

# EAST GATEWAY



## Sector Development Plan *Adopted October 2010*



# **City of Albuquerque**

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David Campbell, CAO

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## **Planning Department**

Deborah Stover, Director  
Russell Brito, Division Manager, Long-Range Planning  
Paula Donahue, Project Manager  
David Zamora, Albuquerque Geographic Information System

## **Consultant Team**

### **Architectural Research Consultants, Incorporated (ARC)**

Ingrid Biel, Project Manager  
Jennifer Abbott, Editor  
Taura Rivera, Graphic and Data Assistance

### **Glattig Jackson Kircher Anglin, Inc.**

### **Robert Charles Lesser & Co. (RCLCO)**

**CITY OF ALBUQUERQUE  
TWENTIETH COUNCIL**

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

SPONSORED BY: Don Harris

1 RESOLUTION

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

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

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

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

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

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

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

3 **Page 5-7, Section 5.3.1.A.1, Development Compliance Triggers, insert: including**  
4 **new buildings and structures, after “New development.”**

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

10 **Page 5-8, Section 5.3.2, Development Approval Process Matrix is amended per**  
11 **attachment “A”.**

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

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

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

22 **C. Criteria/Process:**

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

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

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

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

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

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

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

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

12 Page 5-10, 5.4.1.1.a, SU-2 East Gateway Community Activity Center Zone (SU-  
13 2/EG-CAC) Signs: On-premise signs are permitted as regulated in the O-1 Zone  
14 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code,  
15 except that letter height is not regulated.

16 Page 5-13, 5.4.2.1.c, SU-2 East Gateway Neighborhood Activity Center Zone (SU-  
17 2/EG-NAC) Signs: On-premise signs are permitted as regulated in the O-1 Zone  
18 14-16-2-15 and General Sign Regulations 14-16-3-5 of the City Zoning Code,  
19 except that letter height is not regulated.

20 Page 5-16, 5.4.3.1.a, SU-2 East Gateway Corridor Zone (SU-2/EG-C)  
21 Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-  
22 15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that  
23 letter height is not regulated.

24 Page 5-20, 5.4.4.1.b, SU-2 East Gateway Community Commercial Zone (SU-2/EG-  
25 C-2) Signs: On-premise signs are permitted as regulated in the O-1 Zone 14-16-2-  
26 15 and General Sign Regulations 14-16-3-5 of the City Zoning Code, except that  
27 letter height is not regulated.

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

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

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

**1 SECTION 4. The Regulations for Building Height near Single Family**

**2 Residential Use be amended as follows:**

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

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

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

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

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

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

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

**32 SECTION 5. The Planning Department shall edit the East Gateway Sector**

**33 Development Plan document to reflect all amendments adopted by the City**

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

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

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

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

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

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

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

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

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

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

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

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

14 **COMPREHENSIVE PLAN ESTABLISHED URBAN AREA POLICIES**

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

19 **ECONOMIC DEVELOPMENT**

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

24 **ENVIRONMENTAL PROTECTION AND HERITAGE CONSERVATION**

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

30 **COMMUNITY IDENTITY AND URBAN DESIGN**

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

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

3 **COMMUNITY RESOURCE MANAGEMENT**

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

7 **EAST GATE SECTOR DEVELOPMENT PLAN (EGSDP)**

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

14 **EAST GATEWAY METROPOLITAN REDEVELOPMENT PLAN**

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

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

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

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

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

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

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

8 I. This request will not create a strip zone.

9 J. This request will not create a spot zone.

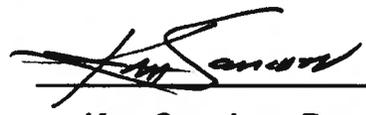
10 8. The Coronado Terrace HOA, Executive Hills HOA, Four Hills Village HOA,  
11 and the Four Hills Village, Juan Tabo Hills, La Mesa Community Improvement,  
12 Mirabella-Miravista, Sandia Vista, Singing Arrow, South Los Altos, Terracita,  
13 Trumbull Village, Willow Wood, Winterwood Park Neighborhood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

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

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

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

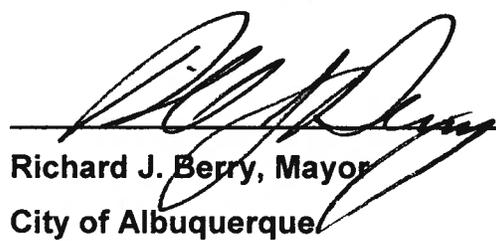
3  
4 Excused: Winter

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7 Ken Sanchez, President  
8 City Council

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10  
11 APPROVED THIS 13<sup>th</sup> DAY OF December, 2013

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14  
15 Bill No. F/S R-13-222

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20 Richard J. Berry, Mayor  
21 City of Albuquerque

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23  
24 ATTEST:

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26

27 City Clerk

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**R. 2010-129**

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**CITY OF ALBUQUERQUE  
CITY COUNCIL**

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**INTEROFFICE MEMORANDUM**

**TO: Richard J. Berry, Mayor**

**FROM: Laura Mason, Director of Council Services**

**SUBJECT: Transmittal of Legislation**

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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.**

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

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

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

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

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

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

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

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

4 D. East Gateway is the first Albuquerque community encountered from the  
5 east via Interstate 40 and Route 66. The area was coined the East Gateway  
6 Community Planning Area through a planning process conducted in the mid  
7 1990s. It is home to Sandia Science and Technology Park and is the entrance to  
8 Sandia National Laboratories, Kirtland Air Force Base and the National Museum  
9 of Nuclear Science and History.

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

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

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

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

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

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

10 J. General Design Regulations in Chapter 5 apply in varying degrees to all  
11 properties within mapped General Design Regulations boundaries. Almost all the  
12 general design regulations apply to properties within the SU-2/EG-CAC  
13 (Community Activity Center) and SU-2/EG-NAC (Neighborhood Activity Center)  
14 zones. These properties are within highly visible transit hubs at major street  
15 intersections. Most general design regulations apply to properties within the SU-  
16 2/EG-C (Corridor) zone and to properties abutting major north/south streets.  
17 These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo  
18 Boulevard corridors. Very few regulations apply to properties with the SU-2/EG-  
19 C-2 (Community Commercial) zone and even fewer apply to other properties  
20 within the mapped General Design Regulations boundary.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 proposed zoning and recommended policies and projects in the Sector  
2 Plan further Comprehensive Plan policies concerning Open Space  
3 Networks, Developing and Established Urban Areas, Activity Centers, Air  
4 Quality, Archaeological Resources, Developed Landscape, Community  
5 Identity and Urban Design, Energy Management, Transportation and  
6 Transit, Housing, Economic Development, and Education detailed on pages  
7 8 – 17 of the January 14, 2010 Staff Report.

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

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

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

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

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

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

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

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

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

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

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1 PASSED AND ADOPTED THIS 4<sup>th</sup> DAY OF October, 2010  
2 BY A VOTE OF: 8 FOR 0 AGAINST.

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Excused: O'Malley

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Ken Sanchez, President

City Council

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12 APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2010

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Bill No. R-10-73

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Richard J. Berry, Mayor

City of Albuquerque

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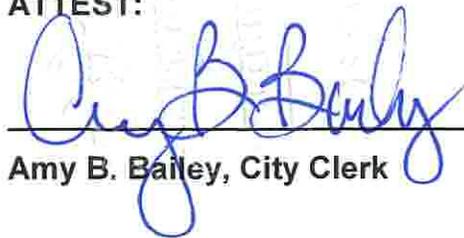
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ATTEST:

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Amy B. Bailey, City Clerk

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[-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](http://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.)

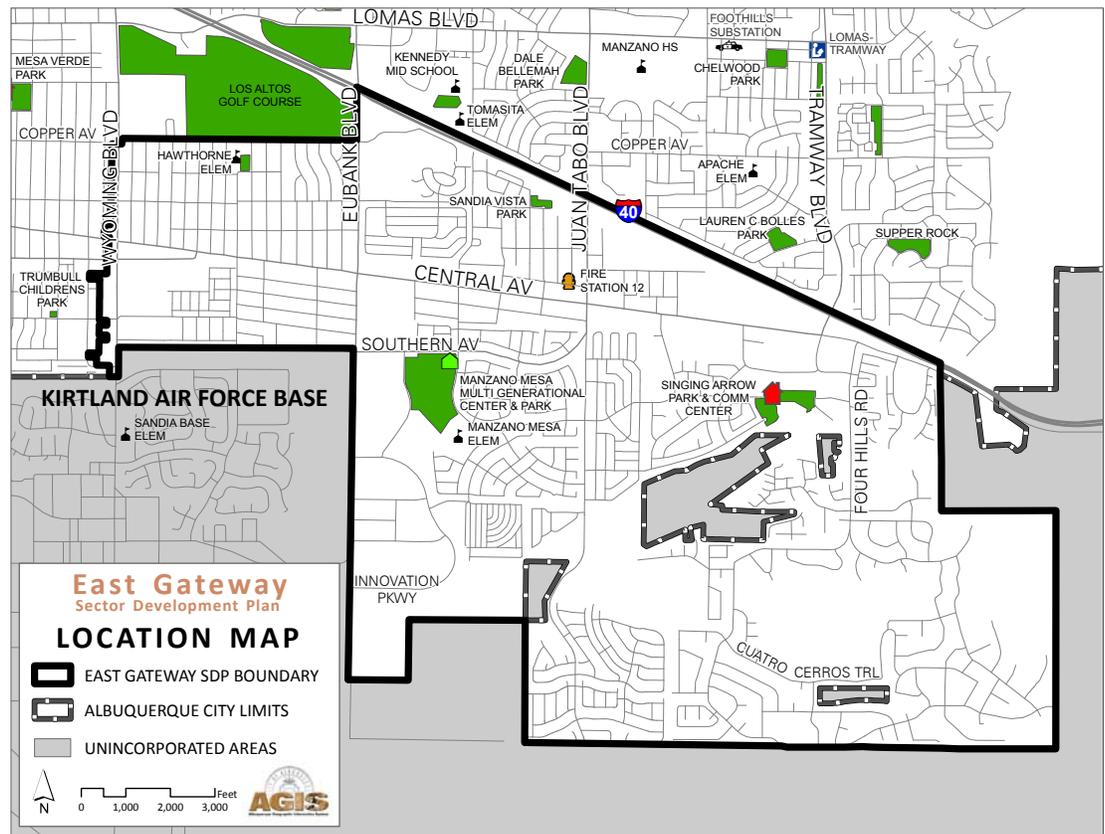


Figure 1.a: East Gateway Location Map

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 feet 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.*

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## 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.

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## 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 18<sup>th</sup> century Spanish settlement archaeological site lies in Singing Arrow Park. Remnants of a Tijeras Arroyo dam and flume that date back to early 20<sup>th</sup> 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.

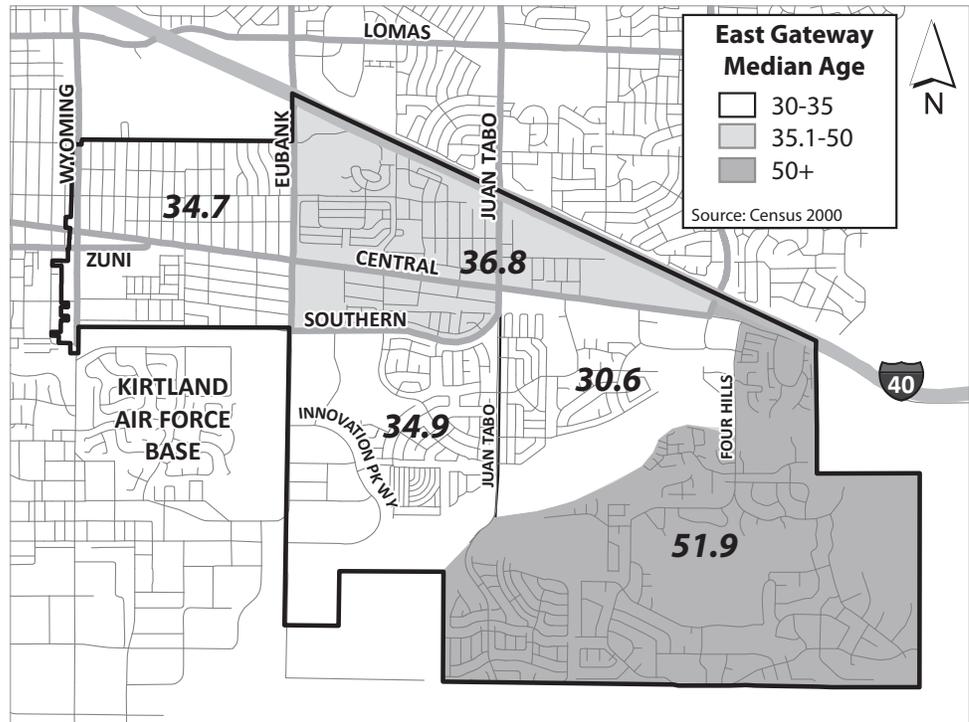


Figure 4.a: East Gateway Median Age

### 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.

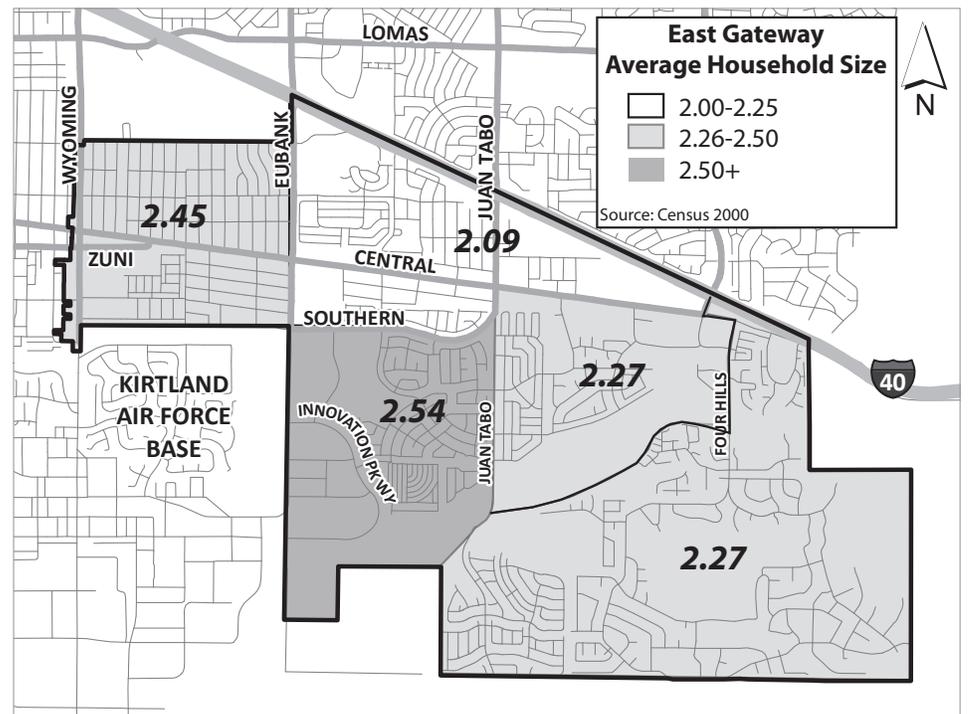


Figure 4.b: East Gateway Average Household Size

## 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%
<b>TOTAL EMPLOYMENT</b>	<b>8800</b>	

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.

<b>Near and Long-Term Market Opportunities</b>		
	<b>Near-Term Opportunity (2009-2015)</b>	<b>Long-Term Opportunity (2016-2022)</b>
<b>Office</b>	Limited	Moderate
<b>Retail</b>	Strong	Strong
<b>Light Industrial</b>	Strong	Moderate
<b>Residential</b>	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)
<b>Residential</b>	<b>1661</b>	<b>47.7%</b>
68% Single Family	1136	32.6%
18% Mobile Home	295	8.4%
9% Multi-Family	146	4.2%
5% Townhouse	84	2.4%
<b>Vacant and Agricultural</b>	<b>682</b>	<b>19.7%</b>
<b>Parks, Major Public Open Space and Golf Courses</b>	<b>491</b>	<b>14.1%</b>
<b>Commercial – Retail and Services</b>	<b>400</b>	<b>11.6%</b>
<b>Industrial, Wholesale and Warehousing</b>	<b>142</b>	<b>4.1%</b>
<b>Transportation, Utilities, Parking Lots, Drainage and Flood Control</b>	<b>61</b>	<b>1.8%</b>
<b>Institutional: Schools, Places of Worship and Government Facilities</b>	<b>49</b>	<b>1.4%</b>

Source: Albuquerque Geographic Information System, July 2009

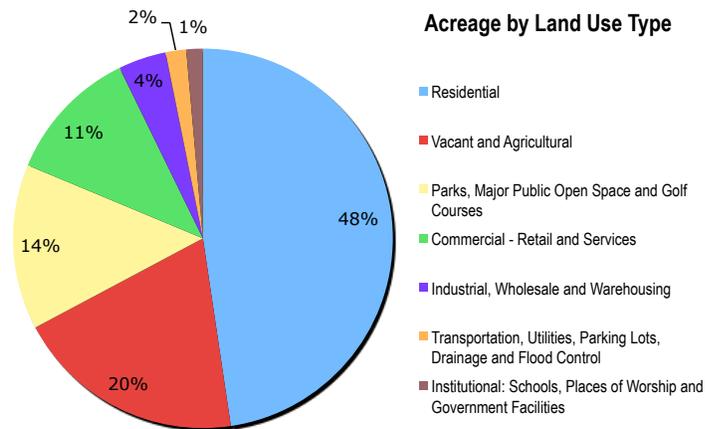


Figure 4.e: Acreage by Land Use Type

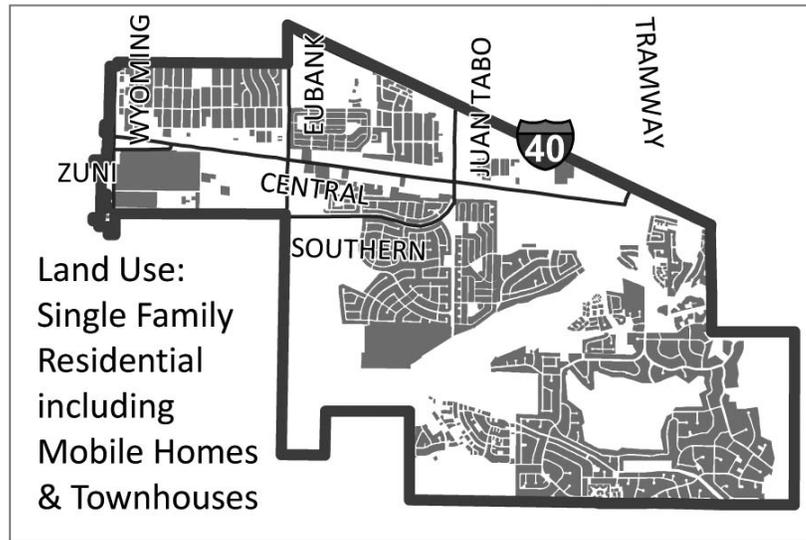
#### 4.4.1 Residential

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.

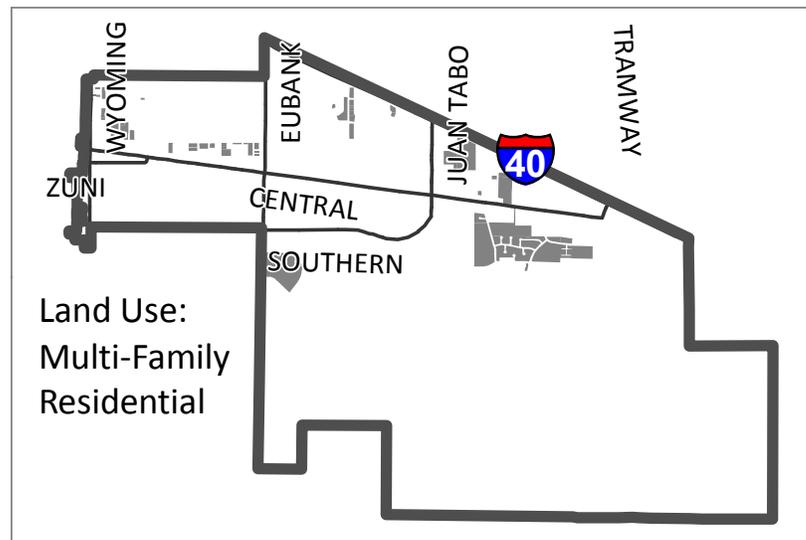
In 2009, single-family homes covered 68% of residentially used land. Another 18% consisted of mobile homes, 9% consisted of multi-family development and 5% consisted of townhouse development.

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*



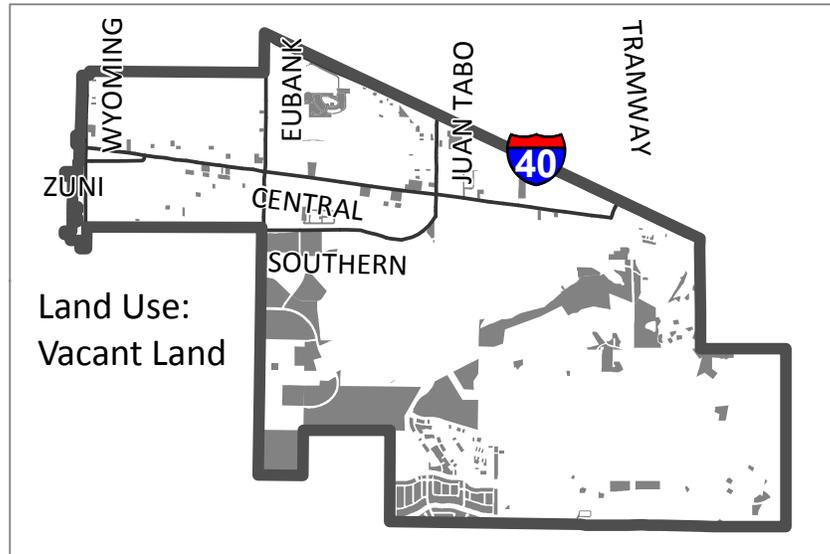
*New Live-Work Units off Juan Tabo and Chico — Part of Lenkurt Redevelopment*

**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**

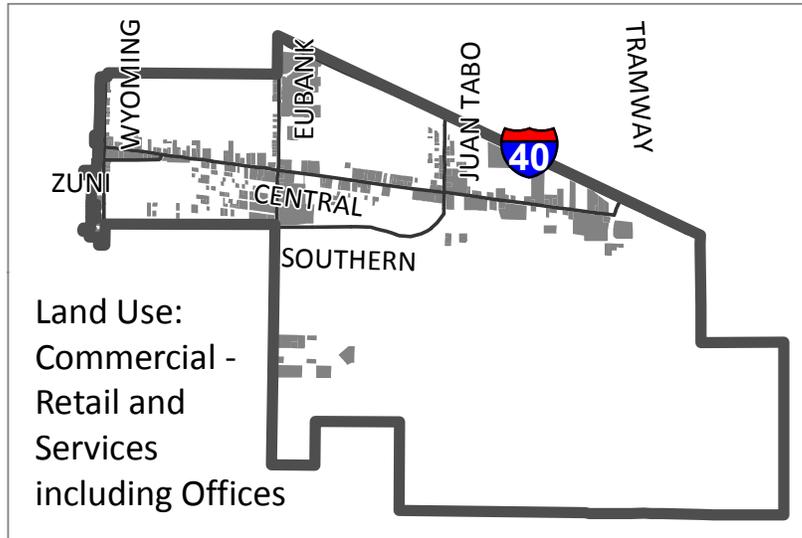
#### **4.4.3 Commercial — Retail, Service and Office**

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.

