Albuquerque roadside buildings from this period were built in this style to offer tourists a ready identification with the Southwest and regional Indian arts they sought.

Neon Sign for La Puerta Lodge

La Puerta Lodge (9710 Central SE) is a motel built in the Southwest Vernacular style. Constructed in 1949, it consists of three one-story buildings with flat roofs, white stucco walls, parapets and southwest vernacular details. It has a striking neon sign. La Puerta Lodge is one of the best examples of a largely unaltered tourist court remaining along Route 66 in New Mexico. The neon sign is also historically registered.

Luna Lodge

Luna Lodge (9119 Central NE) is a motel built in segments from 1949 – 1952 in the Southwest Vernacular style. At the time, it was one of the easternmost motels along the East Central commercial strip. The Luna Lodge contains a café across the court from its office.

4 Area Character and Conditions

4.1 Location and Natural Features

East Gateway is spread across the Manzano Mountain foothills and alluvial fans. Manzano Mountain and Sandia Mountain form East Gateway's visual backdrop to the east — dark silhouetted forms at sunrise and pink granite drapes at sunset. East Gateway's rise in elevation provides great views to the east and west.

The area rises from nearly 5,400 feet above sea level at the Wyoming Boulevard/ Central Avenue intersection to over 5,700 feet above sea level just east of the Four Hills Road/Central Avenue intersection.

Winds from the Tijeras Canyon rush down Central Avenue (Route 66) and through the neighborhoods as weather shifts.

The Tijeras (Scissors) Arroyo, the largest arroyo in Bernalillo County, cuts through East Gateway south of Central Avenue. East of Four Hills Road, the arroyo's streambed is constrained in a steep-sided channel dotted by cottonwood stands. Between Four Hills Road and Kirtland Air Force Base the Tijeras Floodplain is sometimes over 1,000 feet wide.

4.2 East Gateway Demographics

4.2.1 Existing Conditions

Data Sources: The data collected for this analysis comes from two major sources: Census 2000 and the Mid Region Council of Governments (MR-COG) demographic estimates and projections for 2004, 2015 and 2030.

Census 2000 data indicates that the East Gateway Plan area and Kirtland Air Force Base housing just outside Plan boundaries was home to 22,688 people of different age groups, ethnicities, and incomes. The number of housing units was over 10,200, comprised of 74% single-family and 26% multi-family dwellings.

Age
The overall median age for East Gateway was 35, the same as the City's overall median age. However, median age differed dramatically in different parts of East Gateway.

Northwest of Eubank Boulevard and Central Avenue, and south of Central Avenue in the Singing Arrow neighborhood, the median age was approximately 26 years. Northeast of Central Avenue and Eubank Boulevard and in the Four Hills neighborhoods, median age was from middle to late fifties.

Young Children - Nine Years Old and Younger: Higher than average percentages of young children resided north of the Tijeras Arroyo, particularly near Central Avenue east of Eubank Boulevard.

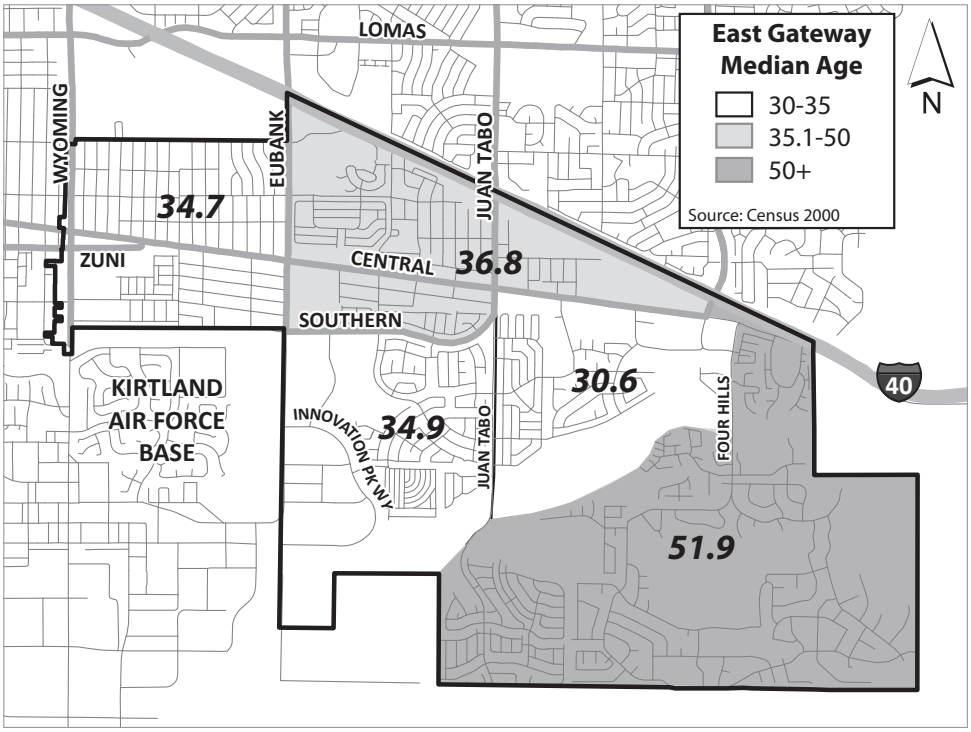


Figure 4.a: East Gateway Median Age

Household Size

Median household size for East Gateway was 2.3 people, ranging from a low of 1.7 people per household in a subarea northeast of Central Avenue and east of Eubank Boulevard to a high of 3.3 in the Kirtland Air Force Base housing area.

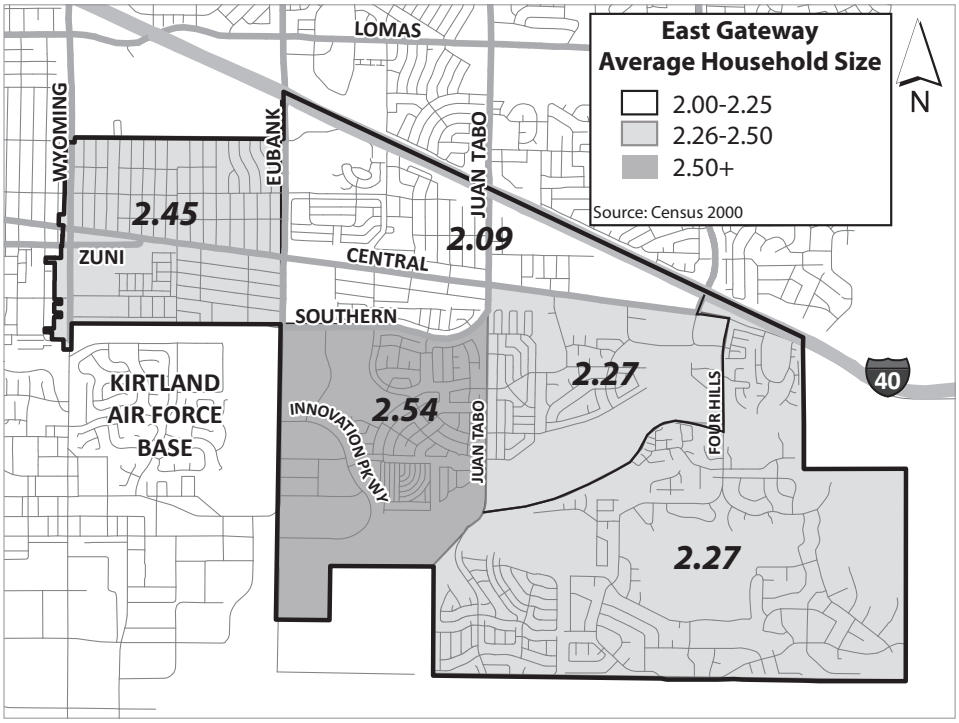


Figure 4.b: East Gateway Average Household Size

Income

While the median annual household income for East Gateway was just over $37,000, Census 2000 identified dramatic subarea variations. Areas close to Central Avenue had low median annual household incomes while the area south of the Tijeras Arroyo had higher incomes. Just northeast of Central Avenue and Wyoming Boulevard were households with the lowest incomes, with a median household income of $19,700. The portion of Singing Arrow neighborhood just south of Central Avenue also had low household incomes, with the median just above $21,000. South of Tijeras Arroyo neighborhoods had median household incomes ranging from $72,000 to over $75,000.

Employment

Using data from the 2000 Census, MR-COG reports that East Gateway had approximately 8,800 jobs in 2000:

East Gateway Existing Employment: 2000

Employment Sector	Approximate Number of Jobs	Percentage
Basic Employment (manufacturing and construction)	2150	24%
Retail Employment	4200	48%
Service Employment	2450	28%
TOTAL EMPLOYMENT	**8800**	

Sources: U.S. Census and MR-COG

Figure 4.c: East Gateway Existing Employment

4.2.2 Projections for Population and Employment

MR-COG prepares population, housing and employment projections for the Albuquerque region by subareas. This Plan uses projections for 2015 and 2030. The projections do not take into account the potential for major mixed-use redevelopment projects and multi-family housing that could potentially occur along major East Gateway streets.

Population

Between 2000 and 2015, population was projected to increase by approximately 6,400 people. New subdivisions built east of Eubank Boulevard and south of Southern Avenue account for half that growth. During Plan development, the Juan Tabo Hills Subdivision south of the Tijeras Arroyo also contributed to that growth.

Other areas are projected to experience population decline as residents age and their children move away. By 2015, most vacant East Gateway land zoned for residential uses will be developed. Between then and 2030, population is projected to remain generally stable.

Household Size
Household size is projected to decline slightly to 2.26 people per household in 2015 and to 2.15 by 2030. All subareas are projected to decline in household size, but the Kirtland Air Force Base housing area is projected to retain a population of over three people per household.

Housing
Between 2004 and 2015, East Gateway is projected to gain approximately 2,100 housing units, and an additional 850+ units between 2015 and 2030, for a total housing stock of 14,500 units. The proportion of single- family housing is projected to increase to nearly 75% of the total housing stock if current land use development patterns hold steady. Multi-family housing allowed along major arterial streets through this sector plan may affect future projections.

Employment
Job growth is projected to concentrate in the Sandia Science and Technology Park area through 2015, accounting for approximately 60% of the projected area increase of 3,700 jobs. After 2015, the number of jobs is projected to remain relatively flat. Service employment is expected to account for 82% of new jobs in East Gateway. Light manufacturing allowed along major arterial streets through this sector plan may affect future projections.

4.2.3 Observations

While economic differences are dramatic within East Gateway, the area shares the nationwide trend of an aging population that will require services including medical care, senior centers, transportation and personal assistance.

Subareas with the lowest incomes are also home to larger percentages of children whose families would benefit from child care services, after school programs, access to information resources, and expanded recreation services at community centers and parks.

4.3 Real Estate Market Summary

An East Gateway market study examined economic, demographic, and real estate trends to determine immediate, mid and long-term development opportunities for residential, retail, office, and industrial uses. (See Appendix B in a separate volume.)

One of East Gateway's assets is its proximity to two of the largest employers in New Mexico: Kirtland Air Force Base and Sandia National Laboratories. Their many employees provide a market for a variety of retail, restaurants, and services that are much needed in the immediate area. Additional residential development near these major employers, under the right conditions, may also present an opportunity for area growth.

East Gateway's location also positions it to provide stores that serve communities

east of the mountains and north of I-40. Interviews, community meetings and surveys reveal that residents living both inside and outside East Gateway perceive that it has public safety issues. (See Appendix A.iii.) Until the area's image changes, it may be unable to capture more retail spending from residents who live outside the area. If the area changes, additional retail and commercial services may be supported.

East Gateway's economically and culturally diverse residents and employees present a challenge to East Gateway businesses' ability to balance affordability and requests for more upscale shopping.

Initial signs of increased East Gateway investment were evident during the planning process with new retail shopping and restaurants at the Eubank Boulevard/Central Avenue intersection, major residential development south of the Tijeras Arroyo on Juan Tabo Boulevard, and other residential development near the Manzano Mesa Multi-Generational Center and near I-40 and Eubank Boulevard. Early 21st Century City-funded investments include the Manzano Mesa Multi-Generational Center and adjacent park. While the transformation of East Gateway may be a long-term effort, many of the area's characteristics are encouraging for impending improvement.

The key findings from the completed market analysis are as follows:

- **Residential:** While perceptions of the area may inhibit Central Avenue's ability to capture residential uses in the short term, rental apartments near the area's major employers and small lot detached homes within walking distance of retail and services represent development opportunities for the area.

- **Retail:** Local employees and East Mountain households are overlooked sources of retail expenditures that could supply demand for at least one additional neighborhood or /community mixed-use activity center.

- **Office:** Low vacancies support new construction for local-serving offices. While higher regional vacancies may inhibit capture of regional office development in the near-term, long-term prospects are positive as more desirable office submarkets are built out and supportive land uses are built in East Gateway.

- **Industrial:** Proximity to Sandia National Laboratories is highly desirable, as evidenced by premium industrial lease rates in the area. To a large extent, most companies that need to be near the labs have already located there over the past 10 years, which may moderate industrial growth.

Near and Long-Term Market Opportunities

	Near-Term Opportunity (2009-2015)	Long-Term Opportunity (2016-2022)
Office	Limited	Moderate
Retail	Strong	Strong
Light Industrial	Strong	Moderate
Residential	Very Limited	Limited

Source: RCLCO, July 2008

Figure 4.d: East Gateway Market Opportunities: Near and Long-Term

The study determined that retail and industrial uses are the strongest near term opportunities. While not within the scope of this market study, hospitality/lodging and meeting/conference space were identified as additional land uses that should be considered to support Sandia Science and Technology Park, Sandia National Laboratories and Kirtland Air Force Base activities.

The market study recommends six actions to attract and develop new uses in East Gateway:

1. Redevelopment in specific concentrated nodes rather than spread throughout the area
2. Development incentives such as reduced impact fees to jump-start development
3. Major Street redesign and landscaping to attract developers
4. Reasonable design requirements for developers to improve area appearance
5. An expedited development process to boost interest in the area
6. Assembled parcels for new development

4.4 Land Use

East Gateway Sector Development Plan boundaries encompass almost 4,267 acres or 6.7 square miles: 82% are properties containing a wide variety of land uses and the remaining 18% are streets.

In 2009, almost 50% of East Gateway's land use area was residential. The next large land use categories were vacant land at over 19% and parks and open space at 14%. Commercial retail and service were more than 11% of net land area while industrial, utilities and civic/institutional land uses comprised the remaining 7%.

Acreage by Land Use Type		
East Gateway Total Land Area	**4267 Acres**	
East Gateway Net Land Area (excludes streets)	**3485 Acres**	
Existing Land Use	**Acres**	**Percentage of East Gateway Net Land Area (excludes streets)**
Residential	**1661**	**47.7%**
68% Single Family	1136	32.6%
18% Mobile Home	295	8.4%
9% Multi-Family	146	4.2%
5% Townhouse	84	2.4%
Vacant and Agricultural	**682**	**19.7%**
Parks, Major Public Open Space and Golf Courses	**491**	**14.1%**
Commercial – Retail and Services	**400**	**11.6%**
Industrial, Wholesale and Warehousing	**142**	**4.1%**
Transportation, Utilities, Parking Lots, Drainage and Flood Control	**61**	**1.8%**
Institutional: Schools, Places of Worship and Government Facilities	**49**	**1.4%**

Source: Albuquerque Geographic Information System, July 2009

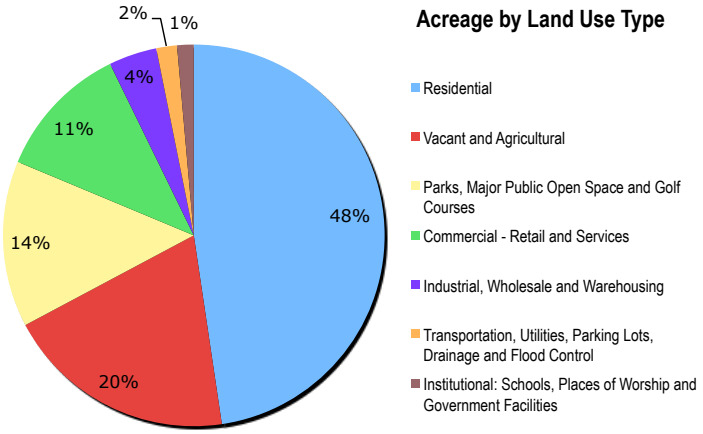


Figure 4.e: Acreage by Land Use Type

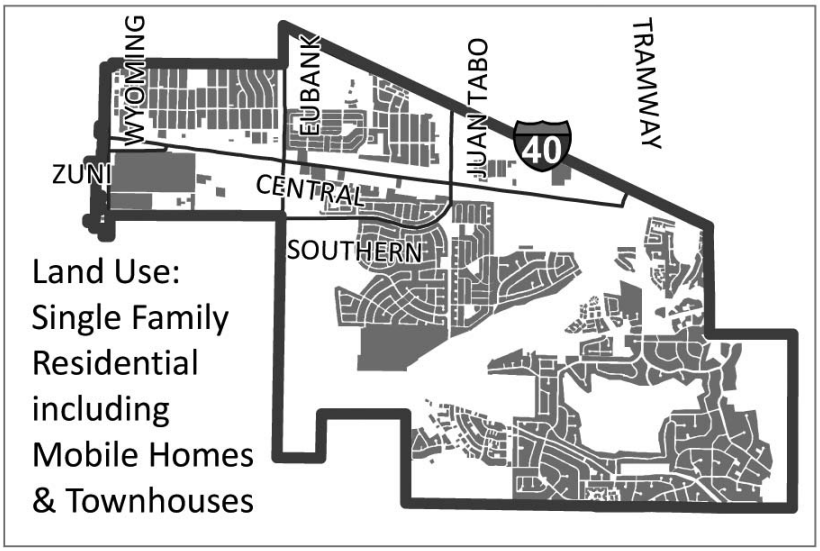
4.4.1 Residential

The area's first residential developments were built in the 1950s near Central Avenue between Wyoming and Eubank Boulevards. These neighborhoods have gridded street patterns. 21st Century housing includes developments around Manzano Mesa Multi-Generational Center, Juan Tabo Hills south of the Tijeras

Arroyo at the end of Juan Tabo Boulevard and infill development in Four Hills neighborhoods and adjacent to Eubank Boulevard and Interstate Highway 40. Neighborhoods are often separated from shopping and public transportation located on major streets by heavy commercial or industrial uses. Some neighborhoods are well maintained, while others could use improvement.