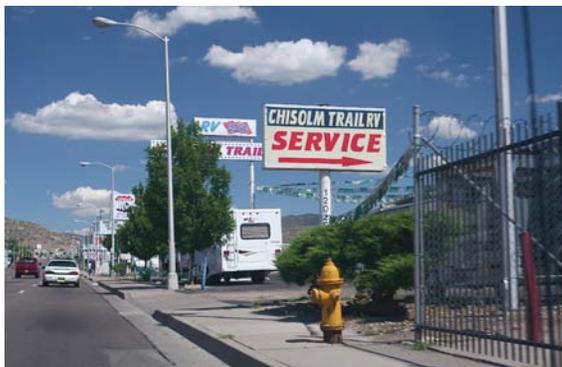
In the future, the shopping center at Tramway Boulevard could be further developed to offer a more compact, pedestrian-oriented one-stop shopping and entertainment experience. Other shopping and services could be clustered at major transit stop intersections associated with Rapid Ride service at Wyoming, 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

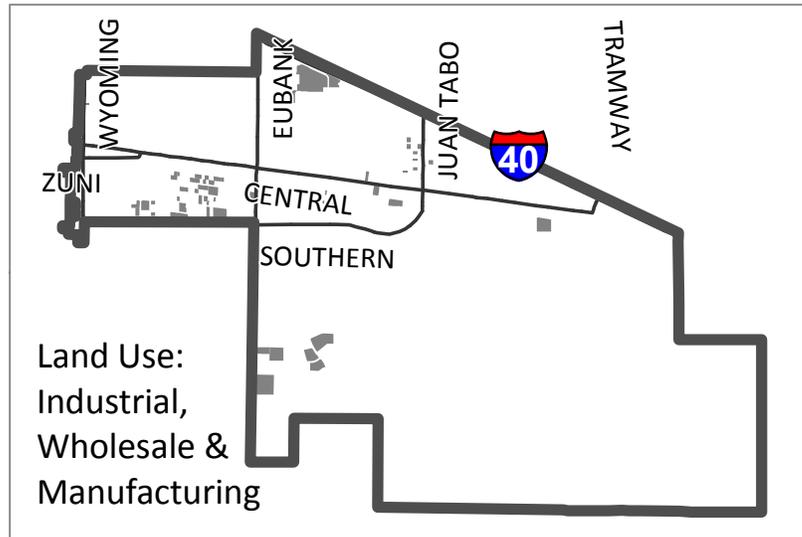


Small Shopping Center on Juan Tabo SE

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



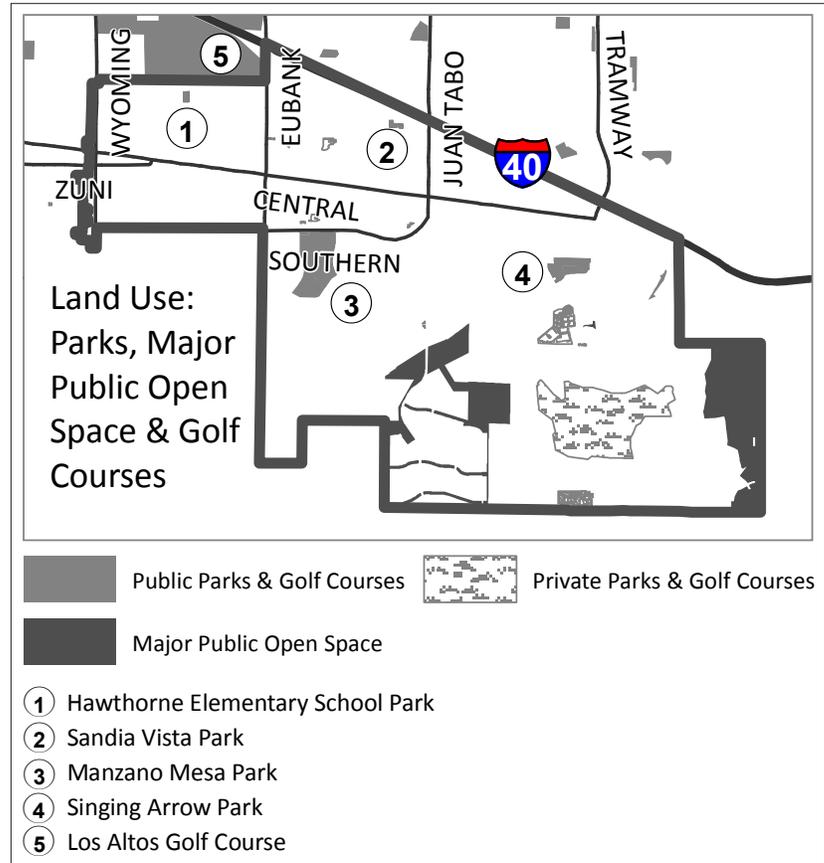
Individual Office-Warehouse Buildings, Zoned C-3



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

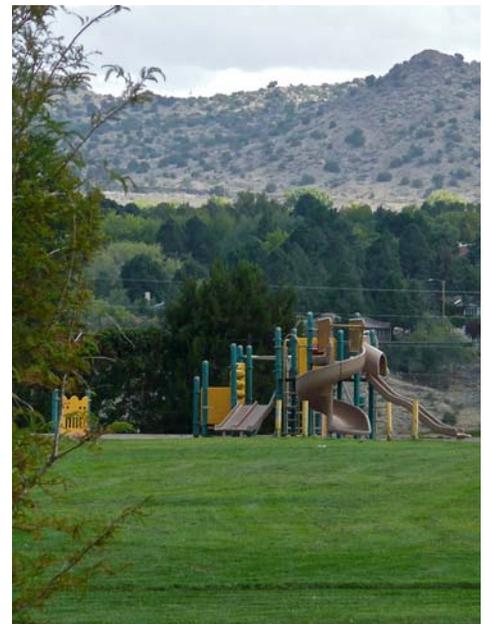


Source: Albuquerque Geographic Information System, July 2009

**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
<b>Total Acreage</b>		<b>68.14 acres</b>	<b>40.52 acres</b>		
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.

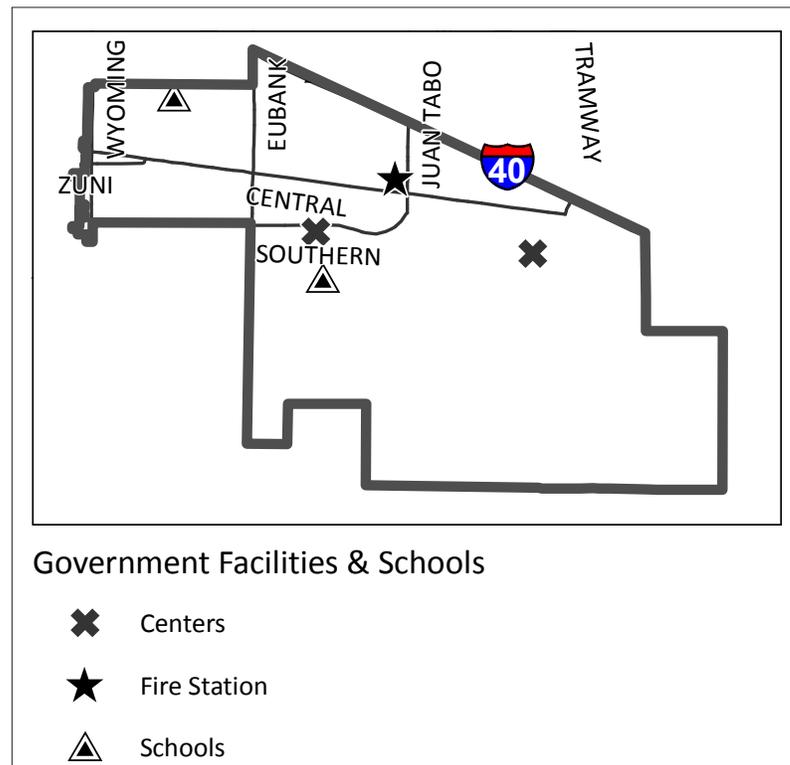
**Proposed 45- to 60-acre land acquisition just east of City Limits:** In 2009, the City and the Trust for Public Lands were developing strategies to acquire this property to create a gateway to and extension of Major Public Open Space. The estimated cost of the remaining 45 acres was \$1.5 million. 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.

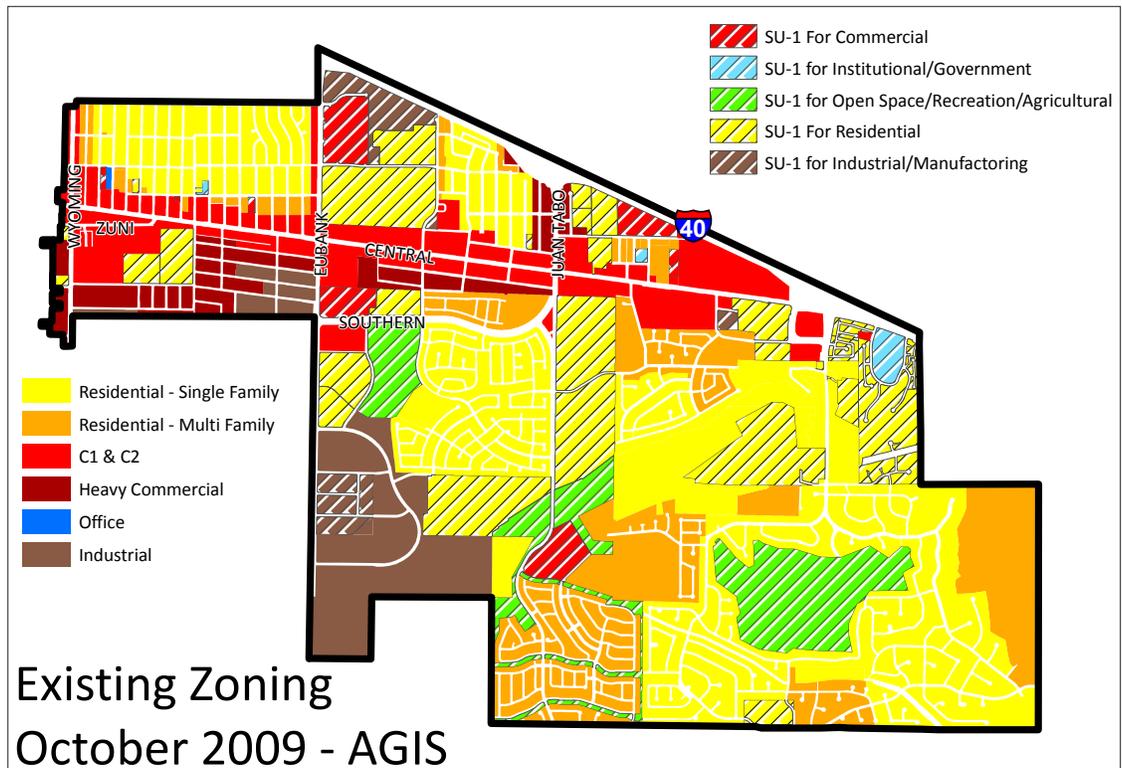


Figure 4.v: Existing Zoning

ACREAGE BY ZONING TYPE		
EXISTING ZONING	ACRES 3585.4	% OF TOTAL
<b>RESIDENTIAL ZONES</b>		
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
<b>TOTAL RESIDENTIAL</b>	<b>2259.6</b>	<b>63.2</b>
<b>OFFICE ZONE</b>		
O-1	1.2	0.03
<b>TOTAL OFFICE</b>	<b>1.2</b>	<b>0.03</b>
<b>COMMERCIAL ZONES</b>		
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
<b>TOTAL COMMERCIAL</b>	<b>625.1</b>	<b>17.5</b>
<b>INDUSTRIAL ZONES</b>		
IP	225.4	6.3
M-1	35.6	1.0
SU-1 FOR INDUSTRIAL/ MANUFACTURING	73.9	2.1
<b>TOTAL INDUSTRIAL</b>	<b>334.9</b>	<b>9.4</b>
<b>INSTITUTIONAL ZONE</b>		
SU-1 FOR INSTITUTIONAL/ GOVT	54.3	1.5
<b>TOTAL INSTITUTIONAL</b>	<b>54.3</b>	<b>1.5</b>
<b>OPEN SPACE ZONE</b>		
SU-1 FOR OPEN SPACE/ RECREATION/ AGRICULTURAL	310.3	8.7
<b>TOTAL OPEN SPACE</b>	<b>310.3</b>	<b>8.7</b>

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

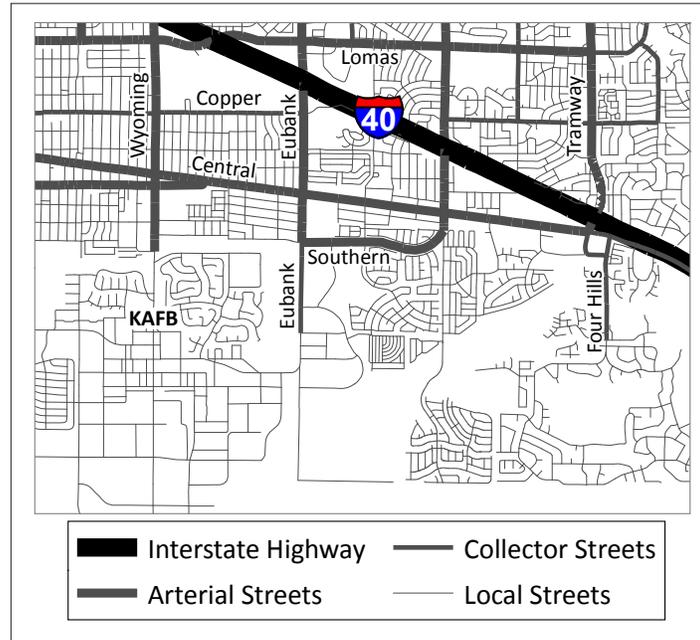
Source: Albuquerque Geographic Information System, July 2009

Figure 4.w: Acreage by Zoning Type

## 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



**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.

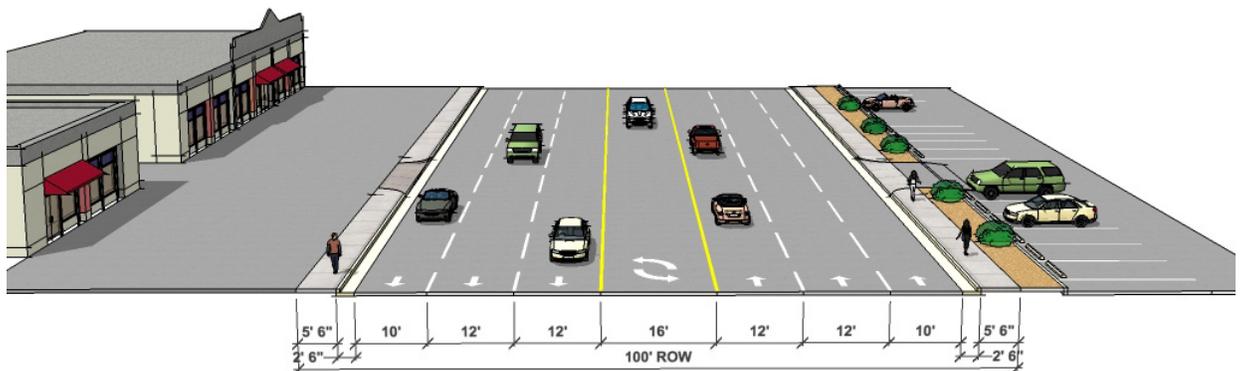


Source: MR-COG, 2008

**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.

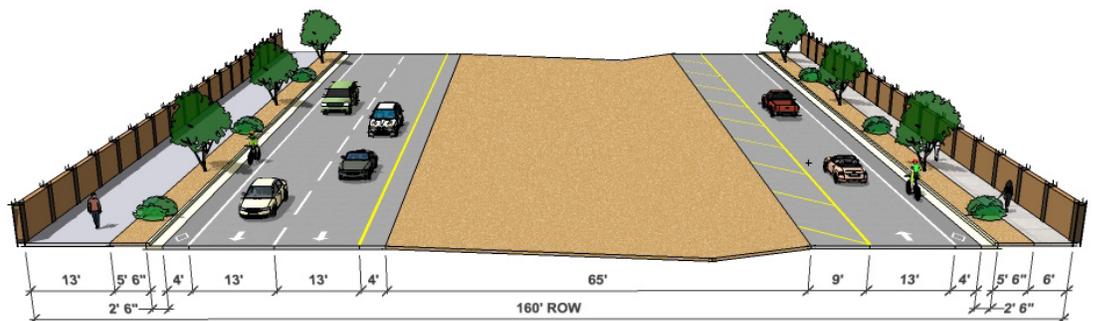


Figure 4.bb: Southern Avenue's 2009 Cross Section

## 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.

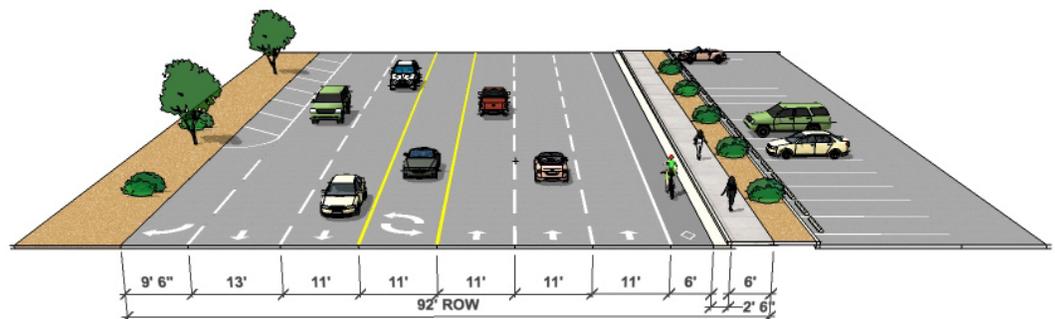


Figure 4.cc: Eubank Boulevard's 2009 Cross Section just North of Southern Boulevard

### 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.

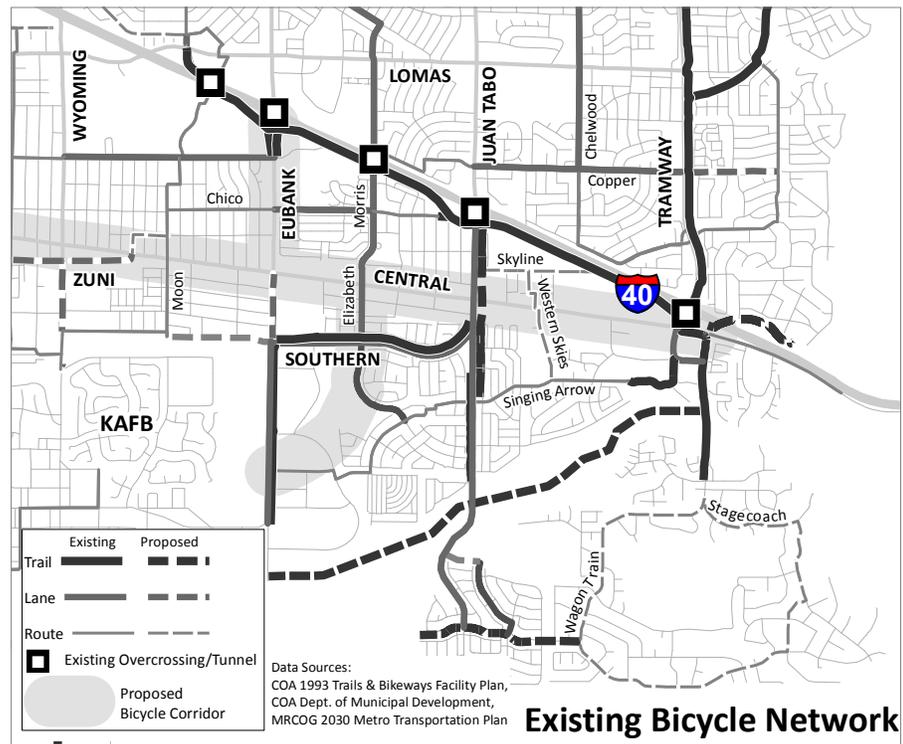


Figure 4.dd: 2009 Bicycle Network

#### 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.

# 5 The Plan – Land Regulations

## 5.1 Introduction

This Plan establishes land use 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. The residential development and employment allowed with Sector Development Plan zoning will place existing and future residents and employees within a convenient walk, bike ride or drive to shopping, services, Rapid Ride and other transit service.

This chapter establishes SU-2 zoning for all properties within the General Design Regulations boundary. Unlike SU-1 zones that are each tailored to special uses on individual public and private properties, SU-2 zones are created to help achieve the specific goals of a sector development plan and apply to many properties within sector development plan boundaries.

All properties within the General Design Regulations boundary are given the “SU-2” designation in order to clearly indicate that they are subject to special controls as set forth in this Plan. Four special SU-2 zones have been created for the East Gateway area. The SU-2/EG-CAC, SU-2/EG-NAC, and SU-2/EG-C zones allow a wide variety of uses for properties abutting or close to Central Avenue or Eubank Boulevard. The SU-2/EG-C-2 zone allows a more limited list of uses for properties that, before the adoption of this Plan, were zoned for community commercial uses inside residential neighborhoods near Central Avenue. Properties that carry the simple “SU-2” designation rather than “SU-2/EG” retain their existing zoning.

Most properties with residential, light manufacturing, heavy commercial, or SU-1 zoning established before the adoption of this Plan are not rezoned by this Plan. SU-1 zoned properties may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2/EG zone uses described for the SU-2/EG zone also assigned to that property. (See Existing Zoning Map in Section 4.5 and East Gateway Zoning Maps on pages 5-12 through 5-22.)

Besides allowing a wide variety of uses, the Plan establishes building form, lot layout and site design to help make East Gateway work better for people walking, cycling, taking transit or driving. This approach enables predictable development outcomes for the developer, property owner, City review authorities and the community.

The Plan allows a wide variety of building types for new development and redevelopment on properties in the SU-2 zones. Each building type is associated with site development standards.

The Plan establishes General Design Regulations to address site, building, and public right-of-way aesthetics and function. Most general design regulations apply to the SU-2 zoned properties. A few apply to other non-residential properties.

This Plan also rezones City-owned Major Public Open Space parcels to SU-1 for Major Public Open Space to ensure their future use for these purposes. (See East Gateway Plan Zoning Map on page 5-6.)