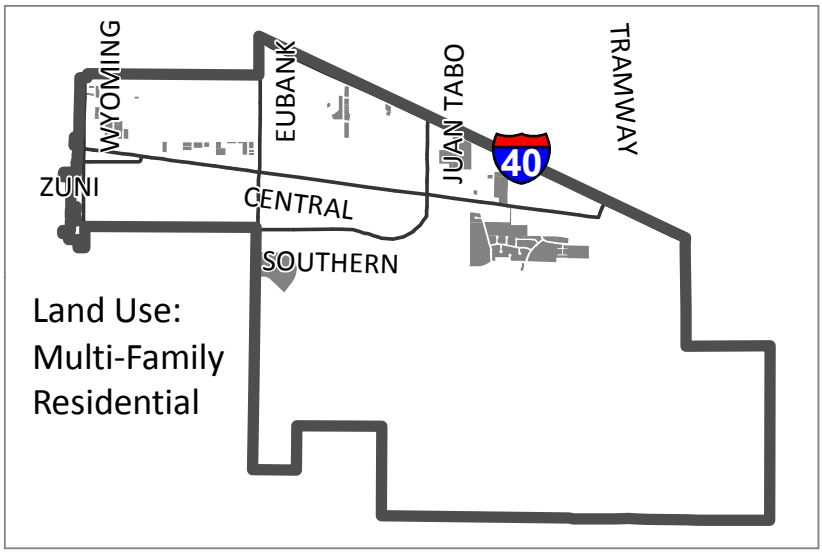
In 2009, single-family homes covered 68% of residentially used land. Another 18% consisted of mobile homes, 9% consisted of multi-family development and 5% consisted of townhouse development.

Area mobile home parks were established for many years. Multi-family housing consisted of apartment buildings, duplexes, and converted hotels and motels.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.f: Single Family Residential



Source: Albuquerque Geographic Information System, July 2009

Figure 4.g: Multi-Family Residential

New Housing North of Manzano Mesa Center

Four Hills Mobile Home Park

Multi-Family Housing in Manzano Mesa Area

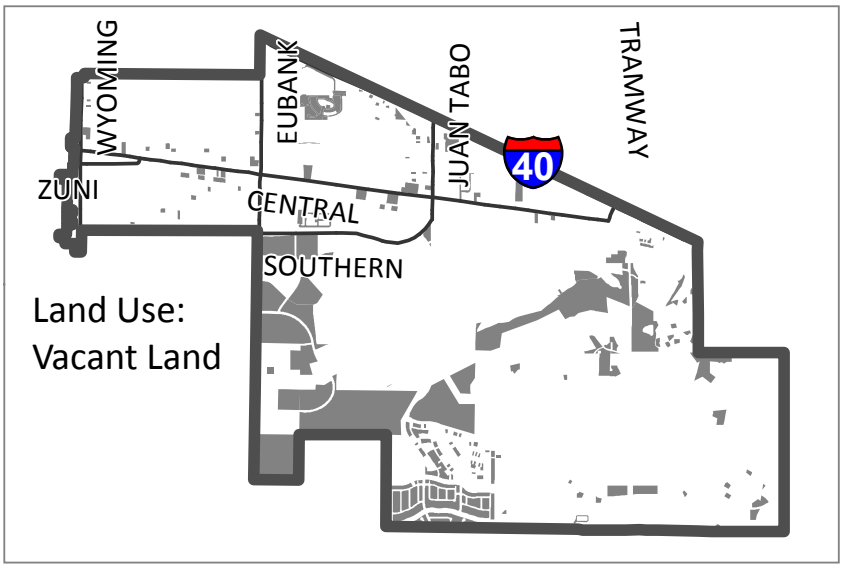
New Live-Work Units off Juan Tabo and Chico — Part of Lenkurt Redevelopment

Figure 4.h: Examples of Residential Development in East Gateway

4.4.2 Vacant Land and Abandoned Structures

In 2009, Albuquerque Public Schools and the State of New Mexico owned some of the largest vacant parcels. The vacant land category includes undeveloped land as well as abandoned structures.

The largest parcels are located within the Tijeras Arroyo and in or near Sandia Science and Technology Park. Abandoned structures at the Juan Tabo Boulevard/ Central Avenue intersection and the Eubank Boulevard/Central Avenue intersection offered redevelopment opportunities. Central Avenue properties vacated by businesses with few or no buildings provided opportunities for development that could enliven the street.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.i: Vacant and Agricultural Lands

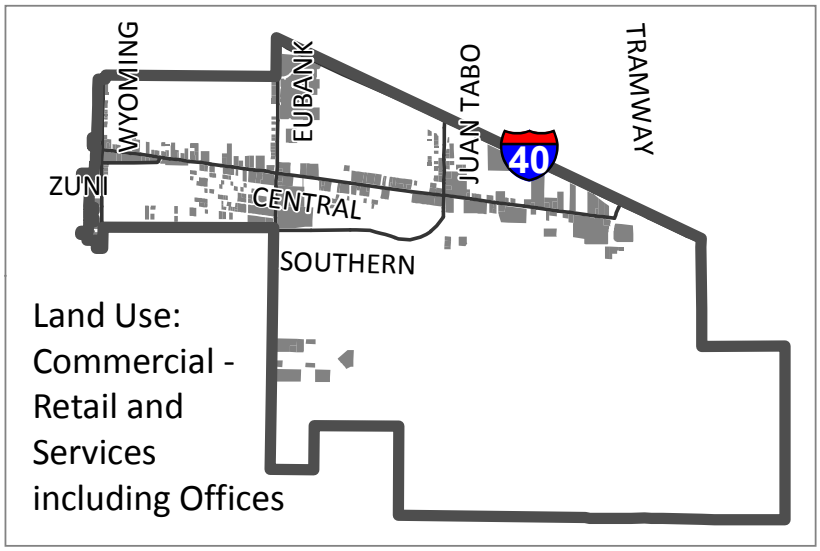
4.4.3 Commercial — Retail, Service and Office

During the planning process, two centers of relatively successful retail activity were located 1) along Eubank Boulevard south of Central Avenue and 2) in a City Comprehensive Plan designated Community Activity Center on the south side of Central Avenue at Tramway Boulevard. The first consisted of big box retail stores and the second was a community-sized retail shopping center that also contained a movie theater.

Other retail and commercial services along Central Avenue and the major north/south streets serving East Gateway were a mixture of automobile, boat, and mobile home sales, fast food restaurants, shopping center strips, convenience shopping, motels, and other uses.

In the future, the shopping center at Tramway Boulevard could be further developed to offer a more compact, pedestrian-oriented one-stop shopping and entertainment experience. Other shopping and services could be clustered at major transit stop intersections associated with Rapid Ride service at Wyoming, Eubank, Juan Tabo, and Tramway boulevards. At the time of the study, area residents and employees needed to drive to individual destinations in East Gateway or leave East Gateway for basic shopping. Retail property vacancy rate and property disrepair posed a serious threat to investment.

East Gateway offices are often associated with Sandia National Laboratories or manufacturing businesses. Sandia National Laboratories and offshoot business created a significant employment base for East Gateway. A few other corporate offices such as Z-Coil Comfort Footwear were also located on Eubank Boulevard.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.j: Commercial - Retail and Services, Including Offices

12000 block of Central SE

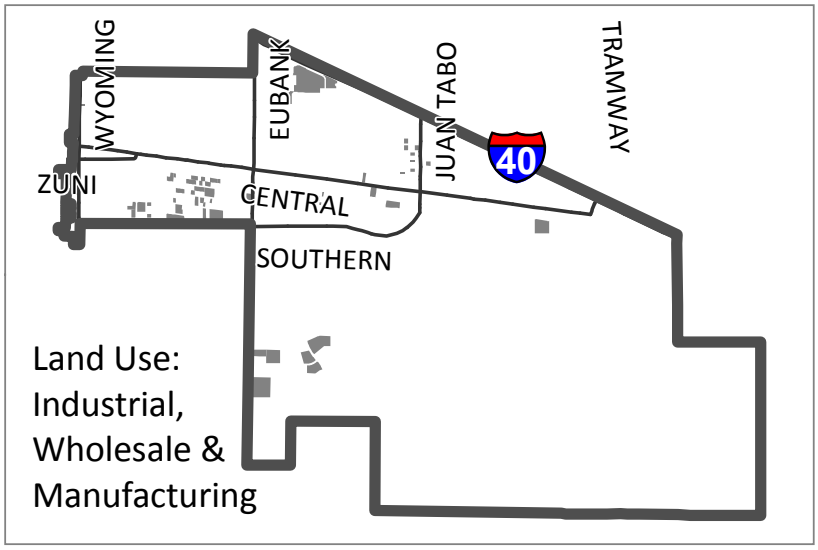
Costco

Small Shopping Center on Juan Tabo SE

Figure 4.k: Examples of Commercial Development in East Gateway

4.4.4 Industrial

In 2009, industrial uses were primarily laboratory- and research-based. Older light industrial buildings south of Central Avenue between Elizabeth Street and Wyoming Boulevard contained a variety of small manufacturing and warehousing businesses. Some supported the research effort in the area. Included in the industrial category are storage facilities and equipment rentals.



Source: Albuquerque Geographic Information System, July 2009

Figure 4.l: Industrial, Wholesale and Manufacturing

Individual Office-Warehouse Buildings, Zoned C-3

Large Office-Warehouse Building, Zoned C-3

Figure 4.m: Examples of Industrial Development in East Gateway

4.4.5 Parks and Major Public Open Space

Source: Albuquerque Geographic Information System, July 2009

Figure 4.n: Parks, Major Public Open Space and Golf Courses

Sandia Vista Park

Singing Arrow Park

Figure 4.o: Examples of Parks in East Gateway

Parks

The following chart describes East Gateway's four developed and partially developed parks.