## 5.2 Navigating the Zoning Regulations

1. Examine the following maps to determine whether your property is within the General Design Regulation boundary. If it is, then go to Section 5.3 of this chapter. Subsection 5.3.1 will help you determine if your development proposal triggers compliance with general design regulations in Section 5.6. Subsections 5.3.2 and 5.3.3 describe the approval process and approval process exceptions. If your property is not within the General Design Regulation boundary, Chapter 5 of this Plan does not apply.
2. Examine the following maps again to determine whether your property is designated SU-2/EG-CAC (Community Activity Zone), SU-2/EG-NAC (Neighborhood Activity Zone), SU-2/EG-C (Corridor Zone), or SU-2/EG-C-2 (Community Commercial Zone). If your property is located within one of these zoning districts and your development proposal triggers compliance with the uses established in one of these zoning districts, then go to the pertinent zone in Section 5.4 to determine the allowed uses. If your property does not meet the tests established by the City of Albuquerque Comprehensive City Zoning Code for nonconforming uses, then the uses listed under the pertinent zoning district apply.
3. If your property is zoned SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, or SU-2/EG-C-2 and your development proposal triggers compliance with building type and lot indicated in Subsection 5.3.1, then go to Section 5.5 to choose the appropriate building type, building frontage and lot design for your development.
4. If your development proposal meets the threshold for the development compliance triggers in Section 5.3.1 of this Plan chapter and your property is zoned SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, or SU-2/EG-C-2 or retains the zone established before Plan adoption, but is within the General Design Regulation boundary, then go to Section 5.6 to determine the design regulations for site, building and/or public right-of-way that apply to your property.

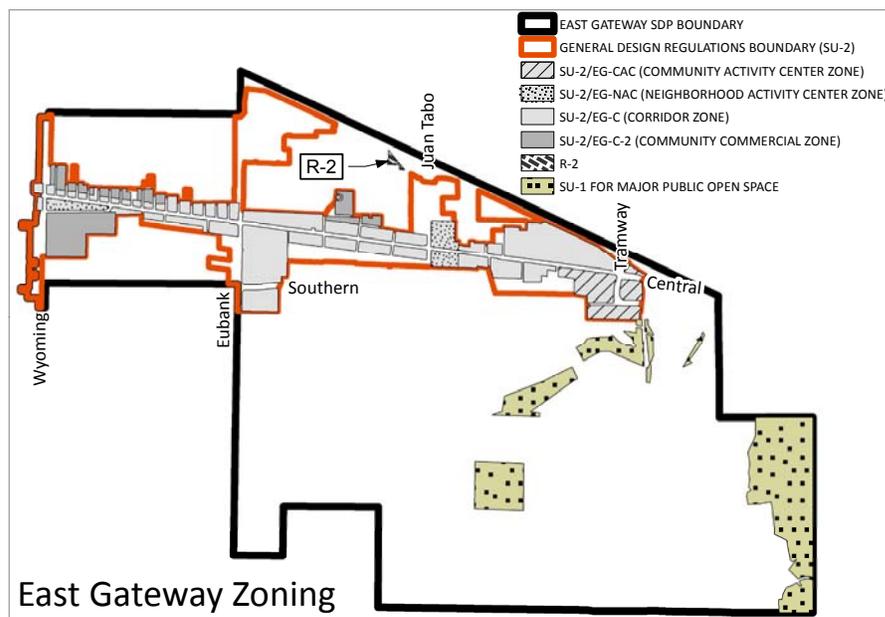


Figure 5.a: East Gateway Plan Zoning Map

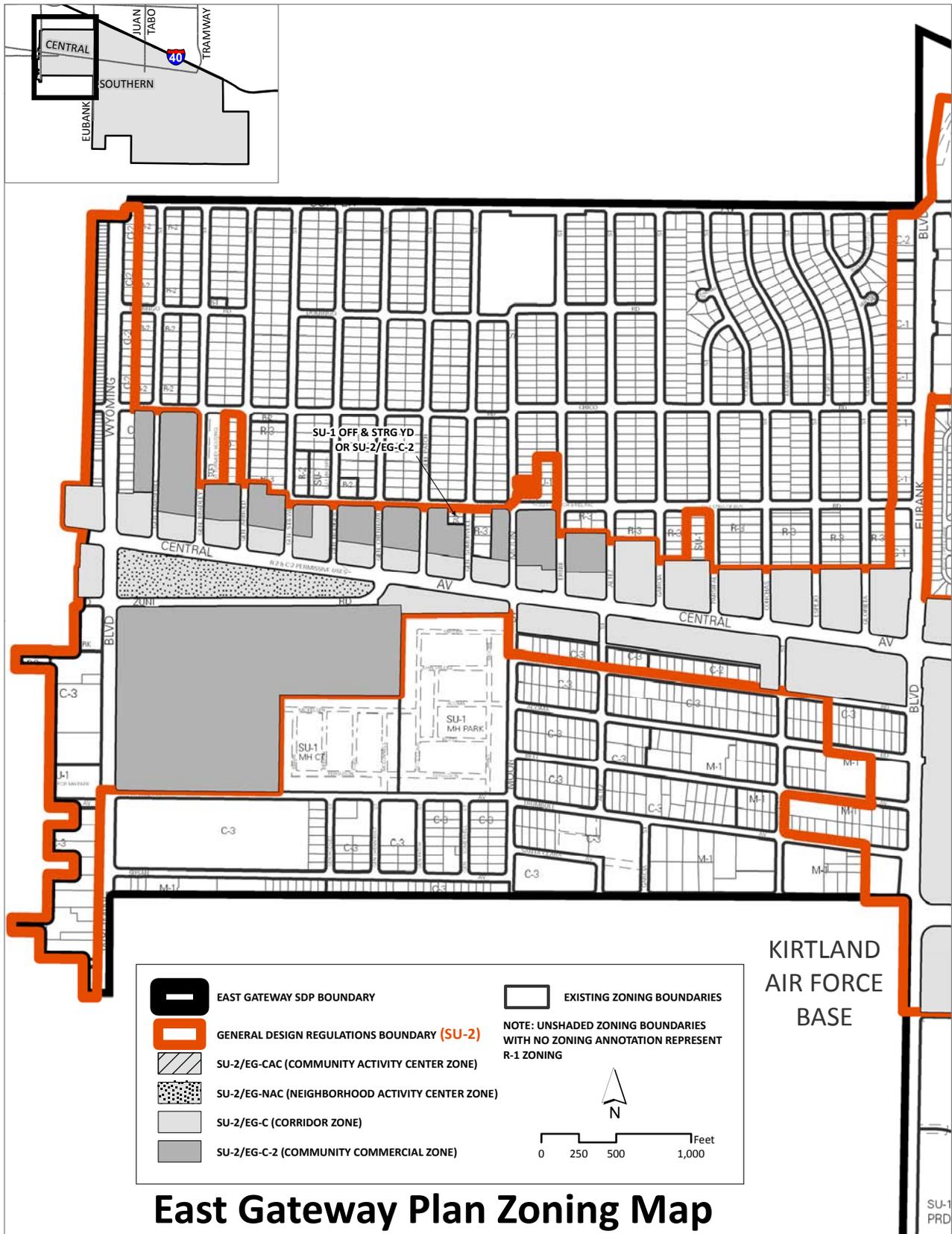
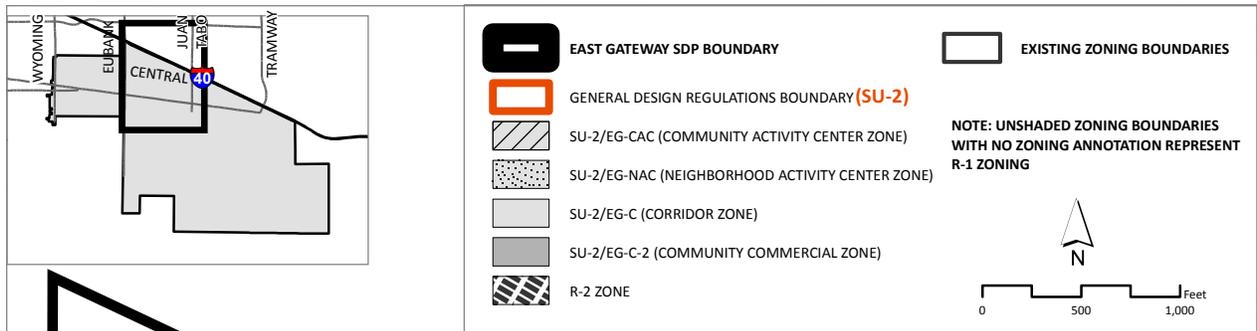


Figure 5.b: East Gateway Plan Zoning Map  
(Wyoming Boulevard - Eubank Boulevard)



# East Gateway Plan Zoning Map

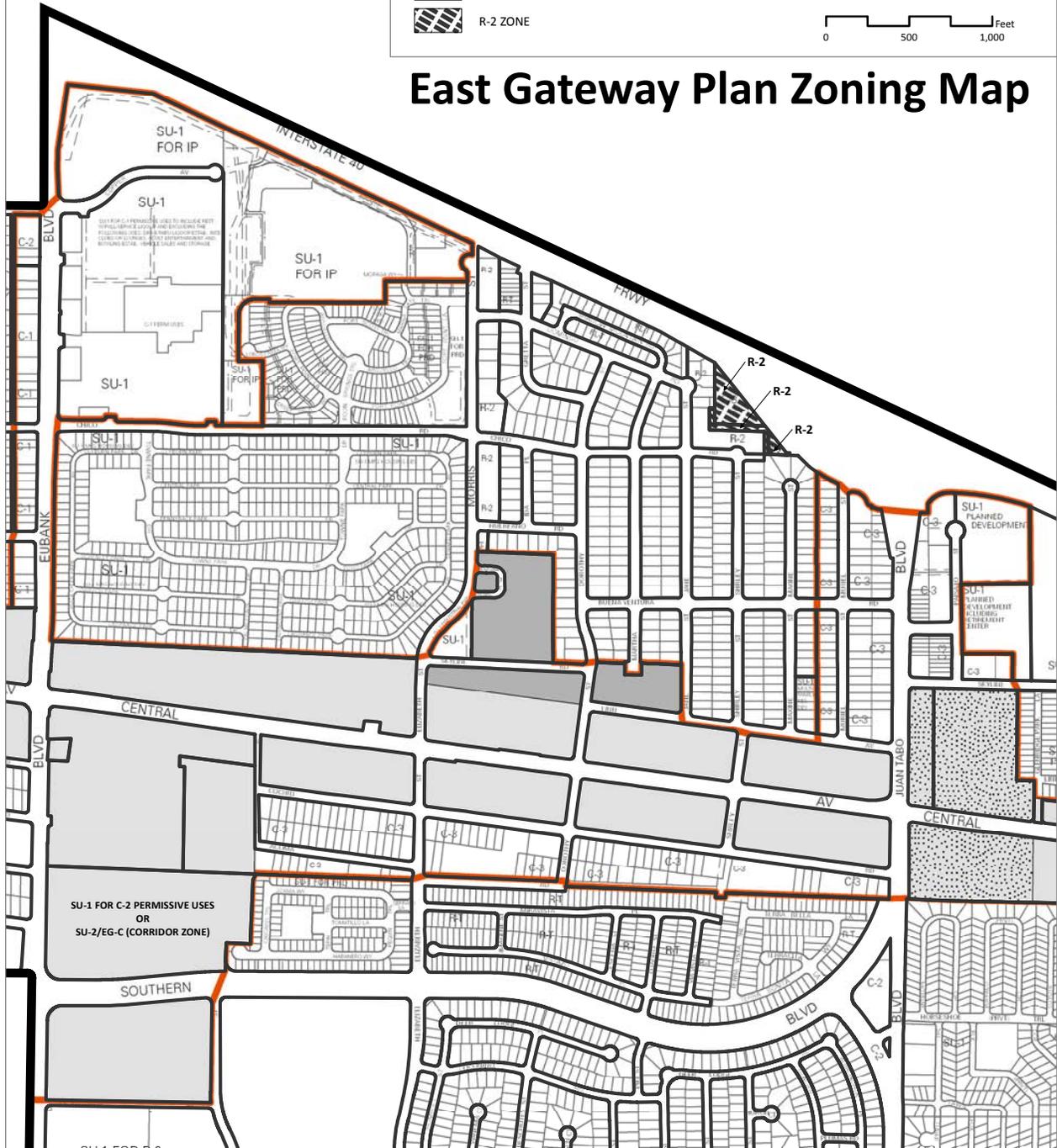
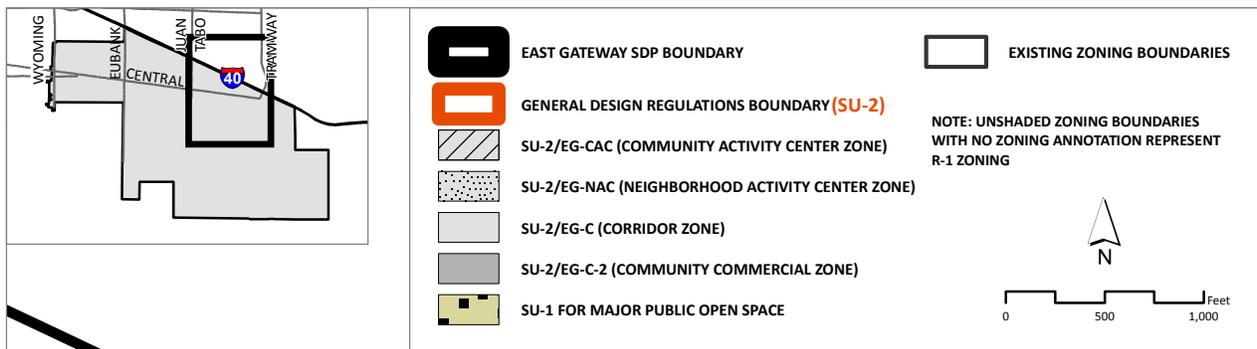


Figure 5.c: East Gateway Plan Zoning Map  
(Eubank Boulevard - Juan Tabo Boulevard)



## East Gateway Plan Zoning Map

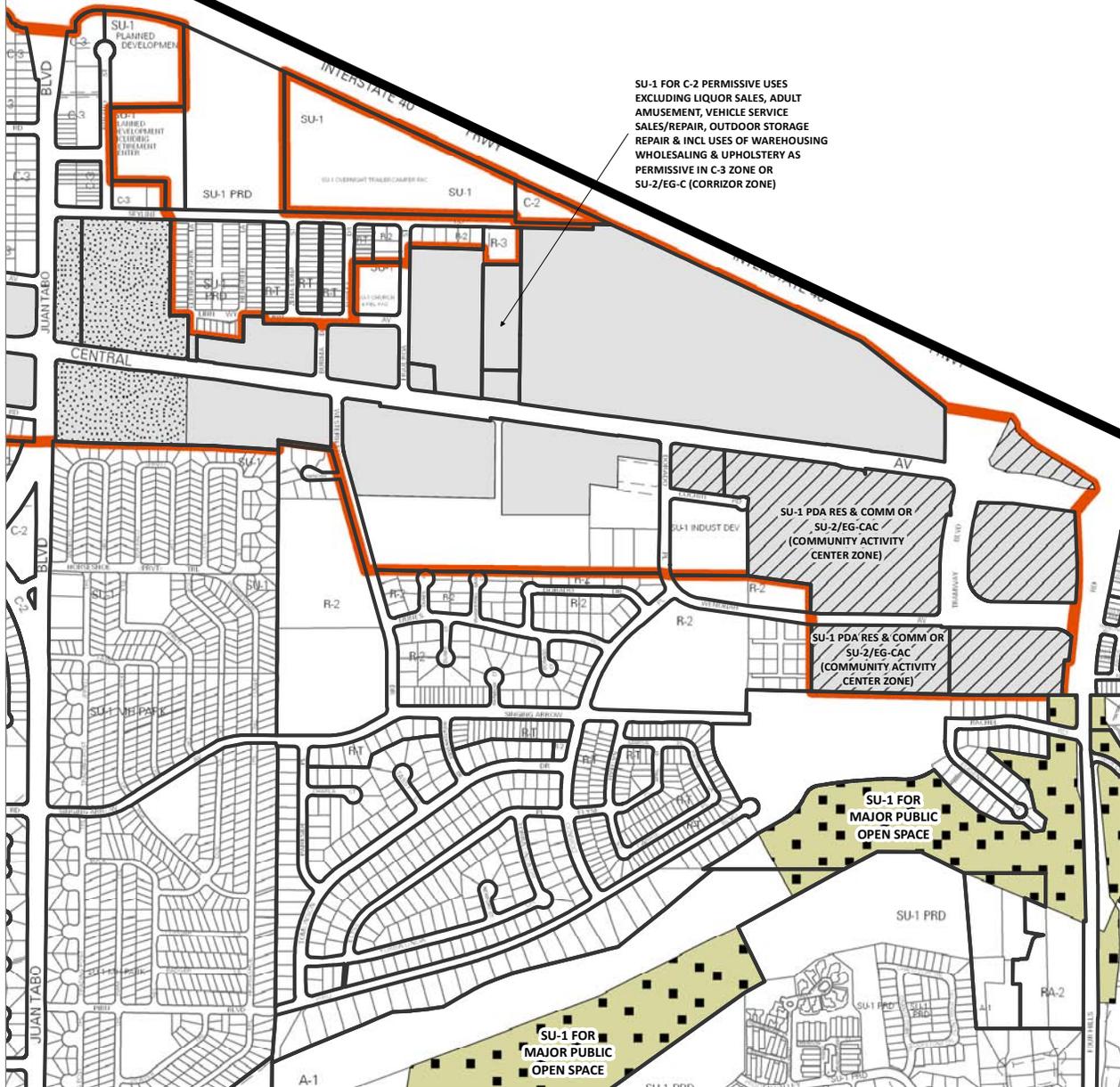
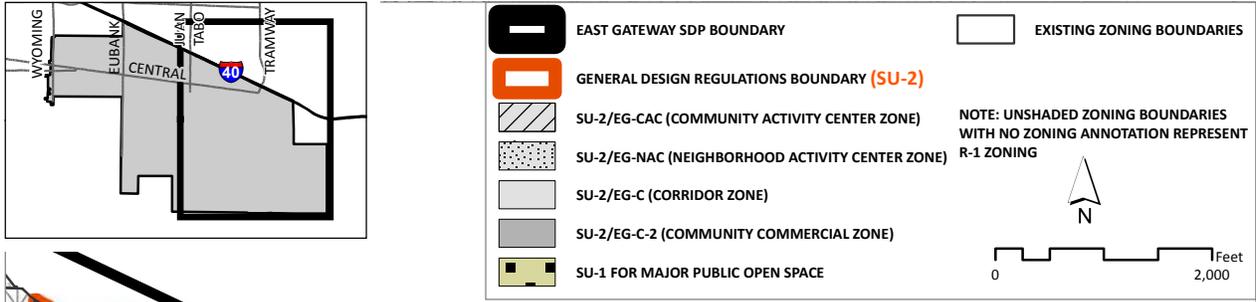


Figure 5.d: East Gateway Plan Zoning Map  
(Juan Tabo Boulevard - Four Hills Road)



# East Gateway Plan Zoning Map

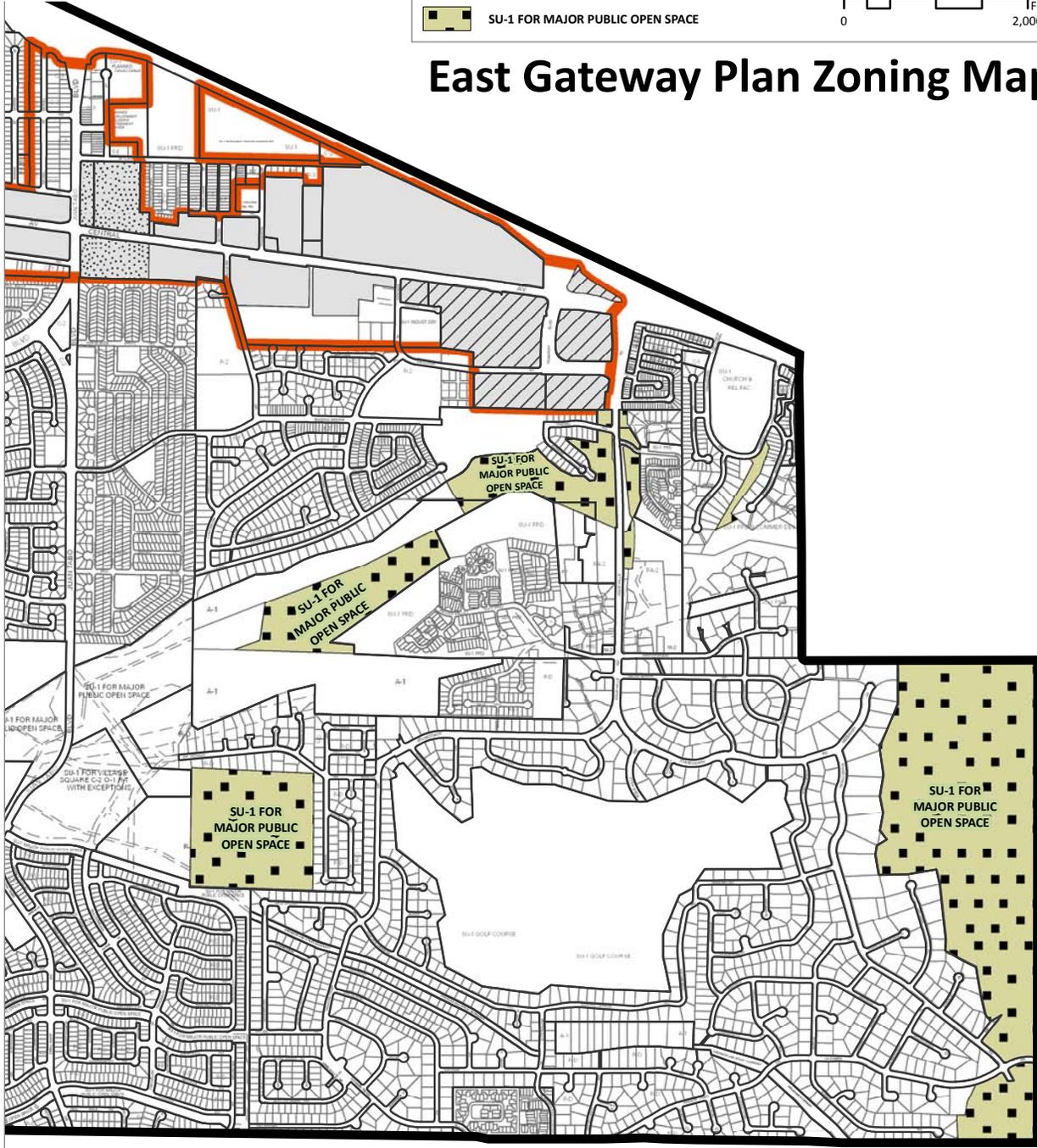


Figure 5.e: East Gateway Plan Zoning Map  
(SU-1 for Major Public Open Space)

## 5.3 Development Approval Process

This Section includes the conditions that trigger development compliance with East Gateway regulations, the development review process, and the approval process for requesting development modifications to Sector Development Plan design regulations.

### 5.3.1 Development Compliance Triggers

- A. The following development requests within East Gateway SU-2 Zones shall comply with pertinent East Gateway Sector Development Plan regulations in Sections 5.5 and 5.6 of this chapter:
  - 1. New development
  - 2. Building additions of 15% or more of existing building gross square footage
  - 3. Buildings replacing existing buildings including buildings that are destroyed by flood, fire, or natural catastrophe
  - 4. Amendments to approved SU-1 site plans that include additions of 15% or more of existing building square footage
  
- B. The following activities are exempt from compliance with the regulations of Sections 5.5 and 5.6 of this Plan, but shall adhere to pertinent regulations of the City of Albuquerque Comprehensive City Zoning Code:
  - 1. Repairs, remodeling and maintenance of existing structures and/or buildings including additions less than 15% gross square footage. The terms “repair” and “remodeling” shall be defined as follows:
    - a. Repair: to restore or replace elements of a structure that are broken
    - b. Remodeling: to update, replace or alter elements of a building
  - 2. Façade improvements to existing buildings
  - 3. Construction of a replacement building after involuntary damage to or destruction of existing building (such as fire damage)
  
- C. East Gateway Sector Development Plan SU-2 Zone designation may cause some permissive and conditional uses existing at the time of Plan adoption to become nonconforming uses. (NOTE: SU-2 zones other than SU-2/EG-CAC, SU-2/EG-NAC, SU-2/EG-C, and SU-2/EG-C-2 retain their underlying zoning without any limitation on use and are only given the “SU-2” designation to clearly indicate that they are subject to the General Design Regulations in this Plan.) These uses shall be considered nonconforming uses as provided in the City of Albuquerque Comprehensive City Zoning Code.

### 5.3.2 Development Approval Process

Development occurring within the East Gateway General Design Regulations boundary requires approval as outlined below.

Approval Body	Development Type	Notification
Building Permit Staff	All three of the following conditions are necessary: <ul style="list-style-type: none"> <li>• Site less than 5 acres excepting site with SU-1 zoning</li> <li>• Proposed Use is a Permissive Use</li> <li>• Development complies with Building and Lot Standards in Section 5.5 of this chapter and General Design Regulations in Section 5.6 of this chapter</li> </ul>	No Public Notification is required
Administrative Review and Approval by Planning Director or Designee preceded by Pre-Application Meeting with the Pre-Application Review Team (PRT)	Site 5 acres or greater except for a Large Retail Facility as defined in the City Zoning Code	No Public Notification is required
ZHE	Conditional Use	Public Notification is required
EPC	One or more of the following conditions: <ul style="list-style-type: none"> <li>• Site with SU-1 zoning that meets the thresholds for EPC review in 14-16-2-22 of the City Zoning Code</li> <li>• A Large Retail Facility as defined in the City Zoning Code</li> <li>• Not a Permissive Use</li> <li>• Development that deviates 10% or more from dimensional Building and Lot Standards in Section 5.5 of this chapter</li> <li>• Development does not comply with General Design Regulations in Section 5.6 of this chapter</li> </ul>	Public Notification is required

### **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**

The building and lot standards in Section 5.5 of this chapter and General Design Regulation in Section 5.6 of this chapter are specific and prescriptive to provide certainty for applicants, neighborhoods, and City development reviewers. It is not the intent of these regulations to limit design creativity or ignore unusual site conditions. As such, the following two levels of modifications to the zoning regulations are allowed:

- 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 less than 10% from any dimensional standard.
- B. Major: Any deviation of 10%-20% from any dimensional standard shall be reviewed by the EPC via the site development plan approval process; deviations of 20% or more are not allowed. In order for the EPC to grant the deviation(s) and approve the site development plan, the applicant must demonstrate that 1) the original standard(s) cannot be reasonably met without substantial hardship, due to the uniqueness of the site, and 2) applicable goals, policies and intents of the East Gateway Sector Development Plan are still met, even with the proposed deviation(s).

## 5.4 The SU-2/EG Zoning Districts

**Chapter Subsection 5.4** contains four SU-2/EG zoning districts for community activity centers, neighborhood activity centers, major street corridor segments between activity centers, and formerly C-2 zoned land within residential neighborhoods. The zoning districts establish permissive and conditional uses for properties that do not meet the requirements to be nonconforming uses. Building, lot, and building façade types for new construction in these zones are located in Section 5.5 of this Plan chapter. General regulations for site, building and public right-of-way are located in Section 5.6 of this chapter. General regulations apply to properties zoned in Section 5.4 of this Plan.

The four SU-2/EG zones established by this Plan are 1) East Gateway Community Activity Center Zone (SU-2/EG-CAC), 2) East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC), 3) East Gateway Corridor Zone (SU-2/EG-C), and 4) East Gateway Community Commercial Zone (SU-2/EG-C-2).

**Properties already zoned SU-1 may continue to develop with the uses assigned under the specific SU-1 designation for that property or may develop with the SU-2/EG zone uses described for the SU-2/EG zone also assigned to that property. However, previously approved site development plans that add 15% or more gross building square footage to previously approved building gross square footage shall comply with pertinent parts of Sections 5.5 and 5.6 of this Plan.**

### 5.4.1 SU-2 East Gateway Community Activity Center Zone (SU-2/EG-CAC)

#### ZONE INTENT

This zoning district enables future mixed-use redevelopment of an area at the Central Avenue/Tramway Boulevard intersection already designated a Community Activity Center by the Albuquerque/Bernalillo County Comprehensive Plan. (See maps of these properties following permissive uses of this zone.)

Community Activity Centers are usually between 30 and 60 acres. They can be larger. Their buildings, streets, and walkways are pedestrian-oriented in design and are intended to provide a mixture of some or all of the following uses: stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, and other public services.

Community Activity Centers are generally spaced to serve people living within a radius of up to three miles. Community Activity Centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers, and people accessing entertainment.

*(Albuquerque / Bernalillo County Comprehensive Plan Table 22: Policy, a. Types of Activity Centers)*

#### PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C -2 Community Commercial Zone, with the following exceptions:
  - a. 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.
  - b. Vehicle washing is allowed only when located within a parking structure.
  - c. Wireless Telecommunications Facility is allowed only if it is attached to a building.

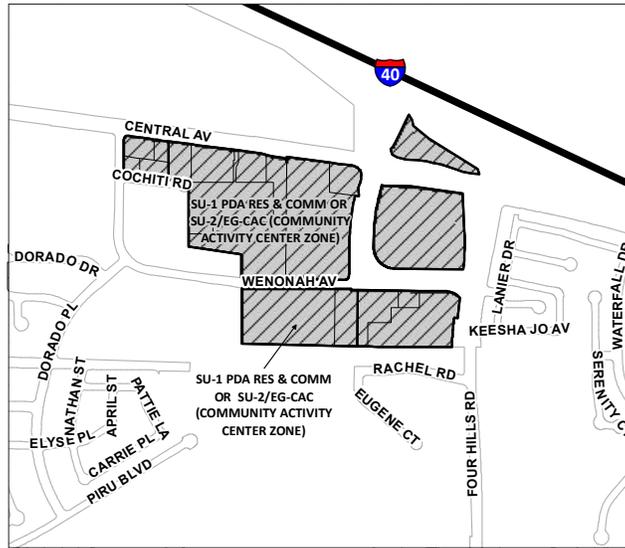
2. Apartments as defined in the City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).
3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
  - a. Office
  - b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
    - Arts and crafts objects and supplies
    - Books, magazines, newspapers, stationery
    - Cosmetics, notions, hobby supplies
    - Flowers and plants
    - Jewelry
    - Clothing
  - c. Services:
    - Barber, beauty
    - Day care center
    - Instruction in music, dance, fine arts or crafts
    - Photography, except adult photo studio
    - Tailoring, dressmaking
  - d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less of space. See the Uniform Administrative and Technical Codes (Chapter 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).
  - e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.
  - f. Units and buildings shall comply with 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
  - g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.
  - h. Signs may be no more than 8 square feet in area and shall be located on the building wall no higher than the first floor.
4. Transit stops and transit facilities
5. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.

**PROHIBITED USES**

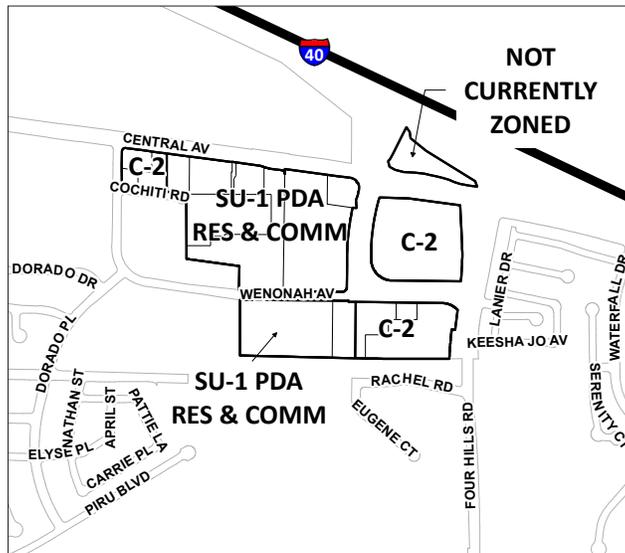
1. Adult store and adult amusement establishment
2. Drive-up and drive-in facilities
3. Gasoline, oil, and other liquid vehicle fuel sales
4. New off-premise signs
5. Parking lots as an individual use rather than required on-site parking
6. Taxidermy services
7. Vehicle sales, rental, service repair or storage
8. Vehicle washing, unless located within a parking structure

**CONDITIONAL USES**

No conditional uses are listed.



**Figure 5.f: East Gateway Sector Development Plan  
SU-2/EG-CAC (Community Activity Center) Zone**



**Figure 5.g: Zoning Predating the  
East Gateway Sector Development Plan**

## 5.4.2 SU-2 East Gateway Neighborhood Activity Center Zone (SU-2/EG-NAC)

### ZONE INTENT

This zoning district enables the future development of two areas this Plan designates as Neighborhood Activity Centers: one at the Central Avenue/Juan Tabo Boulevard intersection and another at the Central Avenue/Wyoming Boulevard intersection. (See maps of these properties following the description of permissive uses of this zone.)

Neighborhood Activity Centers are usually between 5 and 15 acres. Their buildings, streets, and walkways are pedestrian-oriented in design. They are intended to provide mixtures of services and residential building types not found within single-family residential neighborhood interiors.

Buildings in Neighborhood Activity Centers are 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.

*(Albuquerque / Bernalillo County Comprehensive Plan Table 22: Policy, a. Types of Activity Centers)*

### PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-16 C-1 Neighborhood Commercial Zone, with the following exceptions:
  - a. Drive-up facilities are allowed for pharmacies and banking, but not pawn, as long as they comply with all of the applicable provisions of this Chapter, including, but not limited to, the standards in Section 5.6.14.D of the General Design Regulations.
  - b. Residential Uses permissive in the R-3 zone are allowed, but are not required to comply with the C-1 zone minimum acreage requirement.
  - 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.
  - d. Wireless Telecommunications Facility is allowed only if it is attached to a building.
2. Townhouses and Apartments as defined in the City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).
3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
  - a. Office
  - b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
    - Arts and crafts objects and supplies
    - Books, magazines, newspapers and stationery

- Cosmetics, notions, hobby supplies
  - Flowers and plants
  - Jewelry
  - Clothing
- c. Services:
- Barber, beauty
  - Day care center
  - Instruction in music, dance, fine arts or crafts
  - Photography, except adult photo studio
  - Tailoring, dressmaking
- d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).
- e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.
- f. Units and buildings shall comply with 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
- g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.
- h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.
4. Transit stops and transit facilities

#### PROHIBITED USES

1. Adult store and adult amusement establishment
2. Drive-up and drive-in facilities, except for banks and pharmacies, which are permitted as long as they comply with all of the applicable provisions of this Chapter, including, but not limited to, the standards in Section 5.6.14.D of the General Design Regulations
3. Gasoline, oil, and other liquid vehicle fuel sales
4. New off-premise signs
5. Parking lots as an individual use rather than required on-site parking
6. Taxidermy services

#### CONDITIONAL USES

No conditional uses are listed.

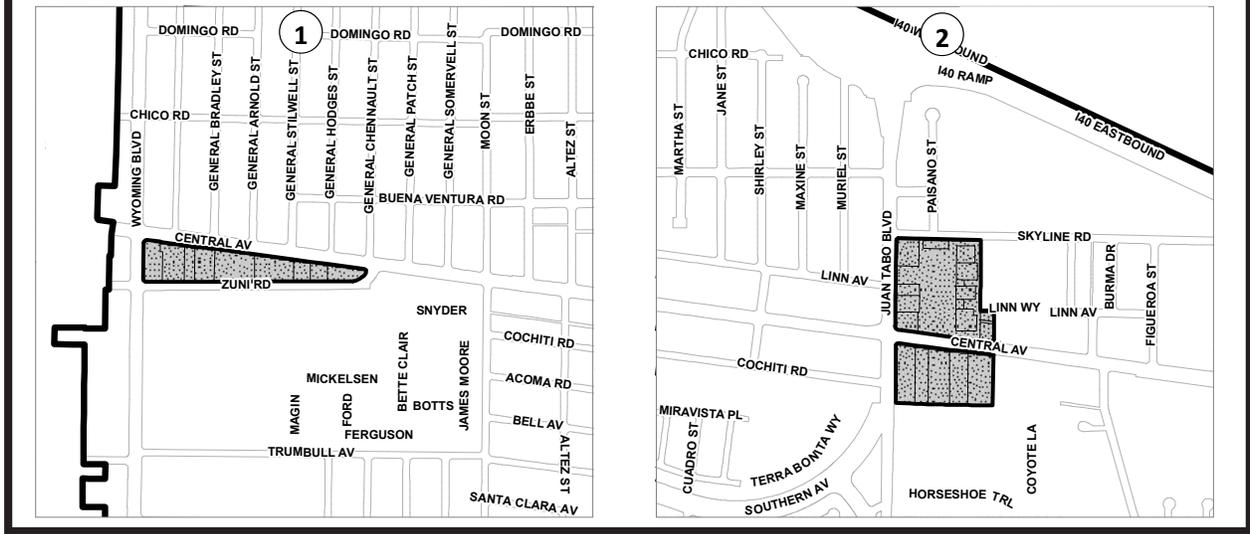
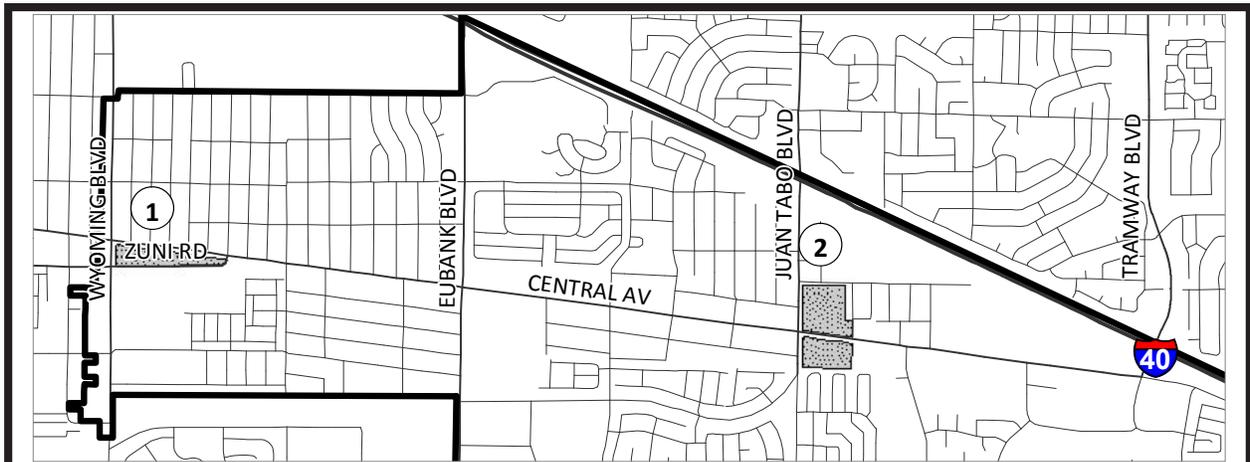


Figure 5.h: East Gateway Sector Development Plan SU-2/EG-NAC (Neighborhood Activity Center) Zone

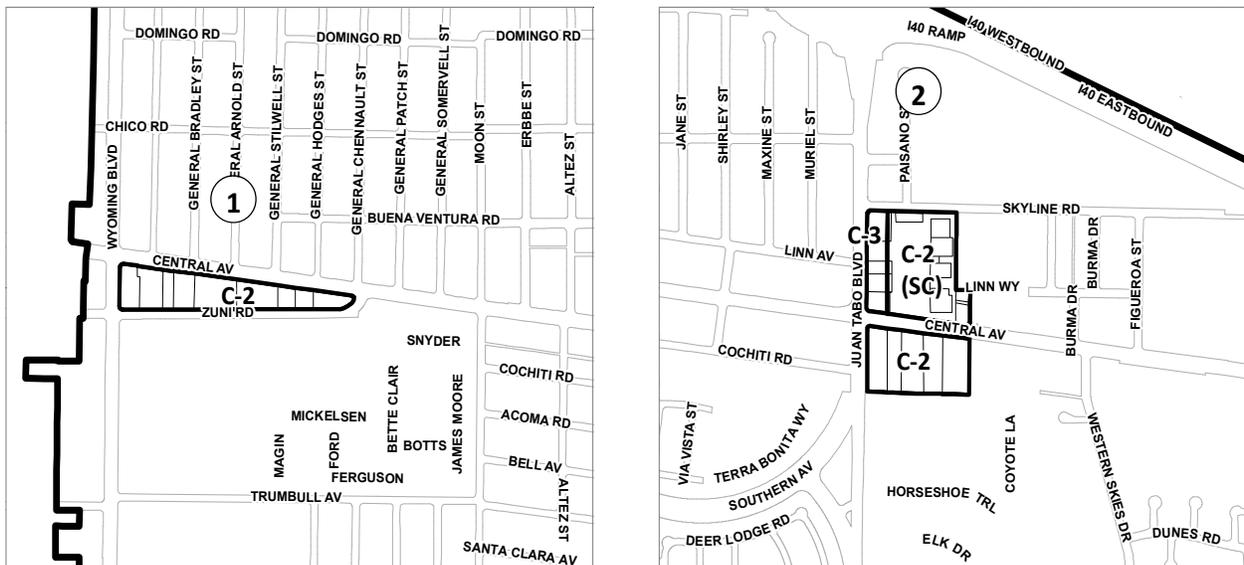


Figure 5.i: Zoning Predating the East Gateway Sector Development Plan

### 5.4.3 SU-2 East Gateway Corridor Zone (SU-2/EG-C)

#### ZONE INTENT

The SU-2/EG-C (Corridor Zone) enables the future development of a mixture of non-residential and residential uses that should support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. This zoning district is applied to most Plan area properties adjacent to Central Avenue or abutting the east side of Eubank Boulevard from Central Avenue through Southern Avenue. (See maps of these properties following permissive uses of this zone.)

The Corridor Zone allows existing businesses to continue. In addition to a wide variety of commercial uses, it allows residential and manufacturing uses not allowed in these locations before the adoption of this Plan.

#### PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C -2 Community Commercial Zone, with the following exceptions:
  - a. 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.
  - b. Wireless Telecommunications Facility is allowed only if it is attached to a building.
2. Townhouses and Apartments as defined in the City of Albuquerque Comprehensive City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).
3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
  - a. Office
  - b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
    - Arts and crafts objects and supplies
    - Books, magazines, newspapers, stationery
    - Cosmetics, notions, hobby supplies
    - Flowers and plants
    - Jewelry
    - Clothing
  - c. Services:
    - Barber, beauty
    - Day care center
    - Instruction in music, dance, fine arts or crafts
    - Photography, except adult photo studio
    - Tailoring, dressmaking
  - d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter

- 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).
- e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.
  - f. Units and buildings shall comply with 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
  - g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.
  - h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.
4. Retail business in which products are manufactured, compounded, processed, assembled or treated, as an accessory use, including carpentry, plumbing, sheet-metal working, upholstering, sign painting, making of metal stamps, catering, baking, confectionery making, or jewelry or curio making, provided:
    - a. All activities are conducted within a completely enclosed building.
    - b. Activities or products do not produce odor, dust, smoke, noise, or vibration outside the building.
  5. Manufacturing, assembling, treating, repairing, or rebuilding articles permissible in the M-1 zone, provided:
    - a. All activities are conducted within a completely enclosed building.
    - b. Activities or products do not produce odor, dust, smoke, noise, or vibration outside the building.
  6. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.
  7. Transit stops and transit facilities

#### PROHIBITED USES

1. Adult store and adult amusement establishment
2. New off-premise signs
3. Parking lots as an individual use rather than required on-site parking

#### CONDITIONAL USES

No conditional uses are listed.