East Gateway Parks with Recreation Facilities

Name	Location	Total Acreage	Developed Acreage	Amenities	Notes
Hawthorne Elementary School Park	Copper and General Somervell NE	2.3 acres	2.3 acres	back stops, recreation field, shade structure	Leased from APS through 2019
Sandia Vista Park	Chico and Shirley NE	1.93 acres	1.93 acres	basketball court, play area, picnic tables	Adjacent vacant NMDOT land may be an opportunity
Manzano Mesa Park	Southern and Elizabeth SE	47.91 acres	27.89 acres	recreation fields, play area	Plans for additional playfields
Singing Arrow Park	Parking at Wenonah and Four Hills Road SE and at Singing Arrow Community Center	16 acres	8.4 acres	play area, shade structure, seating, recreation fields, basketball court, pathways	Fenced, undeveloped archeological site within park boundaries
Total Acreage		**68.14 acres**	**40.52 acres**		

Source: CABQ Parks & Recreation Facility Plan, Inventory, 2007 final draft

Figure 4.p: Parks with Recreation Facilities

In addition, in 2009, the Four Hills Ravine was part of the City parks inventory. Located to the east of Four Hills Road, this undeveloped 2.1-acre parcel follows an arroyo that flows into the Tijeras Arroyo. This parcel appears to have limited capacity to serve as a neighborhood park but may be an appropriate addition to Major Public Open Space.

La Luz de Amistad Park was a City-landscaped parcel located on the northeast Central Avenue/Tramway Boulevard corner. Created after a major reconstruction of I-40, this land contained a sculpture and deteriorated landscaping. It has never been easily or safely accessible by pedestrians or motorists. Site renovation was scheduled to begin in 2009 using State Legislature funding.

Park Needs Assessment

The very large Parks Impact Fee area within which the East Gateway Plan is located meets a park standard of 2.6 acres per 1,000 persons; however, many of the neighborhood parks are north of Interstate 40. A neighborhood park distribution goal of one park within one-half mile of every residence was in the City Park Dedication Ordinance that was replaced by the Impact Fee Ordinance. East Gateway parks certainly do not meet the old access standard for residents. This old standard would serve the many East Gateway low-income, elderly and child residents who depend on walking, cycling or transit use to reach destinations. Future consideration should be given to providing additional East Gateway parks that serve these populations.

Major Public Open Space

In 2009, the City of Albuquerque had significant Major Public Open Space in and close to East Gateway and was actively pursuing acquisition of additional parcels to assemble a continuous Major Public Open Space corridor in the Tijeras Arroyo as owners were willing to sell them.

Open Space sites include:

Tijeras Arroyo: The City designated a portion of this major land form a biological preservation zone. The intent is to preserve remaining native vegetation and wildlife habitat, restore native vegetation and wildlife habitat, and provide increased recreational opportunities to area residents. The City has developed the Resource Management Plan for the Tijeras Arroyo Biological Zone (TABZ), an area that extends for approximately 3.7 miles from the Carnuel Interstate-40 interchange west to the boundary of Kirtland Air Force Base.

Figure 4.q: Tijeras Arroyo West of Juan Tabo Bridge

The City has gradually been acquiring privately owned parcels within the arroyo. No formal trail system exists within the arroyo, but as the Major Public Open Space is acquired, an official trail network will be created.

La Cañada Park: In 2009, this area was considered part of the Parks inventory, although the property had limited potential for development as a standard park. La Cañada is an area that abuts Four Hills Road and extends westward adjacent to the Tijeras Arroyo. In 2009, a streetscape and bicycle trail extended along Four Hills Road for 500 feet, with the remainder of the sloping parcel undeveloped. The City Open Space Division did not have the ability to acquire the area, but believed that La Cañada had potential to become Major Public Open Space in the future.

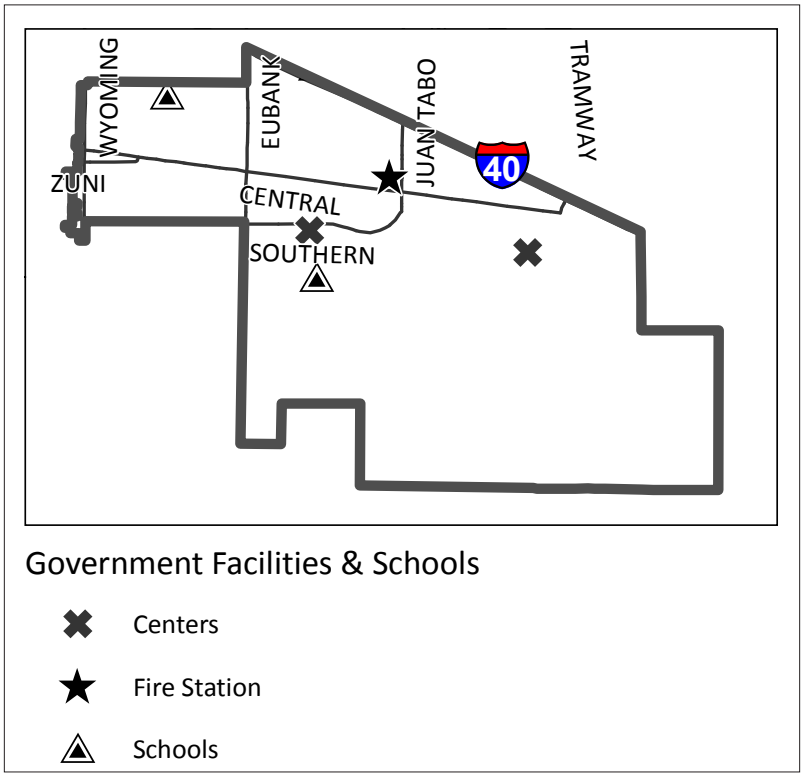
Proposed 45- to 60-acre land acquisition just east of City Limits: In 2009, the City and the Trust for Public Lands were developing strategies to acquire this property to create a gateway to and extension of Major Public Open Space. The estimated cost of the remaining 45 acres was $1.5 million. The City has appropriated $400,000 and the remaining funds would come from a variety of sources, including Bernalillo County.*

Archeological Site in Singing Arrow Park: The 7.6-acre Rancho de Carnuel Spanish Colonial archeological site, circa 1760, lies along the southern edge of Singing Arrow Park above the Tijeras Arroyo. The site was a village built to protect the town of Albuquerque against tribal raiding from the plains east of the Sandias. The site was placed on the National Register of Historic Places in 1977.

* Following the October 2010 adoption of this Plan, the City acquired this property.

The City purchased the property in 1976 and established Singing Arrow Park in 1983. For a number of years, two protective buildings covered the remains of two adobe structures and exhibit labels were installed. Both were removed after being vandalized. In 2000, the City assessed the feasibility of developing the site for public uses. The water from proposed grass soccer fields was considered destructive to the site. Picnic areas, trails, and low water-use plantings were considered possible if they avoided archeological structures. Portions of stone foundations and interpretive signs were also considered appropriate if carefully placed. In 2009, no park development had occurred, nor was any scheduled. The site was fenced with chain-link, but was frequently breached and the site was subject to vandalism.

4.4.6 Civic/Institutional Buildings and Services



Source: Albuquerque Geographic Information System, July 2009

Figure 4.r: Government Facilities and Schools

Schools, churches, community centers, a museum and a police station and fire station serve East Gateway. This section focuses only on major facilities and services provided by the City.

Community Centers: Services and Programs for Youth, Adults, and Seniors
The City Family and Community Services Department operates Singing Arrow Community Center. The City Department of Senior Affairs operates Manzano Mesa Multi-Generational Center.

In 2009***, Singing Arrow Community Center*** was a small facility located at the west end of Singing Arrow Park. Its major focus was on youth programs. It was constructed in the early 1990s, mainly of modular buildings with a small permanent core. Programs housed at the center included a year-round child development program, before- and after-school programs and summer youth programs. Community groups used the center as a meeting space, although its ability to accommodate these groups was limited.

The Singing Arrow area is home to significant numbers of new immigrants to the U.S., as well as low-income and elderly households. Many of these residents require community services that are not readily available in the immediate area. Singing Arrow Community Center did not have the space for needed services at its 2009 size.

It is difficult to find the center, particularly at night.

Singing Arrow Community Center

Manzano Mesa Multi-Generational Center

Figure 4.s: Community Centers in East Gateway

Manzano Mesa Multi-Generational Center is located on the southwest corner of Southern Boulevard and Elizabeth Street SE. Completed in 2006, the Center is a large facility that provided programs and recreation for people of all ages, although there was a particular emphasis on services for seniors.

Manzano Mesa's gym doubled as a room for large meetings, and a variety of large and small rooms were used for meetings, classes, card playing, socializing, and exercise. Breakfast and lunch were served to seniors on a donation basis. The center's outdoor "sprayground" attracted young children. The Center anchored a series of playing fields that comprised most of Manzano Mesa Park. Manzano Mesa attracted users from well beyond East Gateway.

Even with its large size and wide variety of programs, in 2009 the demand for children's programs outstripped Manzano Mesa's capacity to provide them. Some children were referred to the undersized Singing Arrow Community Center.

Figure 4.t: Sprayground at Manzano Mesa

Public Libraries

The Albuquerque/Bernalillo County Library System operates public libraries in Albuquerque and Bernalillo County. In 2009, 17 libraries of varying sizes served community residents.

There were no public libraries within the East Gateway area. The closest libraries were:

- San Pedro Library, a small facility located at the corner of San Pedro Drive and Kathryn Avenue SE.
- Lomas/Tramway Library, located north of I-40 at the southwest corner of Lomas and Tramway Boulevards.