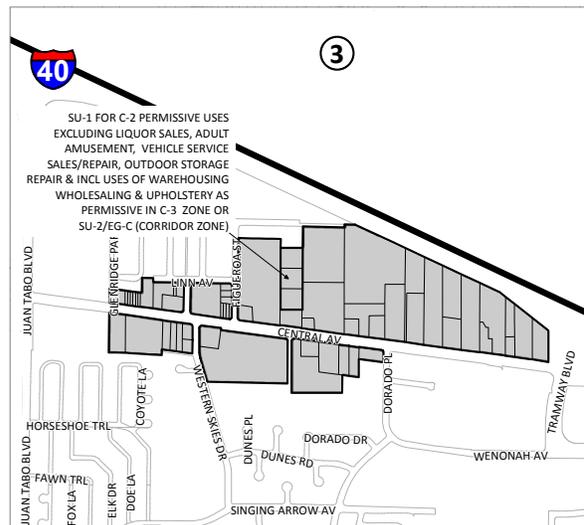
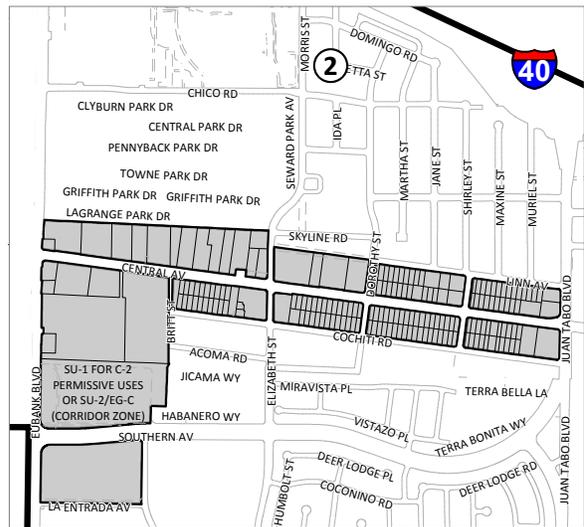
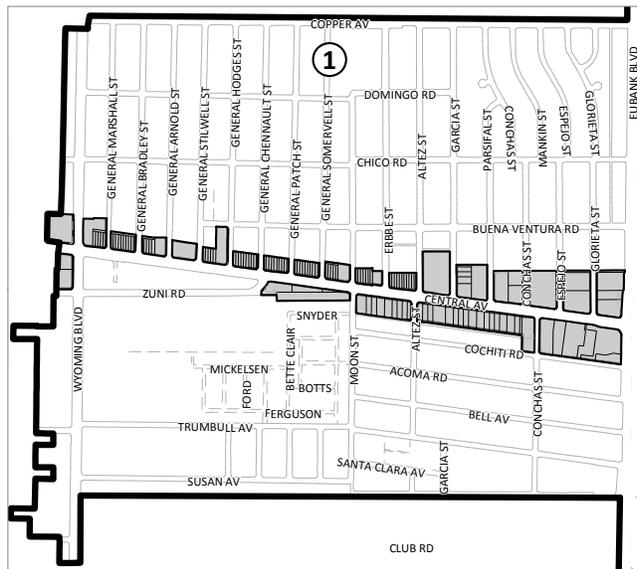
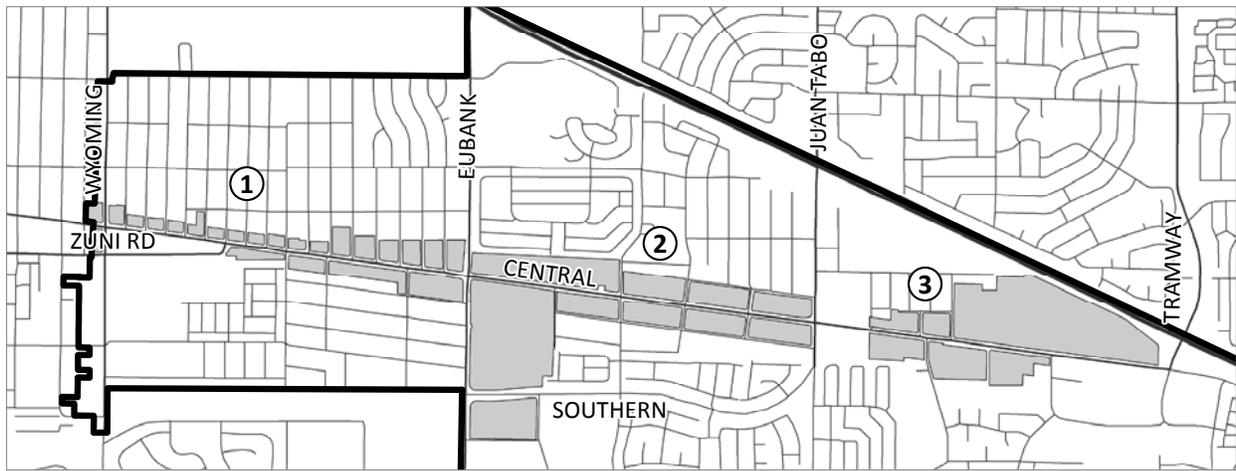


Figure 5.j: East Gateway Sector Development Plan SU-2/EG-C (Corridor) Zone

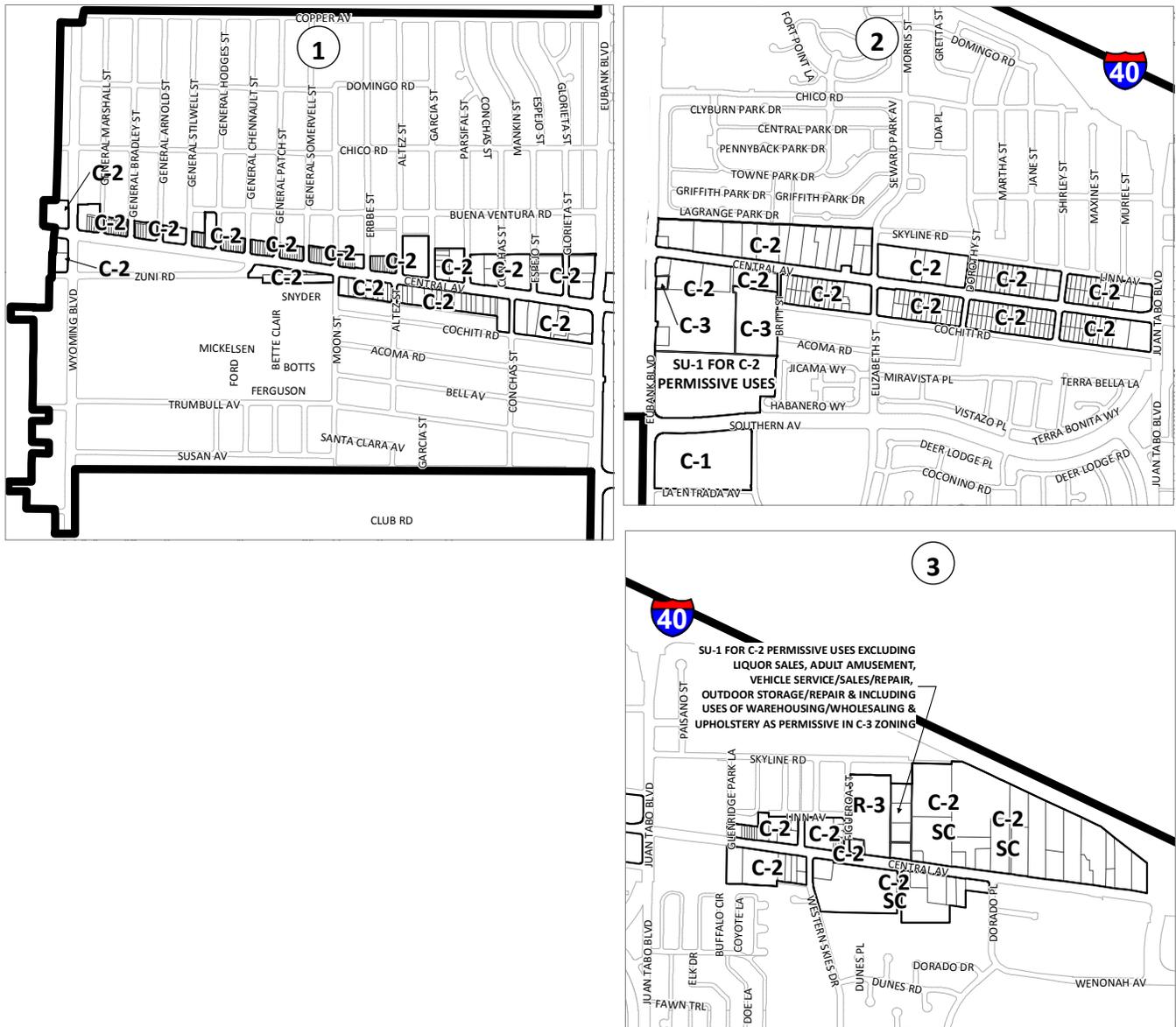


Figure 5.k: Zoning Predating the East Gateway Sector Development Plan

#### 5.4.4 SU-2 East Gateway Community Commercial Zone (SU-2/EG-C-2)

##### ZONE INTENT

The SU-2/EG-C-2 (Community Commercial Zone) is applied to Plan area properties located away from major arterial streets, but zoned C-2 or SU-1 for community commercial purposes before the Sector Plan was adopted. This zoning district excludes some C-2 uses that are not compatible within residential neighborhoods. It allows existing mobile home parks that were nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses that will provide a better transition between properties lining East Gateway's major streets and residential neighborhoods. (See maps of these properties following conditional uses of this zone.)

##### PERMISSIVE USES

1. Uses listed as permissive in 14-16-2-17 C-2 Community Commercial Zone, with the following exceptions:
  - a. Residential uses permissive in the R-3 zone are allowed, but are not required to comply with the C-1 zone minimum acreage requirement.
  - b. 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.
  - c. Wireless Telecommunications Facility is allowed only if it is attached to a building.
2. Townhouses and Apartments as defined in the City of Albuquerque Comprehensive City Zoning Code and controlled in the East Gateway Building Types (Section 5.5 of this Plan) and General Design Regulations (Section 5.6 of this Plan).
3. Live/Work Space in the form of an individual unit, building, or multiple buildings on one premise that are used for both residence and business with residents responsible for the business activity conducted on location. No separation between residential and business activities is required. Live/Work Spaces shall include residences and may include one or more of the following uses:
  - a. Office
  - b. Retail sales of the following goods, plus incidental service and repair and incidental retailing of related goods:
    - Arts and crafts objects and supplies
    - Books, magazines, newspapers, stationery
    - Cosmetics, notions, hobby supplies
    - Flowers and plants
    - Jewelry
    - Clothing
  - c. Services:
    - Barber, beauty
    - Day care center
    - Instruction in music, dance, fine arts or crafts
    - Photography, except adult photo studio
    - Tailoring, dressmaking
  - d. Arts and crafts production and manufacturing businesses that comply with federal, state, and local environmental regulations and use 2,000 square feet or less space. See the Uniform Administrative and Technical Codes (Chapter

- 14, Article 1, ROA 1994), Fire Code (Chapter 14, Article 2, ROA 1994), and Uniform Housing Code (Chapter 14, Article 3, ROA 1994).
- e. Residential floor space that is a minimum of 300 square feet per unit for the first residential occupant and 150 square feet per unit for each additional residential occupant.
  - f. Units and buildings shall comply with 14-2-1 Fire Code and currently adopted Building Code for using kilns, centrifugal casting, spray-painting booths, and other art manufacturing processes.
  - g. Odors and noise from arts and crafts or manufacturing processes shall not be detectable outside the building unit where these processes are occurring.
  - h. Signs may be no more than 8 square feet in area and shall be located at a maximum height of 15 feet above grade or at the top of the first floor, whichever is lower.
4. Religious Institution: A building, together with its accessory buildings and use, where persons regularly assemble for religious purposes and related social events and which building, together with its accessory buildings and uses, is maintained and controlled by a religious body organized to sustain religious ceremonies and purposes.

#### PROHIBITED USES

- 1. Adult store and adult amusement establishment
- 2. Alcoholic drink sales
- 3. Antennas
- 4. Circus or carnival operations
- 5. Off-premise signs
- 6. Parking lots as an individual use rather than required on-site parking
- 7. Vehicle sales, rental, service, repair and storage

#### CONDITIONAL USES

- 1. Mobile Home Parks as regulated in the City Zoning Code in the MH zone. Existing mobile home parks are considered approved conditional uses.



Figure 5.l: East Gateway Sector Development Plan SU-2/EG-C-2 (Community Commercial) Zone

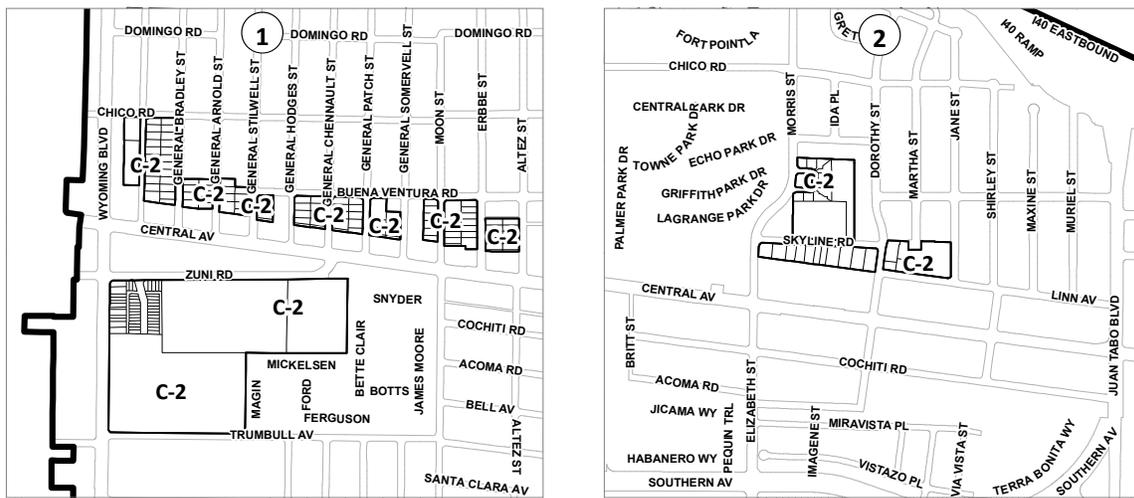


Figure 5.m: Zoning Predating the East Gateway Sector Development Plan

## 5.5 Building Types

The following basic building types are allowed for new development and redevelopment on East Gateway SU-2/EG zoned properties. The following pages provide details of each building type, lot requirements, building lot coverage, building height and size, on-site parking locations, building front façade types and front yard requirements associated with them.

BUILDING TYPES	COMMUNITY ACTIVITY CENTER ZONE (SU-2/EG-CAC)	NEIGHBORHOOD ACTIVITY CENTER ZONE (SU-2/EG-NAC)	CORRIDOR ZONE (SU-2/EG-C)	COMMUNITY COMMERCIAL ZONE (SU-2/EG-C-2)
Townhouse		x	x	x
Apartment Buildings (Apartment House, Courtyard Apartment Building and Other Apartment Buildings)	x	x	x	x
Apartment Complex			x	x
Live/Work Building	x	x	x	x
Mixed Use Building	x	x	x	x
Commercial Building	x	x	x	x
Liner Building	x	x	x	x
Institutional or Civic Building	x	x	x	x
Industrial Building			x	x

**Townhouse Lot**

Townhouse lots are located side by side and designed to accommodate a building with more than one dwelling unit. Each dwelling unit is on a separate lot and has a private rear yard. Front yards may be shared across lots.

TOWNHOUSE BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	18	32 or 42 for lots with side yard abutting street right-of-way
Lot Depth (linear feet)	98	120
Lot Size (square feet)	1,760	5,040
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	360 per dwelling unit	No Requirement
Building Front Façade Lot Width Coverage (%)	70	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	15
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	No requirement
Side Yard Setback from shared lot line (linear feet)	None, except 10 feet between residential buildings and 10 feet from a lot with another use. (See SU-2 General Regulation 5.6.1.A.2)	No requirement
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building (linear feet)	10	No requirement
Side and Rear yard setback (See City Zoning Code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625 Maximum building footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot.
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	No requirement	38
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Rear Yard, however, minimum usable open space shall be provided on the lot.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Common Yard (no driveways, vehicle storage or movement between front building façade and street) or Porch and Wall (no driveways, vehicle storage or movement between front building façade and street)		
ADDITIONAL REQUIREMENTS		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue.		

## Some Townhouse Lot Examples (Maximum Lot Widths)

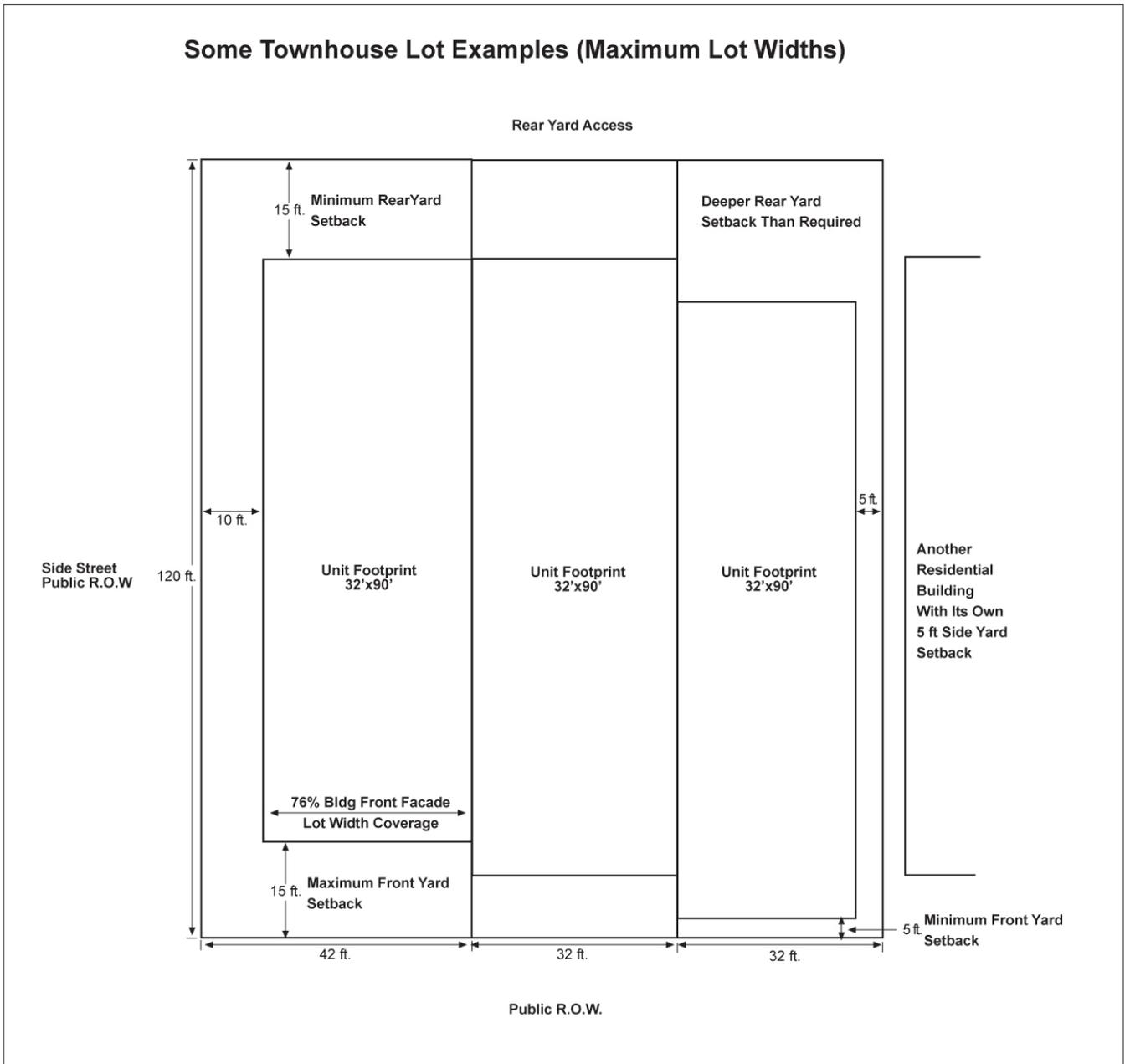


Figure 5.n: Townhouse Lot Example

**Apartment House, Courtyard Apartment Building and Apartment Building Lots**

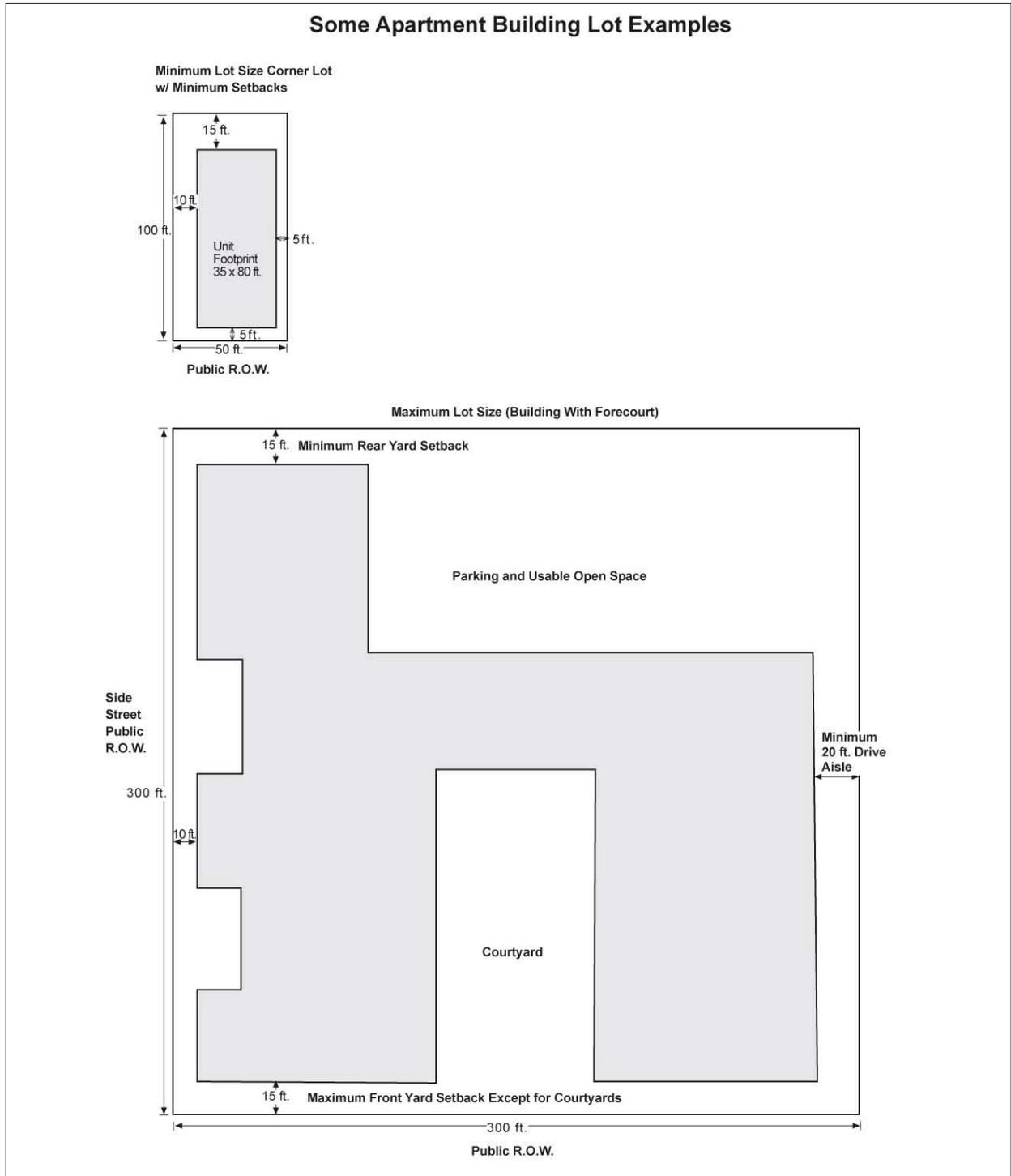
An Apartment House lot is located and designed to accommodate a building that resembles a large house, but contains multiple dwelling or lodging units. A Courtyard Apartment Building lot is located and designed to accommodate multiple dwelling or lodging units above or beside each other, facing onto a shared courtyard that is partly or wholly open to the street. Each unit has direct access or shares a common access from a porch or stoop facing the courtyard or the street. An Apartment Building lot is located and designed to accommodate multiple dwelling or lodging units above or beside each other in a building that is located close to the front property line and that occupies most of its building lot width.

APARTMENT HOUSE, COURTYARD APARTMENT BUILDING AND APARTMENT BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	50	300
Lot Depth (linear feet)	100	300
Lot Size (square feet)	5,000	90,000
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	400 for each efficiency apt. or one-bedroom apt. 500 for each two-bedroom or larger apt.	No requirement
Building Front Façade Lot Width coverage (%)	70, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard to meet required off-street parking	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	15, except for building portions set back in a courtyard
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10
Side Yard Setback from shared lot line (linear feet)	5	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building (linear feet)	10	No requirement
Side and Rear yard setback (see City Zoning Code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	26	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Common Yard (no driveways, vehicle storage or movement between front building façade and street) Porch and Wall (no driveways, vehicle storage or movement between front building façade and street), Forecourt or Stoop		

**APARTMENT HOUSE, COURTYARD APARTMENT BUILDING AND  
APARTMENT BUILDING AND LOT STANDARDS**

**ADDITIONAL REQUIREMENTS AND NOTES**

1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue.
2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.



**Figure 5.o: Apartment Lot Examples**

### ***Apartment Complex Lot***

An Apartment Complex lot is located and designed to accommodate multiple buildings with multiple dwelling or lodging units above and/or beside each other.

<b>APARTMENT COMPLEX BUILDING AND LOT STANDARDS</b>		
<b>LOT REQUIREMENTS</b>	<b>MIN</b>	<b>MAX</b>
Lot Width (linear feet)	No Requirement	500
Lot Depth (linear feet)	No Requirement	500
Lot Size (square feet)	No Requirement	250,000
<b>BUILDING LOT COVERAGE</b>	<b>MIN</b>	<b>MAX</b>
Usable Open Space (square feet)	400 for each efficiency apt. or one-bedroom apt. 500 for each two-bedroom or larger apt.	No requirement
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	25
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	25
Side Yard Setback from shared lot line (linear feet)	5	No Requirement
Rear Yard Setback (linear feet)	15	No Requirement
<b>BUILDING HEIGHT (linear feet)</b>	<b>MIN</b>	<b>MAX</b>
	No requirement	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
<b>PARKING LOCATION</b>		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
<b>FRONT BUILDING FAÇADE AND FRONT YARD TYPE</b>		
Common Yard (no driveways, vehicle storage or movement between front building façade and street), Porch and Wall (no driveways, vehicle storage or movement between front building façade and street), Forecourt or Stoop.		
<b>ADDITIONAL REQUIREMENTS</b>		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue. 2. Front building façades shall face streets, not including alleys, and may also face interior common yards.		



### Live/Work Building Lot

A Live/Work Building lot is located and designed to accommodate attached or detached units or buildings with office, retail, arts and crafts production and residential uses.

LIVE/WORK BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	16	60
Lot Depth (linear feet)	80	120
Lot Size (square feet)	1,280	7,200
BUILDING LOT COVERAGE	MIN	MAX
Usable Open Space (square feet)	80 per unit	No requirement
Building Front Façade Lot Width Coverage (%)	70, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard to meet required off-street parking	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	10, except for building portion set back in a courtyard or other type of forecourt
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10
Side Yard Setback from shared lot line (linear feet)	5	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Rear Yard Setback (linear feet)	15	No requirement
ACCESSORY BUILDING	MIN	MAX
Setback from Principal Building	10	No requirement
Side and Rear Yard setback (see City Zoning code 14-16-3-3(B)(2) for Accessory Structures)		
Building Footprint (square feet)	No requirement	625 Maximum building footprint for accessory buildings is the total square footage allowed for all accessory buildings on the lot.
BUILDING HEIGHT (linear feet)	MIN	MAX
Principal Building	26	50, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
Accessory Building(s)	No requirement	Less than principal building height, but no more than 25 feet
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Forecourt, Storefront with Awning, Arcade or Gallery Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
<ol style="list-style-type: none"> <li>1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue</li> <li>2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum of 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.</li> </ol>		

**A Live/Work Building Lot Example  
( Corner Lot, Maximum Lot Size with Minimum Setbacks)**

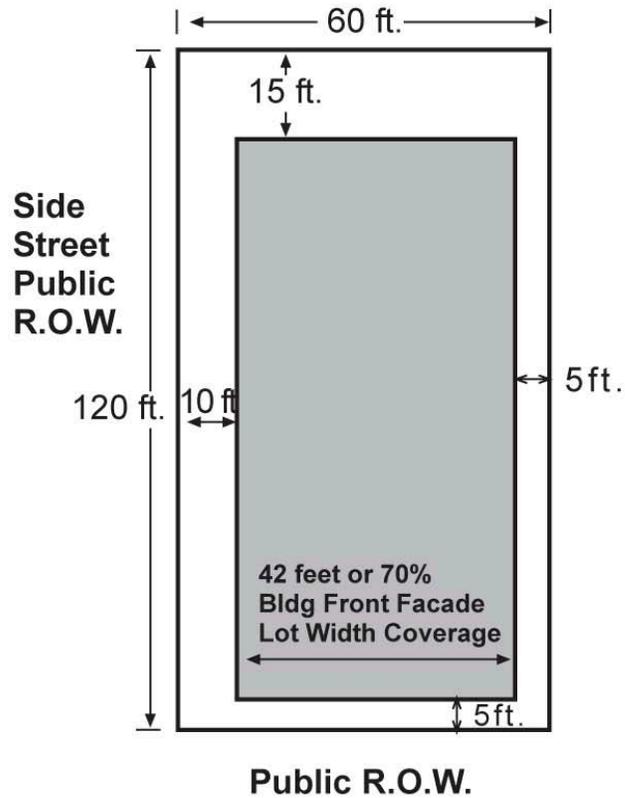


Figure 5.p: Live/Work Building Lot Example

**Mixed-Use Building Lot**

A Mixed-Use Building lot is located and designed to accommodate a multi-story building with various commercial uses on the first story and commercial uses and/or dwelling units on upper stories.

MIXED-USE BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	16	300
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	150,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum side yard setbacks
Front Yard Setback (linear feet)	5	10, except portions of the building set back in a forecourt
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	10, except may be more where there is no rear yard access from a rear street, alley, or a side street and some required off-street parking or a 20-foot drive aisle to access rear yard parking must be accommodated in the side yard
Side Yard Setback from shared lot line (linear feet)	5	No requirement
Rear Yard Setback (linear feet)	15	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	26	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard. Courtyards may not be used to park motorized vehicles, excepting wheelchairs.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Forecourt, Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
<ol style="list-style-type: none"> <li>1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue</li> <li>2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.</li> </ol>		

**Mixed-Use Building Lot Example  
(Maximum Lot Size)**

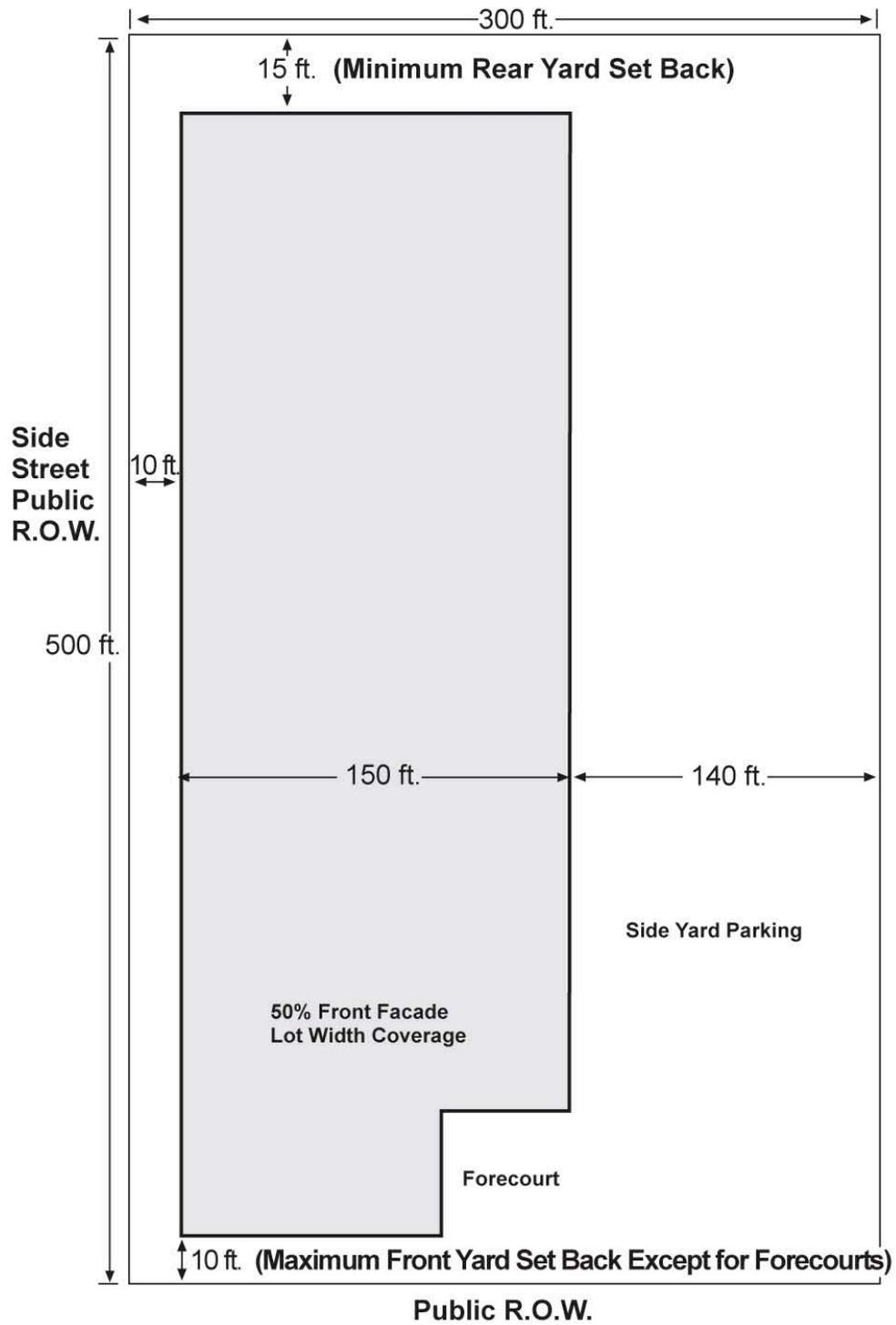


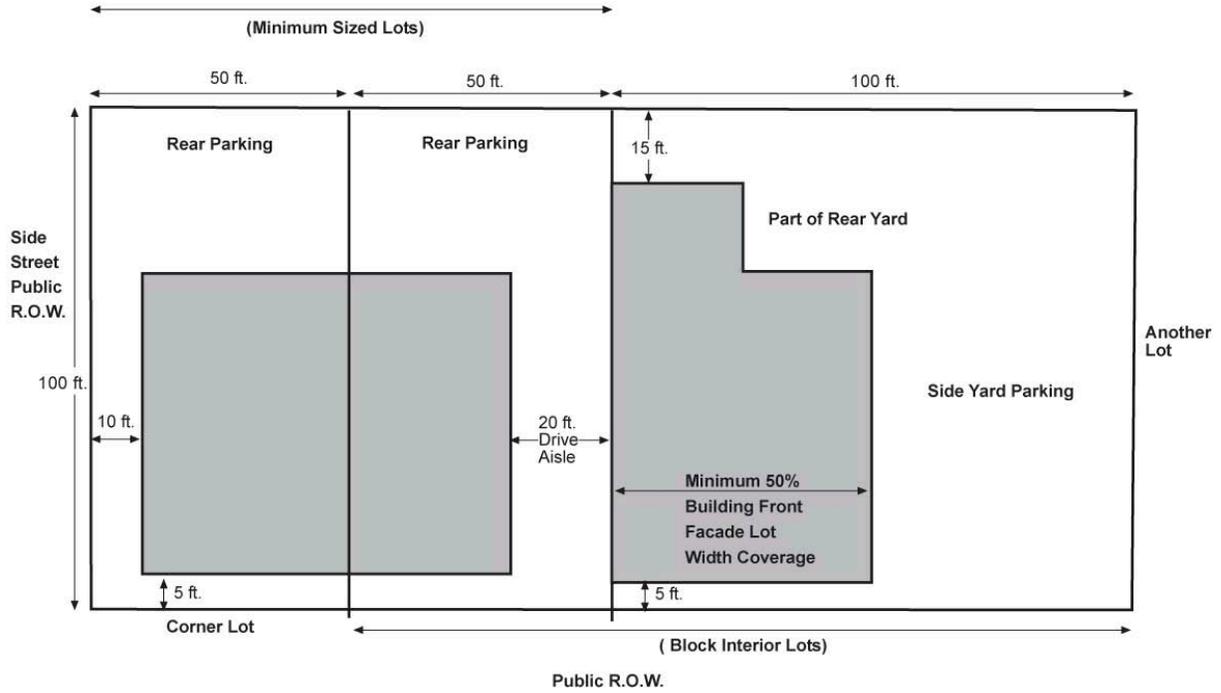
Figure 5.q: Mixed-Use Building Lot Example

**Commercial Building and Lot**

A Commercial Building lot is located in a non-residential complex and is designed to accommodate office or retail uses.

COMMERCIAL BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	50	300
Lot Depth (linear feet)	100	300
Lot Size (square feet)	5,000	90,000
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	Up to required minimum required side yard setbacks
Front Yard Setback (linear feet)	0	10
Side Yard Setback from property line abutting street right-of-way (linear feet)	0	10
Side Yard Setback from shared property line	0 from a shared property line with a nonresidential use. 5 from a shared property line with a residential use.	No requirement
Rear Yard Setback (linear feet)	15	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
In Side Yard with shared lot line and/or in Rear Yard.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
ADDITIONAL REQUIREMENTS AND NOTES		
<ol style="list-style-type: none"> <li>1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue</li> <li>2. If the only access to side or rear yard required off-street parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may increase the maximum side yard setback distance and may decrease the percentage of building front façade lot width coverage.</li> </ol>		

## Some Commercial Building Lot Examples



Note: Assumes No Rear Yard Access from Alley or Rear Facing Street

Figure 5.r: Commercial Building Lot Examples

### ***Liner Building Lot***

A Liner Building lot is located and designed to accommodate a large footprint building such as a parking garage, cinema, supermarket, or other use requiring a large building and a liner building that surrounds the larger building to conceal its blank walls and provide windows and doors that face the street.

<b>LINER BUILDING AND LOT STANDARDS</b>		
<b>LOT REQUIREMENTS</b>	<b>MIN</b>	<b>MAX</b>
Lot Width (linear feet)	No requirement	500
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	250,000
<b>BUILDING LOT COVERAGE</b>	<b>MIN</b>	<b>MAX</b>
Building Front Façade Lot Width coverage (%)	90, except may be less where a minimum 20-foot wide drive aisle is the only possible access to side or rear yard parking	No requirement
Front Yard Setback (linear feet)	0	5
Side Yard Setback from property line abutting street right-of-way (linear feet)	0	No requirement
Side Yard Setback from shared lot line (linear feet)	0	No requirement
Rear Yard Setback (linear feet)	10	No requirement
<b>LINER BUILDING HEIGHT (linear feet)</b>	<b>MIN</b>	<b>MAX</b>
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
<b>PARKING LOCATION</b>		
In Side Yard with shared lot line, in Rear Yard, or attached parking structure		
<b>FRONT BUILDING FAÇADE AND FRONT YARD TYPE</b>		
Storefront with Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
<b>ADDITIONAL REQUIREMENTS AND NOTES</b>		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard with a shared lot line. The drive aisle width may decrease the percentage of building front façade lot width coverage.		

### Liner Building Lot Example

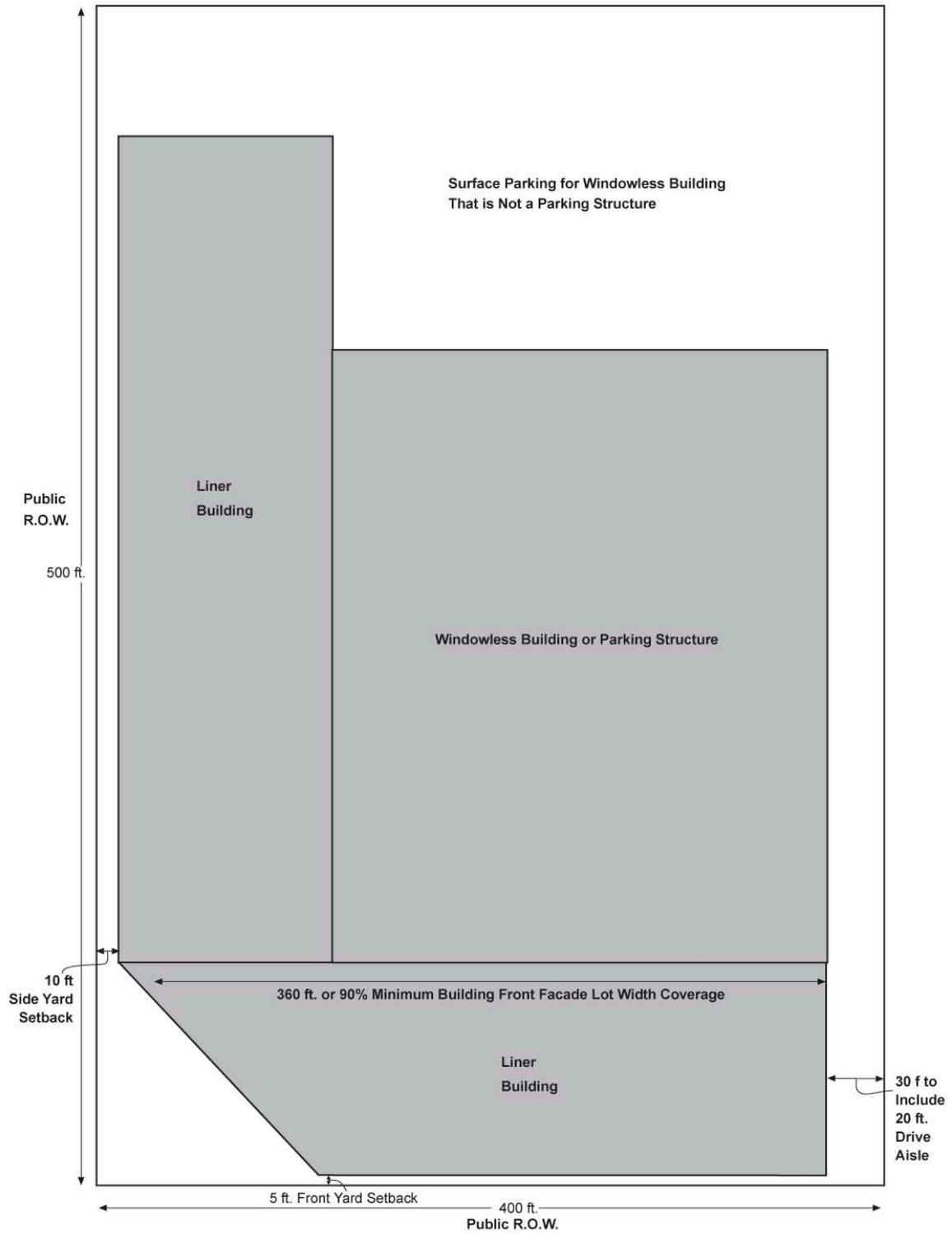


Figure 5.s: Liner Building Lot Example

***Institutional or Civic Building Lot***

An Institutional or Civic Building lot is located and designed to accommodate a building or buildings containing public uses or quasi-public uses such as day care, education, government services, community services, social services or a religious institution.

INSTITUTIONAL or CIVIC BUILDING AND LOT STANDARDS		
LOT REQUIREMENTS	MIN	MAX
Lot Width (linear feet)	No requirements, except that a lot shall not exceed the maximum block size allowed in Section 5.6.1.F.1 of this Plan.	
Lot Depth (linear feet)		
Lot Size (square feet)		
BUILDING LOT COVERAGE	MIN	MAX
Building Front Façade Lot Width Coverage (%)	50	No requirement
Front Yard Setback (linear feet)	No requirement	No requirement, except 10 feet for lots abutting arterial streets
Side Yard Setback (Street and shared lot line) (linear feet)	No requirement	No requirement
Rear Yard Setback (linear feet)	10	No requirement
BUILDING HEIGHT (linear feet)	MIN	MAX
	No requirement	65, provided parts of the building exceeding 26 feet in height are located a minimum of 85 feet from a lot zoned exclusively for residential uses
PARKING LOCATION		
Side Yard or Rear Yard for lots abutting arterial streets.		
FRONT BUILDING FAÇADE AND FRONT YARD TYPE		
No requirement, however front entrance and windows shall be located on building façade facing the front property line		
ADDITIONAL REQUIREMENTS AND NOTES		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue 2. If the only access to side or rear yard parking is from the street parallel to the front building façade, then a minimum 20-foot wide drive aisle shall be provided in the side yard.		

### Institutional Building Lot Example

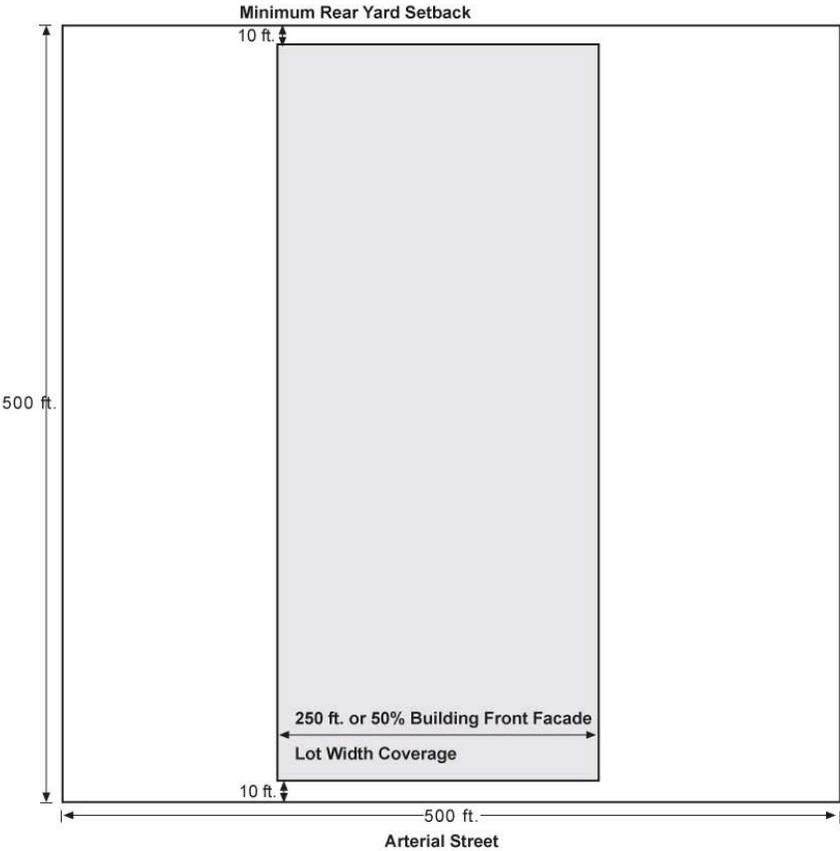


Figure 5.t: Institutional Building Lot Example

### **Industrial Building Lot**

An Industrial Building lot is located and designed to accommodate a building intended for storage or manufacturing.