In 2008, the library system completed a needs assessment for Southeast and Near Northeast Albuquerque. This study identified a large gap in library services for neighborhoods near Central Avenue between Louisiana Boulevard and Juan Tabo Boulevard. The study recommended a full-sized library for this area, to be built on a visible site located on a busy street. The study also recommended consideration of an e-library kiosk in a busy location as a means to provide basic library services until a full-sized library can be built.

Library staff identified service needs particular to the East Gateway population that include programs on early literacy and expanded or flexible hours to meet the needs of the many area residents who do not work during typical business hours. Recent immigrants say they rely on Library Internet service for job searches and other basic information. Distance and inadequate bus service to libraries outside East Gateway present a hardship for this population.

Public Housing

The City of Albuquerque manages three public housing sites in or adjacent to East Gateway. These projects provide housing to lower-income, elderly and disabled residents, with the focus in East Gateway on family housing. Tenants of public housing units pay 30% of their income toward rent. Additional costs are subsidized with federal funding.

The Section 8 housing program, which subsidizes rents for private housing, also provides low-income housing. It operates throughout Albuquerque, but in declining quantities. The cost formula for tenants is similar to the public housing

formula. No data is available on the numbers of Section 8 houses that are located within East Gateway.

Public Housing on General Bradley NE

Public Housing north of Copper NE

Figure 4.u: Public Housing in East Gateway

Police Services

The Albuquerque Police Department (APD) Foothills Command located on Lomas Boulevard near Chelwood Park Drive NE, serves the East Gateway area. The Command offers full police services as well as a crime-free multi-housing program and school programs.

The Foothills Command identifies the following as some of the issues that affect East Gateway policing. It should be noted that these issues can be found citywide and are not unique to only the East Gateway area.

Homelessness

In 2009, East Gateway had significant numbers of homeless and transient people. Areas of particular concentration identified by police and neighborhoods included: Central Avenue, Juan Tabo Boulevard adjacent to I-40, the Eubank Boulevard/Central Avenue intersection, as well as various open space locations, including the Tijeras Arroyo and La Luz de Amistad Park.

Police officers who encounter transient people are instructed to assess whether intervention is needed. Actions include taking people for treatment, coordinating with temporary housing services or incarceration for illegal activities. When temporary housing is needed, the police coordinate with nonprofit organizations. APD also has a program called Crisis Outreach Support Team (COAST) that provides outreach and support for those in crisis, including the chronically homeless and those with mental illness.

Illegal Activities

In 2009, the Foothills Command handled a wide variety of problems stemming from illegal activities, which included:

Problems in the Major Public Open Space and Singing Arrow Park

The Tijeras Arroyo is an amenity for the East Gateway area and beyond, providing opportunities for low-impact recreation and visual relief. However, it was the site

of activities such as dumping and other illegal activities. As the City continues to acquire land parcels within the Arroyo and to develop trails and access points, more people will use the area, which will deter illegal activities.

During the planning process, local residents reported people pulling down fencing to access the Rancho de Carnuel archeological site to walk dogs.

In response to reports of illegal activities in the Foothills Major Public Open Space, the Stagecoach Road access gate in the Four Hills area was closed.

Vandalism and Break-ins / Problem Properties
Some of the reported problems are:

- Drinking and breaking glass bottles and stringing wire across the I-40 bicycle trail
- Break-ins and illegal occupation of the buildings at Juan Tabo Boulevard and Central Avenue.
- Poor street lighting, absentee landlords, poor property upkeep, no resident screening for crime prevention, and high volumes of calls for police service at many Singing Arrow neighborhood, Figueroa Street and Skyline Road apartment buildings

Prostitution
Through sweeps and working with the local motels, prostitution quieted down on Central Avenue between Tramway and Juan Tabo Boulevards.

Domestic Violence
Police responding to the many calls stemming from domestic violence immediately refer victims to Victim Advocates.

I-40 Closures
Albuquerque police are called for traffic control when I-40 is closed through the canyon. During the planning process, neighbors cited a major Albuquerque snowstorm that caused trucks to park in East Gateway for four days while the Interstate Highway was closed through Tijeras Canyon. In 2009, the City and NMDOT were working together to install electronic billboards at key locations along I-40 and I-25. These billboards will provide advance warning of crashes and weather events so that truckers and other motorists can exit the interstate highways well before reaching areas that are closed.

Fire and Emergency Services
In 2009, East Gateway had one fire station, located at 201 Muriel NE, east of Juan Tabo Boulevard. It was an engine and rescue company. Its approximate service area was from Moon Street to the eastern City limits and Lomas Boulevard to Kirtland Air Force Base. The Fire Department was able to respond to all calls with assistance from surrounding stations and other citywide services. All fire-fighting staff are trained in handling wildland fires that could occur at the eastern perimeter of East Gateway.

In 2009, the two other nearby stations that served East Gateway were located at 123 Dallas Street NE and on Indian School Road east of Tramway Boulevard.

In 2009, the City of Albuquerque also had a mutual services agreement for fire and emergency services with Kirtland Air Force Base. In the past, Kirtland provided services to Albuquerque and Albuquerque to Kirtland.

Service Calls: Approximately 80% of the calls handled by the Muriel station were for health-related emergencies, including accidents and age-related issues such as heart attacks and strokes.

Service Levels: The Albuquerque Fire Department is equipped to handle any service call it receives. However, as population increases, the Fire Department sees the benefit of an additional station. As part of the Juan Tabo Hills subdivision development agreement, a parcel of land was deeded to the City for use as a future site for fire and emergency services. In 2009, no capital funding was available for capital costs or operations.

Community Outreach: The Fire Department offers community outreach presentations on fire prevention and education when requested by a neighborhood association, school or community organization. They also provide safety seminars.

Other Major Public Facilities

Public Schools Serving East Gateway

In 2009, two Albuquerque Public schools were located in East Gateway, Manzano Mesa and Hawthorne elementary schools. Most students residing in East Gateway were assigned to schools outside of the area: four elementary, three middle and two high schools. In addition, students may attend other public and charter schools anywhere in the district, provided the schools have space available. Altogether, students residing in East Gateway attended 121 public schools or special programs in the 2008-09 school year, located throughout Albuquerque. Information about attendance at charter schools is not available.

School Lunch Programs: Receiving free or reduced-price school lunches is one indicator of children living in poverty or in low income households. To qualify for free lunches, income for a family of four must be less than $27,560 per year, and for a reduced price lunch, $39,220. During the winter of 2009, of the children who resided in East Gateway, 40% qualified for free lunches, 5% for reduced-price lunches and another 26% attended schools where all students received free lunches due to high overall poverty rates at those schools.

During the winter of 2009, the State of New Mexico opened a new campus for the Early Childhood program of the New Mexico School for the Blind and Visually Impaired. It is located just east of Eubank Boulevard SE within the Sandia Science and Technology Park.

National Museum of Nuclear Science and History

The National Museum of Nuclear Science and History opened in 2009 on the southwest corner of Eubank Boulevard and Southern Avenue. It is the nation's only congressionally chartered museum in its field and a place to learn the story of the Atomic Age, from early nuclear research and development through today's peaceful uses of nuclear technology.

4.5 Existing Zoning

The following map shows generalized zoning for East Gateway. Existing land uses are not always the permissive uses associated with existing zoning.