<b>INDUSTRIAL BUILDING AND LOT STANDARDS</b>		
<b>LOT REQUIREMENTS</b>	<b>MIN</b>	<b>MAX</b>
Lot Width (linear feet)	No requirement	500
Lot Depth (linear feet)	No requirement	500
Lot Size (square feet)	No requirement	250,000
<b>BUILDING LOT COVERAGE</b>	<b>MIN</b>	<b>MAX</b>
Building Front Façade Lot Width Coverage (%)	No requirement, except 50% for lots abutting arterial streets	No requirement
Front Yard Setback (linear feet)	10	No requirement
Side Yard Setback from property line abutting street right-of-way (linear feet)	10	No requirement
Side Yard Setback from shared lot line (linear feet)	10	No requirement
Rear Yard Setback (linear feet)	25	No requirement
<b>BUILDING HEIGHT (linear feet)</b>	<b>MIN</b>	<b>MAX</b>
	No requirement	38
<b>PARKING LOCATION</b>		
In Side Yard with shared lot line and/or in Rear Yard		
<b>FRONT BUILDING FAÇADE AND FRONT YARD TYPE</b>		
Forecourt, Storefront and Awning, Gallery or Arcade Note: A City encroachment agreement is required to extend any portion of a building into the public right-of-way.		
<b>ADDITIONAL REQUIREMENTS AND NOTES</b>		
1. If a lot abuts Central Avenue and another street, the front building façade and front yard shall face Central Avenue		

### Industrial Building Lot Example

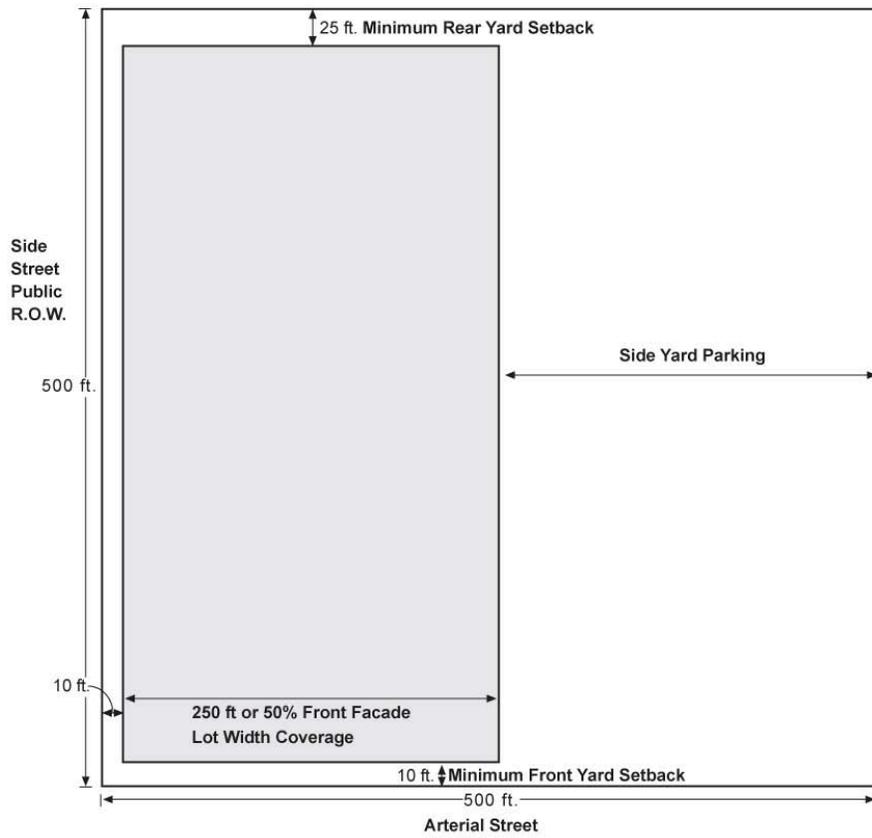
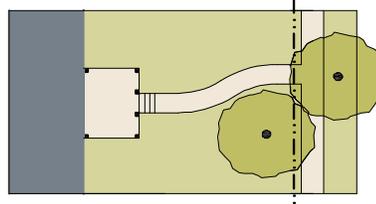
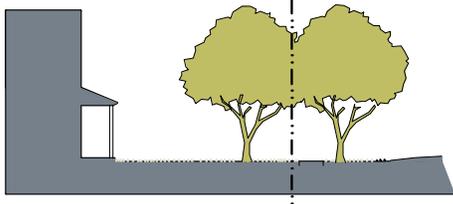


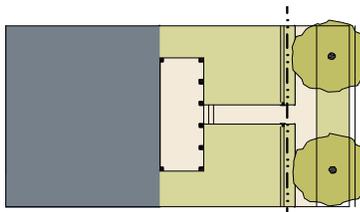
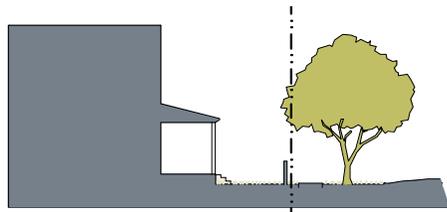
Figure 5.u: Industrial Building Lot Example

**PRIVATE LOT FRONTAGE PUBLIC R.O.W. PRIVATE LOT FRONTAGE PUBLIC R.O.W.**  
**BUILDING FRONT FAÇADES SHALL FACE THE PUBLIC RIGHT-OF-WAY**  
 The following illustrations are not regulatory. They are provided as examples.

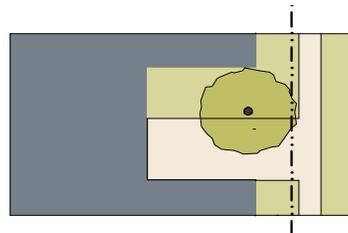
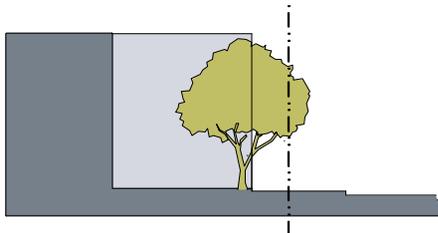
**PRIVATE LOT FRONTAGE PUBLIC R.O.W. PRIVATE LOT FRONTAGE PUBLIC R.O.W.**



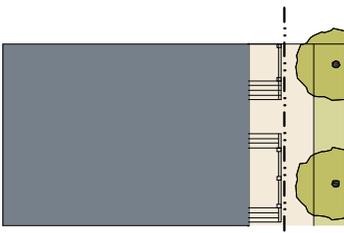
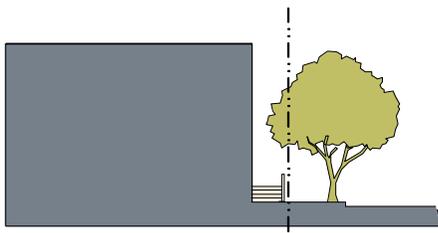
- 1. COMMON YARD:** APPROPRIATE FOR TOWNHOUSE, APARTMENT HOUSE, APARTMENT BUILDING AND APARTMENT COMPLEX – Consists of 1) An unfenced landscaped front yard shared by more than one dwelling unit and visually continuous from unit to unit, 2) Maximum building setback distance to allow a buffer from traffic on arterial or collector streets.



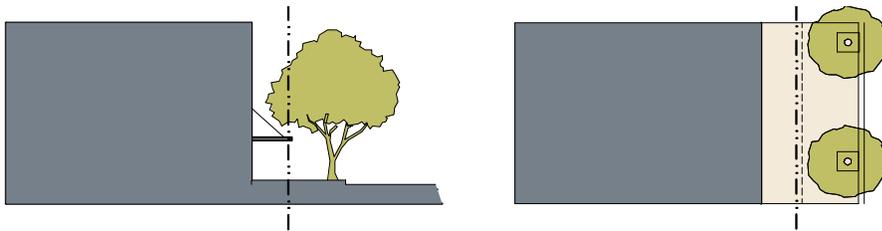
- 2. PORCH & SHORT WALL OR FENCE:** APPROPRIATE FOR TOWNHOUSE, APARTMENT HOUSE, AND APARTMENT BUILDING – Consists of 1) An 18" to 36"-high wall or fence at the property line abutting the public right-of-way, 2) Landscaped front yard, 3) Building façade with an attached front porch no less than 8 feet deep.



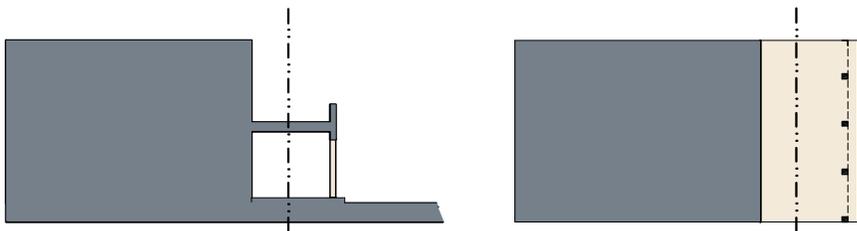
- 3. FORECOURT:** APPROPRIATE FOR COURTYARD APARTMENT BUILDING, APARTMENT BUILDING, AND APARTMENT COMPLEX – Consists of 1) A portion of the building façade close to the property line abutting the public right-of-way, 2) Remainder of front building façade set back resulting in a forecourt suitable for vehicular drop-offs or a landscaped courtyard, 3) Large trees within the forecourt that may overhang the public sidewalk (*Ordinance 6-6-2-5(F) City of Albuquerque Street Tree Ordinance requires 7 feet of clearance over a sidewalk and 14 feet of clearance over a street.*)



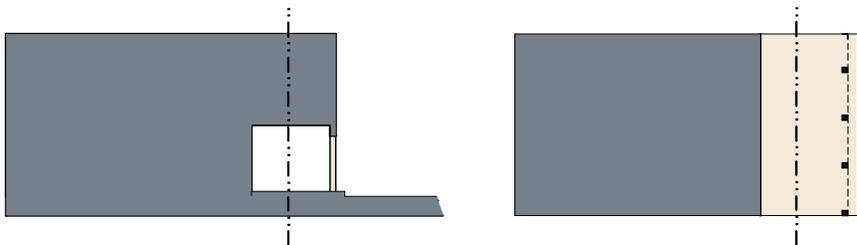
4. **STOOP:** APPROPRIATE FOR COURTYARD APARTMENT BUILDING, APARTMENT BUILDING, AND APARTMENT COMPLEX – Consists of 1) Building façade close to the property line abutting the public right-of-way, 2) Building entrance accessed by exterior stair and/or ramp and landing.



5. **STOREFRONT WITH AWNING:** APPROPRIATE FOR LIVE/WORK, MIXED-USE, COMMERCIAL, AND LINER BUILDINGS – Consists of 1) Building façade close to the property line abutting the public right-of-way, 2) Building entrance adjacent to public sidewalk, 3) Substantial glazing on first story as provided in Section 5.6.14 of this Plan, 4) Awnings overhanging the sidewalk by at least 5 feet. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.



6. **GALLERY:** APPROPRIATE FOR LIVE/WORK, MIXED-USE, COMMERCIAL, AND LINER BUILDINGS – Consists of a building façade with an attached minimum 10-foot deep cantilevered shed or lightweight colonnade. This portion of the building may or may not extend into the public right-of-way to cover a public sidewalk, but may not extend into the required landscaped sidewalk setback area in the public right-of-way. First story contains many windows. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.



7. **ARCADE:** APPROPRIATE FOR LIVE/WORK AND MIXED USE BUILDINGS WITH COMMERCIAL USES ON THE FIRST FLOOR – Consists of a building façade with an attached minimum 12-foot deep colonnade supporting habitable space. This portion of the building may or may not extend into the public right-of-way to cover a public sidewalk, but may not extend into the required landscaped sidewalk setback area in the public right-of-way. First story contains many windows. A City encroachment agreement is required to extend any portion of a building into the public right-of-way.

## 5.6 General Design Regulations

General Design Regulations for site design, building design, and public right-of-way design are applicable to properties within the General Design Regulations Boundary established on East Gateway Zoning Maps on pages 5-2 through 5-6. Some regulations apply only to properties abutting Central Avenue, some apply only to properties designated as activity centers or abutting major streets, and the rest apply to all properties within the East Gateway General Design Regulations boundary. East Gateway properties outside the General Design Regulations boundary are required to follow regulations in the City of Albuquerque Comprehensive City Zoning Code. The illustrations in the remainder of this chapter are examples and should not be considered regulatory.

### Site Design

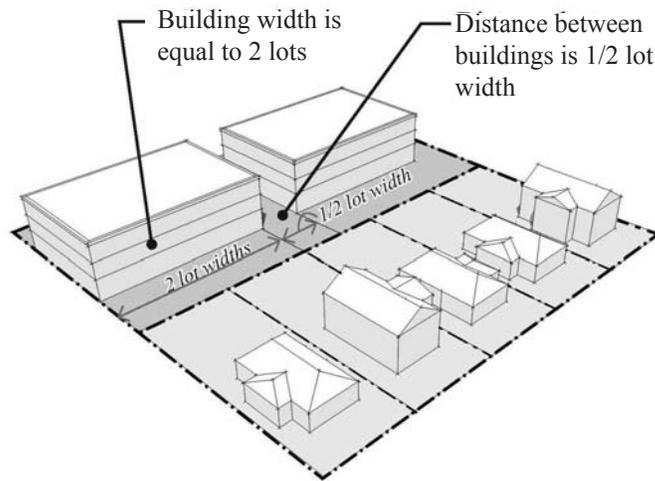
#### 5.6.1 Site Layout (Streets, Blocks, and Lots)

The following requirements are intended to ensure a safe, efficient and connected community.

- A. For all East Gateway Properties abutting Central Avenue:
  - 1. New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks or to replace existing driveways. Subject to approval by the City Engineer or his designee, new driveways can be built in a different location on a property, but shall not cause the number of driveways to that property to increase. Replaced driveways shall be closed and rebuilt with sidewalk, landscaping area, and stand-up curb.
- B. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, or C Zones:
  - 1. Building façades shall occupy at least 50% of the street frontage. If a greater percentage of building façade coverage is required by building type, that requirement prevails.
  - 2. For new development with a minimum 300 feet of street frontage on blocks longer than 500 feet, intersecting Pedestrian Access Routes (as described in the *Development Process Manual*) shall be built to allow pedestrian and bicycle access a maximum linear distance of every 500 feet. Alleys and Pedestrian Access Routes are not considered block termini.
- C. For all Properties within the East Gateway General Design Regulations boundary:
  - 1. Rear yards shall not face a public or private street except an alley, trail, park, green or square.
  - 2. Lots abutting or across a public or private right-of-way or alley from lots zoned for or developed with single-family detached housing shall be required to meet the following provisions:
    - a. New buildings that are not single-family detached houses, townhouses, or duplexes shall be permitted across a public or private

right-of-way from single-family detached house side yards or where their rear yard abuts a single-family detached house rear lot line, alley or service drive.

- b. New buildings that are not single-family detached houses, townhouses or duplexes shall be a maximum of 100 feet wide.
- c. The space separating each new building that is not a single-family detached house, townhouse or duplex shall be a minimum of 25 feet.

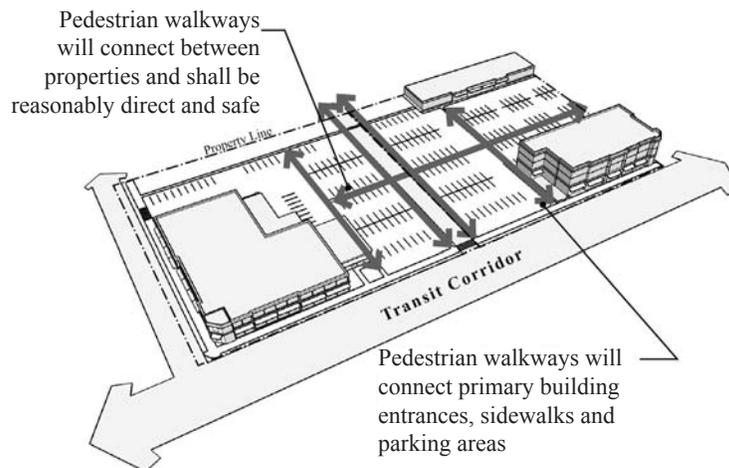


**Figure 5.v: Site Layout**

- 3. Parcels 5 acres and larger shall be designed to provide a block structure that enables efficient pedestrian travel and is defined by an internal network of streets that connect to the existing street network:
  - a. The entire site shall be planned and platted into maximum 125,000 square foot blocks. Maximum block length is 500 feet. Pedestrian connections shall be provided through the width of the block every 250 feet.
  - b. Primary and secondary driveways (as defined in the City Zoning Code) or platted streets that separate the blocks shall be between 60 feet and 85 feet wide and shall include the following:
    - a. Two 10-foot wide travel lanes;
    - i. Two minimum 6-foot wide landscaped buffers with shade trees spaced approximately 30 feet on center;
    - ii. Two minimum 7-foot wide pedestrian walkways constructed of material other than asphalt that meets ADA accessibility guidelines;
    - iii. Pedestrian-scale lighting that is between 12 to 15 feet high and a maximum distance of 100 feet apart; and
    - iv. Standup curb.
- 4. Pedestrian Site Circulation and Design
  - a. All sites shall be designed with well-lit 6-foot minimum pedestrian

pathways physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separations or other means to protect pedestrians from vehicular traffic.

- b. Pedestrian Access Routes (direct pedestrian and bicycle pathways) shall be designed as required in the *Development Process Manual* and provided between buildings and adjacent parcels, and to existing public bicycle trails, lanes, and routes and pedestrian trails and sidewalks. Pedestrian connections shall occur at a minimum distance of 500 feet.
- c. Flat, ADA-accessible crosswalks shall be required across all driveways, drive aisles or other vehicular areas.



**Figure 5.w: Site Layout, Pedestrian Circulation**

### 5.6.2 Parking

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:

The General Parking Regulations of the City's Zoning Code, Section 14-16-3-1 shall apply, with the following exceptions:

- 1. Parking shall be distributed on the site to minimize visual impact from the adjoining street.
- 2. The maximum parking permitted shall be the minimum parking allowed in the Zoning Code per use, plus 10%.
- 3. Shared parking shall be strongly encouraged.
- 4. Parking shall be screened from the street, excepting an alley, by buildings or a combination of 18 to 36-inch high wall and a minimum 6-foot wide landscape strip.

5. A 5-foot wide, clear paved path shall be maintained between building and parking areas for pedestrian access.

### **5.6.3 Parking Structure**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
  1. Direct pedestrian access shall be provided from parking structures to each adjacent street.
  2. Liner buildings shall surround the street sides of parking structures unless the structure is separated from the street by another building, or a minimum 30-foot deep landscaped area.
  3. Parking structures shall comply with all building design standards for building façade, mass, scale, building features and lighting as described in the Building Design Section of these SU-2 General Regulations.

### **5.6.4 Landscaping**

- A. For all Properties within the East Gateway General Design Regulations boundary:

The General Landscaping Regulations of the City's Zoning Code, Section 14-16-3-10 shall apply with the following exception:

  1. Water Harvesting Areas: Surface runoff including runoff from roofs shall be directed into depressed, water collection areas located in landscape areas.

### **5.6.5 Outdoor Space**

- A. For East Gateway Properties abutting Central Avenue (the following outdoor space regulations for properties abutting Central Avenue are in addition to the General Landscaping Regulations of the City's Zoning Code, Section 14-16-3-10):
  1. The following general requirements shall apply to all sites abutting Central Avenue:
    - a. All sites abutting Central Avenue shall provide a minimum 5% of the net site as outdoor space.
    - b. The Landscaping Zone and the Walking Zone in the Pedestrian Realm, as described in the Street Design Section of these SU-2 General Regulations are not eligible to be considered for meeting the outdoor space requirement.
    - c. All outdoor space shall connect to pedestrian walkways/sidewalks.

- d. A minimum of 35% of the outdoor space shall be shaded from the summer sun with trees and/or permanent or temporary shade structures.
  - e. A minimum of one seat shall be provided for every 200 gross square feet of outdoor space provided.
  - f. The use of gravel or crusher fines as ground cover is limited to a maximum of 5% of any outdoor space. Crusher fine walkways are not considered a landscaping ground cover.
  - g. If a site contains multiple buildings and/or multiple lots, the required outdoor space may be combined into larger usable outdoor space.
  - h. The property owner shall maintain outdoor space.
2. For sites 5 acres and larger, any of the following shall be considered outdoor space:
- a. A Green is a public space consisting of pathways and landscaping bounded on at least two sides by streets. The space is available for unstructured recreation. Building fronts face at least three sides of a green.
  - b. A Square is a public space consisting of paved walkways, vegetation, trees and ornamental structures such as fountains or gazebos. A square is generally located at the intersection of streets, is bounded on at least two sides by streets and has building fronts facing at least two of its sides.
  - c. Courtyards have at least two of the following elements: landscape, hardscape, water feature, and/or seating. Outdoor seating consists of chairs and benches and may include tables and covered umbrella seating.
  - d. A Community garden consists of garden plots available to residents for small-scale cultivation.

### 5.6.6 Fences and Walls

Walls clearly visible from the public right-of-way that define a site perimeter or that define outdoor spaces within the site shall meet the requirements in §14-16-3-19 of the City's Zoning Code with the following exceptions:

- A. For all East Gateway Properties abutting Central Avenue:
  - 1. Knee walls (walls 18 to 36 inches high) and a minimum of 6-foot wide landscaping strip shall be located at the street-facing property line to define the property edge and provide a screen only where parking or service areas

area located. They are not required to define private outdoor space.

- a. Knee wall height shall be 18 inches minimum and 36 inches maximum.
  - b. Gates for pedestrians and vehicles are permitted to interrupt the wall.
- B. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
1. Freestanding walls and fences within 20 feet of the property line adjacent to a public right-of-way, excepting walls required to screen outdoor storage, shall not exceed 3 feet in height above grade.
  2. All wall sides facing the public right-of-way shall be finished. The following finish materials are permitted for site perimeter and space-defining walls and fences: Native or regional stone or an equivalent imitation stone, metal (wrought iron, welded steel or aluminum), brick, stucco, or a combination of any two of the above materials. Chain link fencing, barbed wire and razor wire are not permitted.
  3. The following wall and fence materials are prohibited: chain link fencing, barbed wire, and razor wire.

#### **5.6.7 Service, Loading and Outdoor Storage Screening**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
1. Service, loading and storage areas shall not be visible from any public right-of-way or adjacent residential area.
  2. Service, loading, and outdoor storage areas shall be incorporated into the overall design of the principal building on site using screening walls of compatible material, style, color, texture, pattern, trim and details.
  3. Ground-mounted mechanical and electrical equipment shall not be located adjacent to a building's front façade and shall be placed out of view from public or private rights-of-way and residential uses. In addition, the ground-mounted equipment shall be screened from view by fencing, walls, or vegetation in coordination with public and private utility agencies.
  4. Mechanical equipment located on a roof, excepting solar panels, shall be screened from view.
  5. Service and loading lanes shall be designed as part of site circulation and shall not use dedicated lanes that add impervious surface.
  6. The Recycling Bin Regulations of the City's Zoning Code, Section 14-16-3-15 shall apply.

### 5.6.8 Lighting

- A. For all Properties within the East Gateway General Design Regulations Boundary:
  - 1. Lighting shall comply with Section 14-16-3-9 of the City's Zoning Code with the following exceptions:
    - a. All on-site lighting shall be fully shielded to prevent fugitive light from encroaching onto adjacent properties.
    - b. Building-mounted lighting shall be mounted between 7 feet and 15 feet above grade or no higher than 7 feet above the floor of a stoop or porch.
    - c. All lots abutting alleys shall provide exterior lighting fixtures within 5 feet of the alley right-of-way to illuminate the alley. Maximum fixture height above alley grade shall be 15 feet and shall not cause glare onto adjacent properties. Where possible, lighting shall be attached to a building.
    - d. Lighting for parking structures shall evenly light the interior space to prevent hiding places.
    - e. No flashing, traveling, animated or intermittent lighting shall be used.