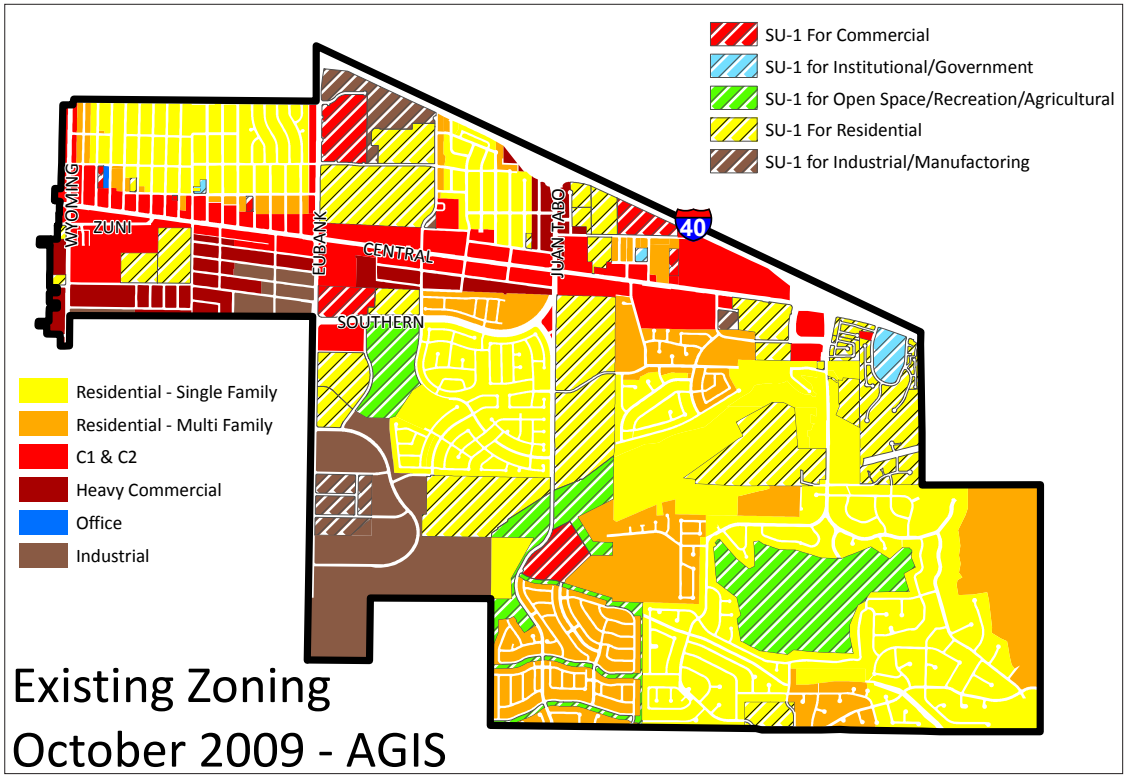


Figure 4.v: Existing Zoning

ACREAGE BY ZONING TYPE		
EXISTING ZONING	**ACRES 3585.4**	**% OF TOTAL**
RESIDENTIAL ZONES		
A-1 (County)	130.6	3.6
RA-2	51.1	1.4
R-1	919.4	25.7
R-LT	19.8	0.6
R-T	54.1	1.5
R-2	70.4	2.0
R-3	23.6	0.7
RC	5.1	0.1
R-D	413.9	11.6
SU-1 FOR RESIDENTIAL	571.6	16.0
TOTAL RESIDENTIAL	**2259.6**	**63.2**
OFFICE ZONE		
O-1	**1.2**	0.03
TOTAL OFFICE	**1.2**	**0.03**
COMMERCIAL ZONES		
C-1	20.8	0.6
C-2	353.6	9.9
C-3	145.6	4.1
SU-1 FOR COMMERCIAL	105.1	2.9
TOTAL COMMERCIAL	**625.1**	**17.5**
INDUSTRIAL ZONES		
IP	225.4	6.3
M-1	35.6	1.0
SU-1 FOR INDUSTRIAL/ MANUFACTURING	73.9	2.1
TOTAL INDUSTRIAL	**334.9**	**9.4**
INSTITUTIONAL ZONE		
SU-1 FOR INSTITUTIONAL/ GOVT	54.3	1.5
TOTAL INSTITUTIONAL	**54.3**	**1.5**
OPEN SPACE ZONE		
SU-1 FOR OPEN SPACE/ RECREATION/ AGRICULTURAL	310.3	8.7
TOTAL OPEN SPACE	**310.3**	**8.7**

Source: Albuquerque Geographic Information System, July 2009

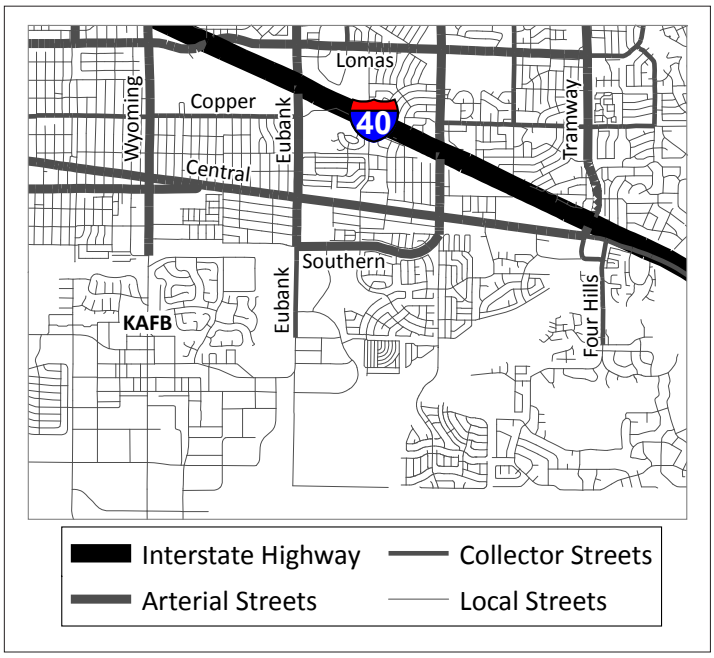
Figure 4.w: Acreage by Zoning Type

Note: The total acres zoned may differ slightly from net acres of land uses. Sometimes private streets are included in a designated zone.

4.6 Transportation Networks

Streets, trails and transit service play a critical role in defining the character of a community, as well as serving transportation needs. Street design, site development design and land use combinations all influence how a community functions and how people think about it. When these elements are combined successfully, they can transform a community.

4.6.1 Street Network



Source: Albuquerque Geographic Information System, July 2009

Figure 4.x: Street Network in East Gateway

Area collector streets are few in number, forcing neighborhood traffic to enter arterial streets directly from local streets.

Interstate 40 is East Gateway's northern boundary. It is a high-speed freeway spanning the United States from California to North Carolina, but is also used by Albuquerque drivers for in-city trips. The highway has four exits in East Gateway: Wyoming, Eubank, Juan Tabo and Tramway Boulevards.

Central Avenue is East Gateway's only east-west principal arterial street. Southern and Copper Avenues, Zuni Road, and Singing Arrow Boulevard provide additional east-west access to portions of East Gateway.

The north-south principal arterial streets are Wyoming, Eubank, Juan Tabo and Tramway Boulevards. Four Hills Road provides access to Four Hills subdivisions south of Central Avenue.

The rest of East Gateway's street network consists of local streets. The oldest neighborhoods are organized in grid patterns that offer a variety of travel routes, while newer neighborhoods are designed with dead ends and cul-de-sacs.

4.6.2 Traffic Circulation

Central Avenue carries both regional and local traffic. Juan Tabo and Eubank Boulevards largely carry traffic to and from Interstate 40 and Kirtland Air Force Base, Sandia National Laboratories, the Juan Tabo Hills residential development, and other neighborhoods in the vicinity. Juan Tabo and Eubank Boulevard intersections with Central Avenue have the greatest traffic congestion and movement delay in East Gateway.

Source: MRCOG, 2008

Figure 4.y: East Gateway Traffic Flow

Large portions of East Gateway that do not have a network of collector and arterial streets rely instead on a limited number of street connections to serve the vehicle traffic they generate. This causes some delay during peak travel periods. Community motorists also say they experience traffic congestion on Central Avenue and other arterial streets during peak travel times.

A comprehensive East Gateway traffic analysis used traffic volumes provided to the City by the Mid-Region Council of Governments (MRCOG). The results of the analysis of existing conditions indicate that most street intersections have an acceptable level of service, excepting Central Avenue intersections with Eubank and Juan Tabo Boulevards during peak travel times. Level of service is defined as the ratio of traffic volume to the vehicle-carrying capacity of the street. In general, other than Juan Tabo and Eubank Boulevard intersections with Central Avenue, major East Gateway thoroughfares carry traffic below their capacity.

Source: MR-COG, 2008

Figure 4.z: East Gateway Afternoon Peak Hour Levels of Service at Signalized Intersections

In the United States, vehicular traffic level of service D (a 35-55 second delay per vehicle) is a common goal for urban street intersections during peak travel hours. Travel patterns in urban areas often make this difficult to achieve. Traffic through an area must be balanced with access to local destinations. If a City goal is to balance travel by vehicle, bicycle, walking and using wheelchairs, then level of service for vehicles must be balanced with other street user needs.

In 2009, **Central Avenue** was a seven-lane principal arterial street. This street design was intended to carry traffic through Albuquerque on trips across the United States before the construction of Interstate 40. Numerous driveways interrupted both pedestrian movement and vehicular traffic flow. The street's narrow sidewalks were slanted across driveways and obstructed by utilities. The street had insufficient and poorly designed street crossings for pedestrians, and no facilities for bicycles. The corresponding land development pattern was auto-oriented and dominated by large regional commercial activities such as sales lots for mobile homes, boats, recreational vehicles and cars until the 2009 national economic recession.

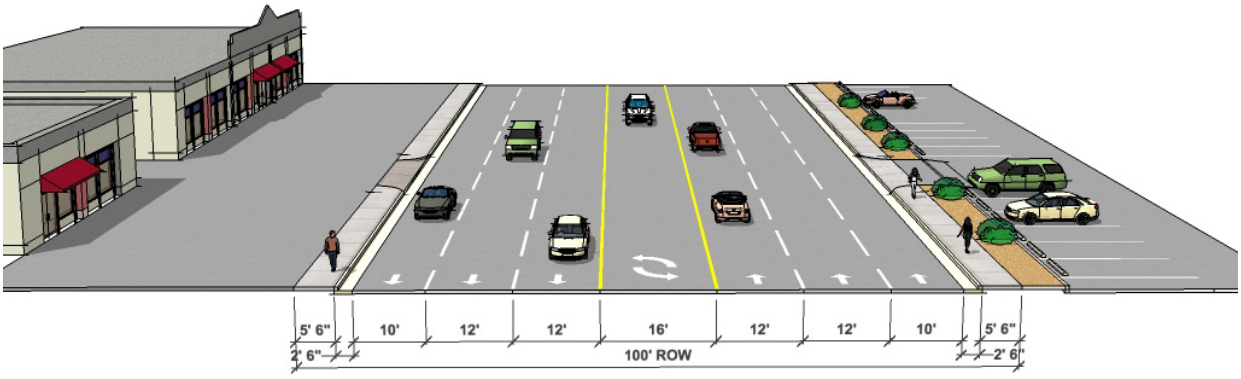


Figure 4.aa: Central Avenue's 2009 Cross Section

Since I-40 construction in the 1960s, Central Avenue ceased to be a heavily used cross-country or cross-city street. East Gateway travel patterns have shifted from Central to its north-south streets: Wyoming, Eubank, Juan Tabo, and Tramway Boulevards. Peak travel time delays were at these intersections with Central Avenue.

A comprehensive traffic analysis, with existing and future traffic volumes provided by the Mid-Region Council of Governments (MRCOG) provided three key findings for Central Avenue:

1. Central Avenue's overall vehicular traffic-carrying capacity accommodates the amount of existing and projected traffic.
2. Central Avenue's public right-of-way is sufficiently wide to provide better turning movements at major street intersections and better facilities for cyclists, transit users and pedestrians.
3. Street improvements could position the street for more job-creating businesses, shopping and residences that would improve the community and add stability to nearby residential neighborhoods.

Southern Avenue termini are Juan Tabo Boulevard and Moon Street. When it was built, this portion of Southern Avenue was envisioned to become part of a limited access, high-speed loop road around Albuquerque. Its right-of-way was reserved in a very wide median with constrained lanes on either side. Its limited-access design constrained traffic to and from businesses at Eubank Boulevard and nearby residential neighborhoods. Its lack of street lighting and strange configuration encouraged drag racing and other illegal activities.

The loop road will not be built. In 2009, City Council passed a resolution to request that Southern Avenue be reclassified by the Metropolitan Transportation Board as an urban collector street. This change will allow a street reconfiguration that serves traffic from local neighborhoods, Manzano Mesa Multi-Generational Center, Kirtland Air Force Base and Sandia National Laboratories.

Eastbound Southern Avenue peak period traffic was delayed turning north at Juan Tabo Boulevard. The Mid-Region Council of Governments travel forecasts indicated that reconfiguring Southern Avenue to two lanes in each direction would serve future traffic volumes, provided that improvements are made at the Juan Tabo Boulevard intersection.

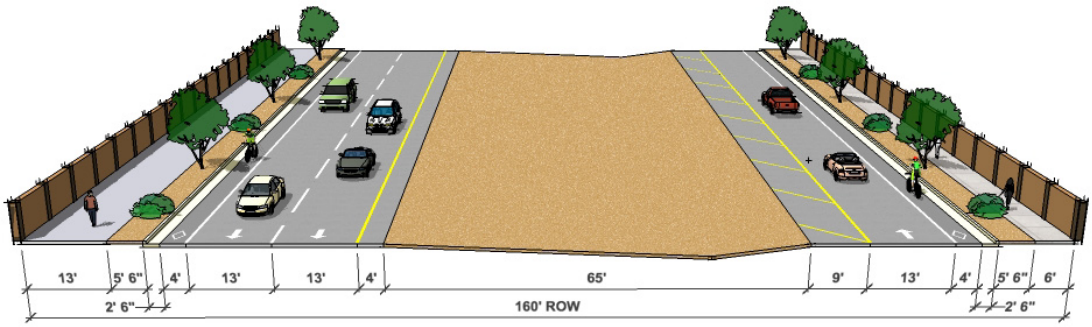


Figure 4.bb: Southern Avenue's 2009 Cross Section

The Major North/South Streets
Wyoming, Eubank, Juan Tabo and Tramway Boulevards carry traffic from Interstate 40 and Albuquerque's Northeast Heights.

Wyoming Boulevard is the western boundary of East Gateway. It leads to the Wyoming Gate of Kirtland Air Force Base, the only 24-hour access point to Kirtland and Sandia National Laboratories in 2009.

Eubank Boulevard carries traffic to Kirtland Air Force Base, Sandia National Laboratories, Sandia Science and Technology Park, a big box shopping area and the National Museum of Nuclear Science and History at Southern Avenue.

Juan Tabo Boulevard terminates south of the Tijeras Arroyo in the Juan Tabo Hills Subdivision.

Tramway Boulevard is Albuquerque's easternmost principal arterial. Just south of the junction of Interstate 40 and Central Avenue, Tramway Boulevard connects to the narrower Four Hills Road, which extends into the Four Hills Subdivision. The Tramway Boulevard intersections with Central Avenue and I-40 are confusing and dangerous.

Eubank and Juan Tabo Boulevards were designed with multiple lanes and two-way left turn lanes similar to those on Central Avenue. Eubank Boulevard was designed as a seven-lane section, although in places not all of its pavement width was used.

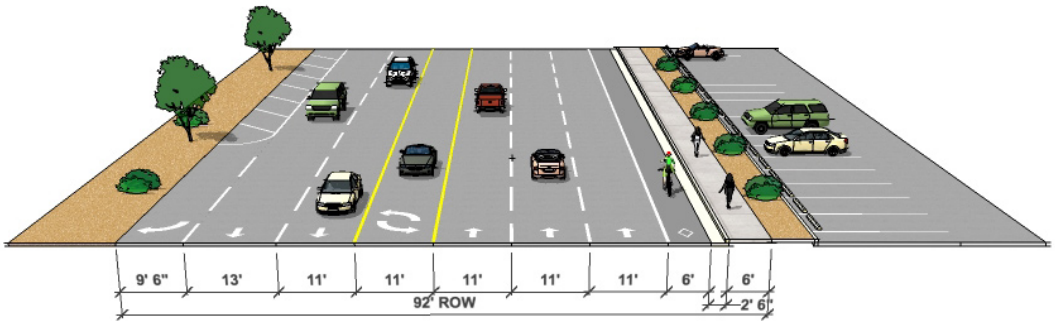


Figure 4.cc: Eubank Boulevard's 2009 Cross Section just North of Southern Boulevard

4.6.3 Cycling Network

In 2009, East Gateway's portion of the Albuquerque bicycle network consisted of existing and proposed corridors, trails and on-street bicycle lanes and routes. Planning participants indicated that they would like more options for recreational and commuter cycling. The bicycle commuter network had the following problems: 1) gaps in the network and indirect routes to local shopping and employment (Central Avenue has no bicycle lanes, there is no direct access from the Four Hills Neighborhood to Kirtland Air Force Base, and no direct access to the I-40 trail from Eubank Boulevard), 2) difficult traffic areas (Four Hills Road/ Tramway Boulevard area) and dangerous street crossings, and 3) unmaintained trails hidden from public view (I-40 trail and Singing Arrow Park trail).

City-approved Juan Tabo Hills Subdivision plats show a network of bicycle lanes and trails. Completion of this network will enable Four Hills Village cyclists to avoid long routes and traffic they encounter when commuting to Kirtland Air Force Base, Sandia National Laboratories, and Sandia Science and Technology Park.

The subdivision plans show on-street bicycle lanes on Juan Tabo Boulevard, Gulfstream and Timonium and a new bike route on streets that will be built in a new town center east of Juan Tabo Boulevard and just south of the Tijeras Arroyo. A multi-purpose trail was proposed in a Major Public Open Space easement adjacent to Gallant Fox Drive. This trail will connect Four Hills Village bicyclists to Juan Tabo Boulevard if a bicycle exit from Raton Drive in Four Hills Village is improved.

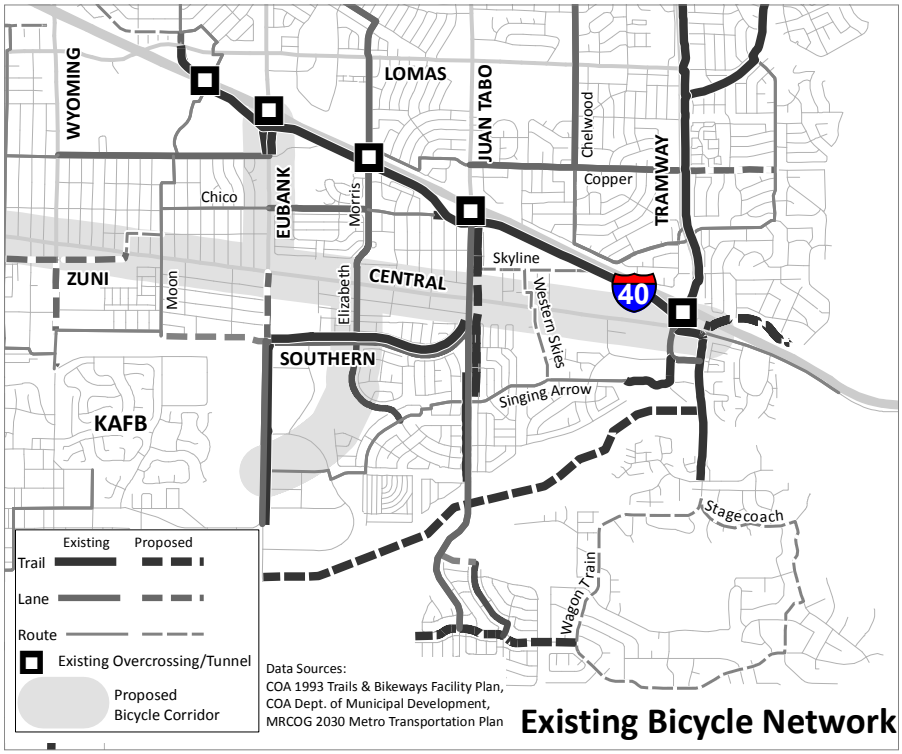


Figure 4.dd: 2009 Bicycle Network

4.6.4 Walking Network

In 2009, pedestrians faced challenging and dangerous conditions on Central Avenue, Eubank Boulevard, Juan Tabo Boulevard, Tramway Boulevard and Four Hills Road.

Pedestrian-activated street crossing signals did not provide sufficient crossing time or protection from turning vehicles, and narrow sidewalks were located next to the curb without any protection from vehicular traffic. Sidewalks tilted across driveways and utilities in the sidewalk obstructed movement for people with physical disabilities. The public right-of-way was a harsh and uninviting environment for people walking or using wheelchairs. Street lighting was insufficient for pedestrian safety.

Planning for pedestrian safety, efficiency and interest would result in a more livable East Gateway, and directly enhance opportunities for successful transit service. Walking could become the most practical travel choice if the streets are redesigned for all travel modes and enhanced with coordinated land uses that serve community needs.

Figure 4.ee: Central Avenue Sidewalks

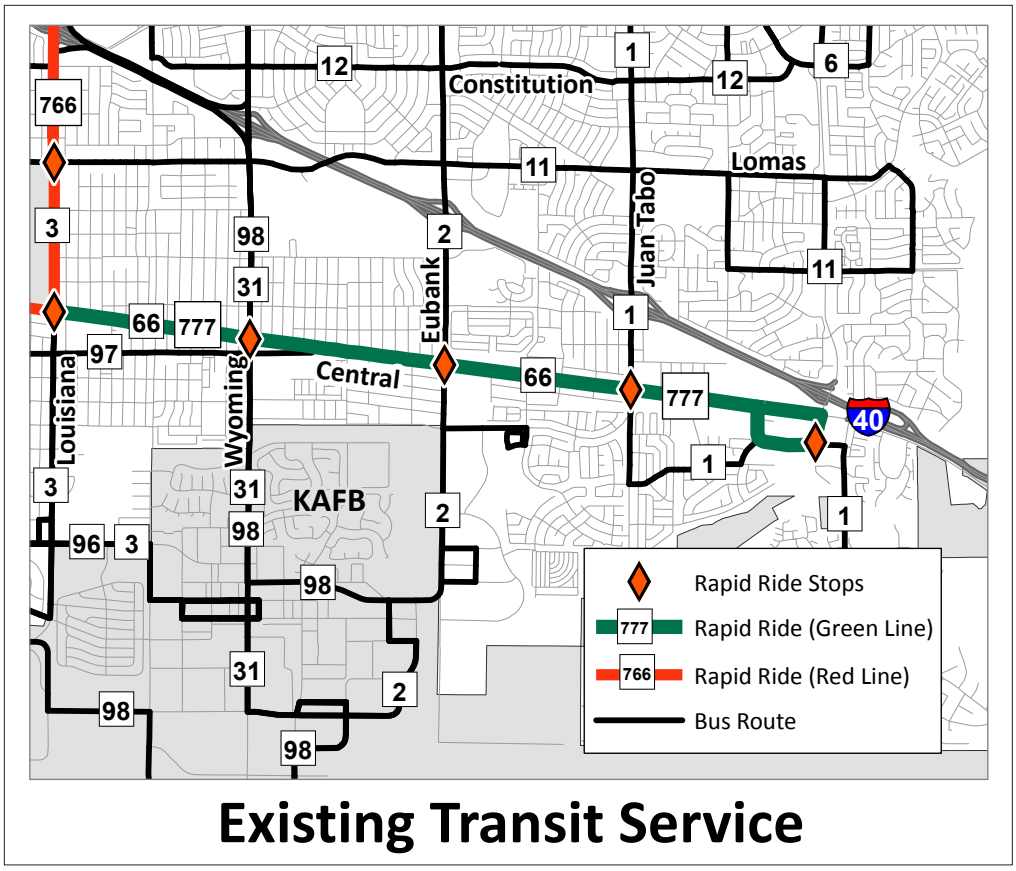
4.6.5 Public Transit

In 2009, ABQ Ride served the East Gateway community with several bus routes. Bus service on Central Avenue was the most frequent. Connecting north/south bus routes were on Wyoming, Eubank and Juan Tabo Boulevards. The Wyoming and Eubank routes went to Kirland Air Force Base and Sandia National Laboratories. The Juan Tabo route provided connecting service to the Singing Arrow Neighborhood and Four Hills Mobile Home Park.

Recent international immigrants to Albuquerque interviewed during the planning process indicated that they rely on buses for travel. The lack of bus service on Tramway Boulevard and infrequency of other north/south routes hampered their ability to reach employment, education, services and the closest library with computer Internet service on Tramway Boulevard.

While bus routes did provide direct service to major community destinations such as Manzano Mesa Multi-Generational Center (Route 2) and the Four Hills Shopping Center (Route 1), the schedules had limited runs and ended service before 6:30 p.m.

In 2009, ABQ Ride's Rapid Ride initiated the 777 Greenline with limited-stop service on Central Avenue from downtown to Tramway Boulevard. This expanded transit service should trigger a reclassification of Central Avenue from Louisiana Boulevard to Tramway Boulevard from an Enhanced Transit Corridor to a Major Transit Corridor.



Source: Albuquerque Geographic Information System, October 2009

Figure 4.ff: 2009 Transit Service

4.7 Utilities: Electrical Service, Natural Gas and Alternative Energy

Electrical Service

The Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM responds to City growth by adding or expanding the capacity of its electric facilities and plans improvements based on system demands.

Transmission facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the Rank II Plan, 1995 Facility Plan: Electric Service Transmission and Subtransmission Facilities (1995-2005).

Existing Conditions

The electric transmission system that serves the East Gateway area consists of four 115 kV transmission lines, two substations and one switching station. The transmission voltage is "stepped down" to lower voltages at distribution substations and distribution lines called feeders provide electric service to business and residential customers. The current Plan area switching station and associated transmission lines may require future expansion.

Source: PNM, 2009

Figure 4.gg: PNM Facilities within East Gateway

Utility Easements

Utility companies place their lines across others' property in public utility easements (PUEs). The landowner who grants an easement usually cannot build structures within it, use fencing that would hinder access, or plant some types of trees and bushes.

Numerous public utility easements exist within East Gateway. Overhead and underground electric distribution lines are typically located within PUEs. They are compatible with other "dry" utilities such as cable, telephone and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety. Water lines, sewer lines and storm water drainage or "wet" utilities are not compatible with "dry" utilities and separation is required for safety purposes.

Development Considerations

PNM's landscaping preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, trees and shrubs should be planted to minimize effects on facilities maintenance and repair. New trees planted near PNM facilities should be no taller than 25 feet in height at maturity to avoid conflicts with existing electric infrastructure.

All screening and vegetation surrounding ground-mounted transformers and utility pads must allow 10 feet of clearance for access and to ensure the safety of the work crews and public during maintenance and repair. As redevelopment occurs within the East Gateway Sector Development Plan area, it will be necessary to coordinate with all utility providers to allow for adequate width, clearance and appropriate locations for PUEs and utility rights-of-way. Coordination is necessary to address:

- the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities
- projections such as canopies, portals, stoops, balconies, shop fronts and awnings in PUEs to be compatible with existing utility infrastructure
- parking areas and alleys to allow for adequate utility access
- utility easements within rear lot lines to allow adequate clearances for safe operation, repair and maintenance purposes
- tree variety height at maturity and necessary distance from existing and proposed electric utility easements
- Screening design to allow access to utility facilities

Developers will pay for electric utility relocation, changes or realignment associated with new development. In some cases, relocation or changes to existing facilities may not be feasible due to physical, use or safety clearance constraints. PNM will review all technical needs, issues and safety clearances for its electric power systems.

Natural Gas
In early 2009, the New Mexico Gas Service acquired and began operating PNM's natural gas service. Natural gas service is available to all parts of East Gateway. For new service, the company has a series of location criteria that must be followed to ensure safe placement of lines and meters.

Alternative Energy
Through the AlbuquerqueGreen initiative, the City is demonstrating its commitment to a sustainable future. Winds regularly channel through Tijeras Canyon and Albuquerque receives over 300 days of sunshine per year. Coupled with the alternative energy expertise of Sandia National Laboratory and other local alternative energy businesses, East Gateway could become a demonstration area for sustainable energy projects.

4.8 Street Lighting

Street lighting is an essential municipal service that provides safety for pedestrians, bicyclists and motorists. Adequate levels of lighting can serve as a deterrent to crime.

The community and City department representatives discussed insufficiently lit areas during the planning process.

Southern Boulevard: This boulevard provides major traffic relief in the East Gateway area with a multimodal trail that runs along the north side of the roadway. No street lighting currently exists along Southern Boulevard. Street lighting is needed in order to improve safety and visibility for all users.

Singing Arrow Neighborhood: In 2009, Singing Arrow continued to have some long-standing issues with inadequate lighting. Problem areas included Singing Arrow Avenue from Juan Tabo Boulevard to the Singing Arrow Community Center, streets serving multi-family housing, and streets leading to Central Avenue. In 2004, bond issue proceeds were allocated to improve neighborhood lighting. In 2009, approximately $87,000 remained from that source. With streetlights ranging in cost from $3,000 to $5,000 each, this amount could purchase between 17 and 29 streetlights.

Cochiti and Acoma Roads: This commercial area south of Central Avenue and east of Eubank Boulevard is home to many small businesses. Due to concerns with crime, property owners were working with City Council on a project to install four new streetlights during 2009, at a cost of approximately $5,000 per light.

Area near Figueroa Street and Skyline Road NE: Housing in this area consisted of apartment complexes primarily owned by out-of-state investors. The Albuquerque Police Department noted an unusual number of calls for service from this area. They observed that the area was unusually dark and could benefit from improved lighting.

Approaches to Juan Tabo Bridge: Neighbors reported difficulty in crossing the bridge at night because existing streetlights were inadequate to illuminate the curving approaches to the bridge from the north.

Other Areas within East Gateway: Chapter 8 of this Plan contains maps showing both existing and proposed lighting.