### 5.6.9 Signage

- A. For all Properties within the East Gateway General Design Regulations Boundary:
  - 1. Signage shall comply with Sign Regulations in the SU-2/EG zones of this Plan and Section 14-16-3-5 of the City's Zoning Code with the following exceptions:
    - a. Off-premise signs are not permitted.
    - b. Signage may be placed on awnings, canopies and shade structures attached to the building.
    - c. Signage that is on a mixed use development property or abuts or is across the street or alley from property that is zoned for or developed with residential uses shall not be illuminated.

### **5.6.10 Utilities**

- A. For all Properties within the East Gateway General Design Regulations Boundary:
  - 1. All screening and vegetation surrounding ground-mounted transformers and utility pads shall allow 10 feet of clearance in front of the equipment door and 5 to 6 feet of clearance on the remaining three sides for access and to ensure work crew and public safety during maintenance and repair, or as specified in the Facility Plan: Electric Service Transmissions and Subtransmissions Facilities.

## **BUILDING DESIGN**

### **5.6.11 Building Materials**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
  - 1. A minimum of 75% of the building façade shall be made of primary building materials.
  - 2. The following materials are prohibited as primary building materials: 1) Standard unfinished or painted CMU block, 2) Corrugated sheet metal, and 3) Wooden sheet material. Standard unfinished or painted CMU block and corrugated sheet metal may be used as secondary materials or trim.

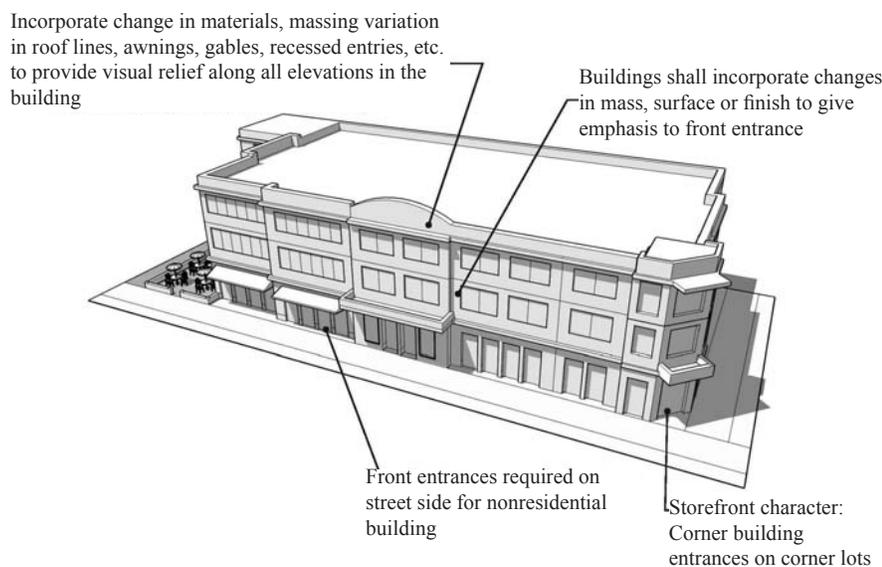
### **5.6.12 Building Height**

- A. For all Properties within the East Gateway General Design Regulations Boundary:
  - 1. The Supplementary Height, Area and Use Regulations of the City Zoning Code, Section 14-16-3-3, shall apply.
  - 2. Structures shall not exceed 26 feet in height within 85 feet of a lot zoned specifically for houses as indicated in City Zoning Code Section 14-16-2-15, the O-1 Zone.

### **5.6.13 Building Articulation**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
  - 1. Building façades facing streets (not including alleys) or a private outdoor space as described in Section 5.6.5 of the Plan shall change the height, setback or material a minimum of every 50 feet.

2. All buildings shall use at least two of the following design features to provide visual relief on building façades:
  - a. Divisions or breaks in materials or textures.
  - b. Window bays and/or dormers
  - c. Entrances with entry treatments distinct from the building façade – recessed or protruding
  - d. Variation in roof-lines
  - e. Awnings, canopies, overhangs or covered porch entries
  - f. Multiple entrances for buildings with multiple first floor tenants
3. Art murals shall not require coordination with the City Arts Program.
4. Encroachments into the public right-of-way such as awnings, galleries and arcades shall comply with the City’s review and approval process for Encroachment Agreements.



**Figure 5.x: Building Articulation**

#### **5.6.14 Building Orientation/Entrances**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
  1. A primary accessible entrance for every building excepting courtyard buildings where primary entrances may face a central courtyard, shall directly face a street, excepting an alley.
  2. Street-facing entrances shall be clearly defined with façade variations, porticos, roof variations, recesses or projections, or other integral building forms.
  3. Buildings on Corner Lots shall address the street corner in one of the following ways:

- a. Locate the main entrance at the street corner; or
  - b. Curve, angle, step back or project the corner of the building at the street corner
4. Drive-up windows, ordering panels and gas pumps shall be located only at the rear of a building. When rear location is impossible due to site constraints, side location is permissible provided the following requirements are met:
- a. Drive-in facilities (pick up windows, ordering panels), other than gas pumps, shall be screened from abutting lots and the public right-of-way, excepting alleys, by a masonry wall and landscaping. The wall shall be a maximum of 3 feet high on all sides where access is not needed.
  - b. No portion of queuing lanes, access lanes or driveways shall be located within 40 feet of the street-facing façades of a building or between the building and the street, excepting an alley.
  - c. For corner lots, the drive-in facility shall be located on the side of the building furthest from the corner.
  - d. Gas station pumps shall be located at the side or rear of the primary building and shall not be visible from the public right-of-way.

#### **5.6.15 Windows and Doors**

- A. For all East Gateway Properties abutting Arterial Streets or within the SU-2/EG CAC, NAC, C and C-2 Zones:
  - 1. Windows and doors shall provide interest on the street and safety for pedestrians using the following standards:
    - a. For all building types except residential, industrial, and institutional/civic, a minimum of 40% of the area of the ground story between the sidewalk elevation and 9 feet in height above it shall be windows that are clear and allow light transmission between exterior and interior.
    - b. For all building types except industrial and institutional/civic, a minimum of 30% of the area of each floor above the ground story shall be windows.
    - c. Maximum windowsill height for non-residential buildings shall be 36 inches above sidewalk elevation.
    - d. Windows over 10 square feet shall be divided into multiple panes to enhance the building façade.

- e. Industrial buildings with less than 25% of the ground story between sidewalk elevation and 9 feet in height above it covered by clear, light-transmitting windows, shall line the street sides of the building with liner buildings or shall screen the blank portions of these building sides with landscaping. Streets do not include alleys.
2. Commercial, Mixed Use and Liner Buildings shall express a storefront character using the following elements:
    - a. Regularly spaced and similar-shaped windows with trim on all building stories
    - b. Display windows on the ground floor of all building façades facing parks, plazas, and streets, excepting alleys covering a minimum of 50% and a maximum 80% of the surface area. The bottom edge of display windows on the ground floor façades shall be no more than 36 inches above sidewalk elevation. Mirrored glass, obscured glass and glass block shall not count toward the minimum display window required.

## Public Right-of-Way Design

### 5.6.16 Central Avenue Street Design

- A. New development and redevelopment triggering other East Gateway Sector Development Plan land regulation compliance also trigger compliance with regulations listed for the Pedestrian Realm of Central Avenue.
- B. Pedestrian Realm
  1. The public pedestrian realm shall include the public utility easement, edge zone, landscaping zone and walking zone. Where right-of-way is constrained, the edge and landscape zones may be combined provided that a minimum 6-foot-wide clear walking zone sheltered from the street with a landscape zone remains. A 10-foot wide walking zone is preferable.
    - a. Public Utility Easement Width (PNM and others) shall be a minimum of 10 feet.
    - b. Edge Zone shall be a minimum of 2 feet wide to accommodate parking meters, regulatory signs and wayfinding signs. The edge zone may include landscaping.
    - c. Landscaping Zone shall be a minimum of 7 feet wide, but may include the 2-foot wide edge zone. The landscaping zone shall be located between the clear walking zone and the curb:
      - Street trees shall be a maximum height of 25 feet at maturity if under utility wires.

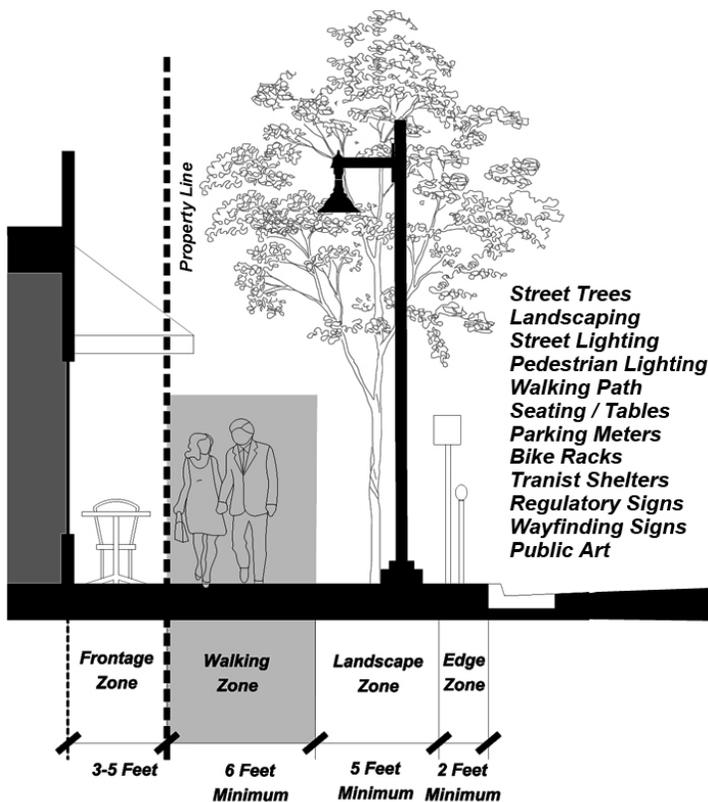


Figure 5.y: Pedestrian Realm Design

- Transit stops shall be 90 feet long at signalized street intersections and 50 feet long mid-block and at unsignalized street intersections.
  - Street Lighting shall be 30 feet high.
  - Pedestrian Lighting shall be 12-15 feet high.
- d. Walking Zone width shall be a minimum of 6 feet on Central Avenue, however a 10-foot or greater width is preferable:
- Cross slope shall be 1% or less including sections over driveways.
  - Running slope maximum shall be 5%.
  - When possible, ADA ramps shall be perpendicular to the curb.



# 6 The Plan – Transportation

## 6.1 Introduction

The following recommendations are intended to improve walking, cycling, transit use and driving conditions in East Gateway. Implementing these recommendations and regulations contained in Chapter 5 should enable more East Gateway residents, employees and visitors to be out and about using East Gateway stores, services, and recreation.

This chapter recommends 1) Projects to improve the East Gateway portion of the City bicycle network, 2) Park and Ride/Transit Transfer Center site selection and development, and 3) Street project proposals to improve traffic movement during peak traffic periods, control driver behavior, beautify the area, and enable safe and efficient pedestrian and cyclist travel.

Design regulations for Central Avenue between the curb and building frontages (Pedestrian Realm) will be implemented with development projects abutting Central Avenue right-of-way. Design regulations are found in Chapter 5 of this Plan.

Plan Appendix C includes Central Avenue design proposals that the community may wish to discuss in the future. Due to a lack of consensus concerning the effect of the proposals on vehicular traffic, this Sector Development Plan does not propose major street redesign for Central Avenue.

## 6.2 Plan Goals Addressed by Recommendations

**Goal 3 - Design and build a network of streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.**

**Goal 4 - Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.**

## 6.3 Bicycle Network Recommendations

This Plan recommends 1) Bicycle Boulevard development for several streets; 2) Bicycle safety improvements at key bicycle street crossings; 3) A new bicycle lane segment to fill a bicycle network gap; 4) Trail entrance improvements at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road/Raton Avenue bicycle entrance; and 5) Consistent I-40 trail maintenance. Although adding bicycle lanes on Central Avenue was discussed, the community did not wholly support them during Sector Plan development. The community may wish to discuss bicycle lanes and Central Avenue design in the future. (See Appendix C.)

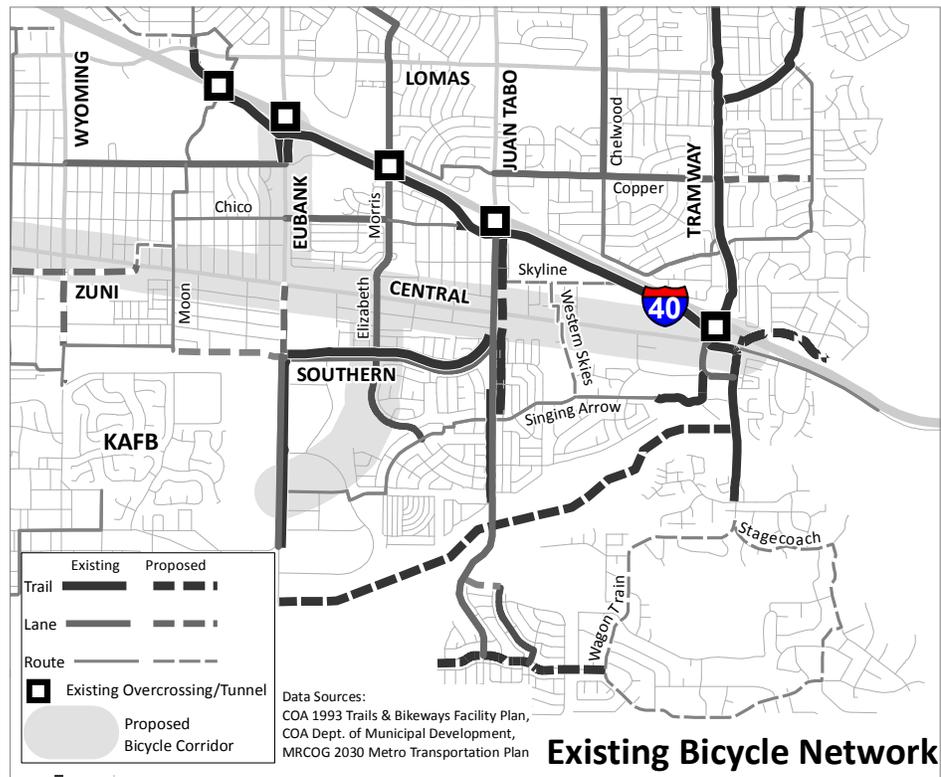


Figure 6.a-1: 2009 Existing Bicycle Network

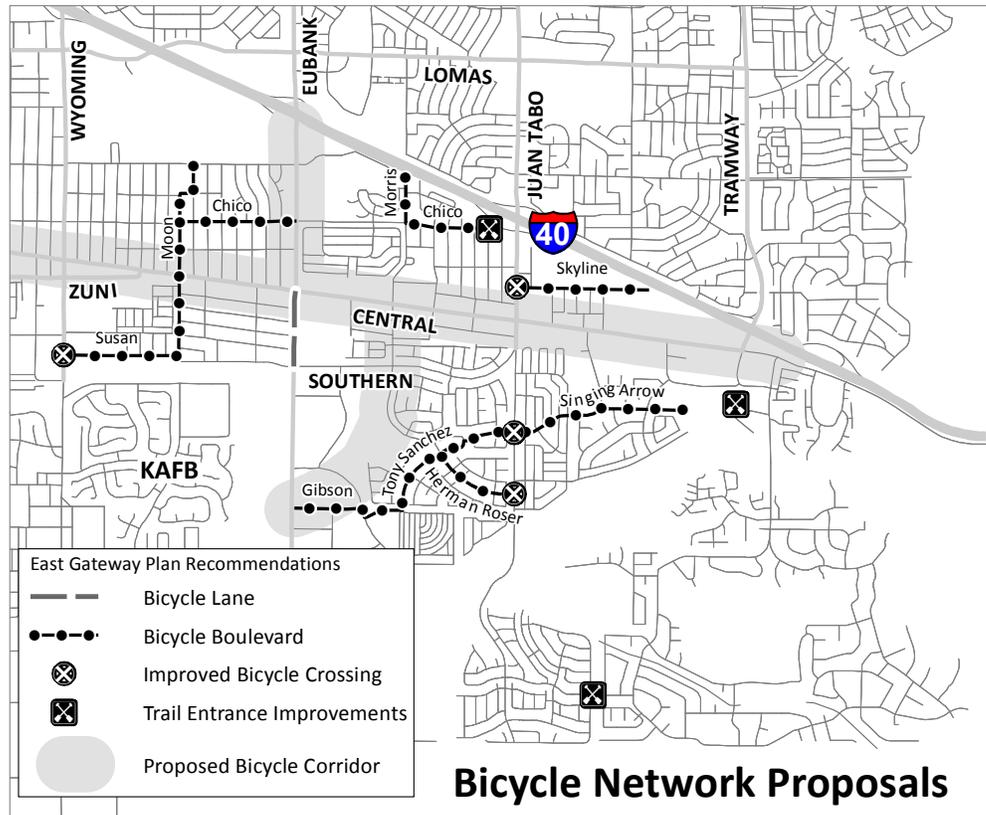


Figure 6.a-2: Bicycle Network Proposals

### 6.3.1 Bicycle Boulevards

This Plan recommends Bicycle Boulevard designation and design to improve and complete portions of the bicycle network on Chico and Skyline Roads, Moon Street, Susan Street, Morris Street, Singing Arrow Avenue, Herman Roser Street, Tony Sanchez Street and Gibson Boulevard. Some of these streets are planned or existing bicycle routes. The Bicycle Boulevard designation and design will make them more usable by calming traffic. (See the map above.)

A Bicycle Boulevard is a shared roadway optimized for bicycle traffic. Bicycle Boulevards discourage cut-through motor vehicle traffic, but allow local traffic. They are designed to give priority to cyclists as through traffic. Experienced cyclists enjoy lower traffic volumes without significant increases in trip time and less experienced cyclists use them to gain some experience sharing the roadway with motorized vehicles. Chico and Skyline Roads are wide enough to accommodate striped bicycle lanes.



Bicycle Boulevard traffic-calming elements help achieve a safe environment:

- Low traffic volumes
- Only local vehicular traffic
- Free-flow travel for bicycles
- Safe arterial street crossings
- A distinctive look to encourage cyclist use and alert motorists that the street is a priority route for cyclists

(See Section 6.5.7 of this chapter for information on traffic-calming techniques.)

Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan's recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance and minimal disruption.

### 6.3.2 Arterial Street Crossing Safety Improvements

This Plan recommends traffic signal installation at the Central Avenue intersection with the Elizabeth Street Bicycle Lane. (See figure 6.g.) The traffic signal would serve vehicular traffic, pedestrian traffic and a bicycle lane and route that connect neighborhoods south of Southern Avenue, the Manzano Mesa Multi-Generational Center at Southern Avenue, bus service on Central Avenue, neighborhoods north of Central Avenue, the I-40 Bicycle Trail, an I-40 Bicycle overpass, and Tomasita Elementary School and Kennedy Middle School just north of I-40.

The Plan also recommends that the City evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the Plan area — both existing and proposed (see Figures 6.a-1 and 6.a-2) — to determine the appropriate type of safe crossing features needed; then program, fund and install them.

Some safe crossing features to consider are as follows: median refuges, traffic

control devices including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian-activated signal upgrades, and sight distance improvements.

### **6.3.3 Other Bicycle Network Links**

This Plan recommends completing the bicycle lane on Eubank Boulevard from Central Avenue to Southern Avenue.

### **6.3.4 Trail Entrances**

To increase personal safety, the Plan proposes that the City evaluate all East Gateway trail entrances (at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road / Raton Avenue bicycle entrance) for cyclist safety and then plan and implement improvements to make entrances highly visible from adjoining properties or public rights-of-way. This Plan recommends that the City negotiate with the New Mexico Department of Transportation to acquire land between Sandia Vista Park and the I-40 trail to develop as part of the park with better access to the I-40 Bicycle Trail.

### **6.3.5 Trail Maintenance**

The City Parks and Recreation Department has many miles of bicycle trails to maintain. Gravel, broken glass and other dangerous impediments to riding need to be regularly swept. Invasive tree removal should also be part of bicycle trail maintenance. Perhaps volunteers and the City Parks and Recreation Department can work jointly to accomplish regularly scheduled maintenance.

## **6.4 Transit Recommendations**

Albuquerque's new Rapid Ride transit service to East Gateway service began August 2009. It provides 15-minute service at stops located at major Central Avenue intersections (Wyoming, Eubank, Juan Tabo and Tramway Boulevards).

### **Rapid Ride and Local Bus Shelters**

Bus shelters are an important amenity that serve and contribute to the comfort of transit riders. This Sector Plan recommends that bus shelters and associated amenities be installed at all Rapid Ride stops and, where possible, local service stops within the East Gateway area.

### **Park and Ride /Transit Transfer Center**

The City uses a shopping center overflow parking area located at Wenonah Avenue and Tramway Boulevard just south of Central Avenue as an interim park and ride lot. The City began renting the space during Sector Plan development. Waiting buses use a former turning lane on Tramway Boulevard and a westbound lane on Wenonah Avenue across the street from a residential apartment complex. A bicycle trail entrance to Singing Arrow Park is located at the southern end of the park and ride lot.

This Sector Plan recommends that the City select, acquire and develop a site for an integrated park and ride lot and bus transfer station. The site needs to be visible from the street, safe, and highly accessible for pedestrians and cyclists. Idling buses should be located away from residential buildings. The site needs good vehicular access from Central Avenue and pedestrian proximity and access to East Gateway services and shopping. The City Transit Department indicates that locations as far west as Western Skies Drive would work for transit operations. The Rapid Ride bus route would still terminate at Tramway Boulevard or Four Hills Road.

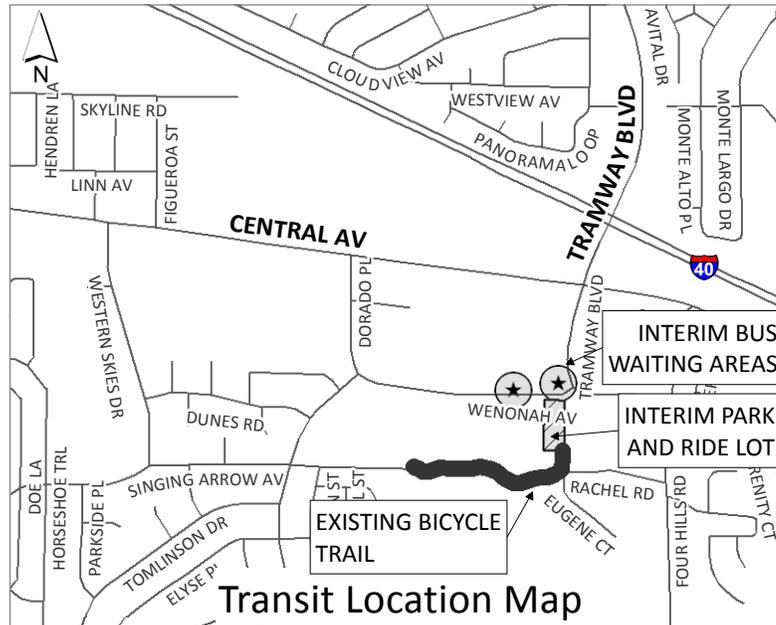


Figure 6.b: Transit Location Map

## 6.5 Street Project Recommendations

This plan recommends street projects to 1) Improve vehicular traffic movement at key street intersections, 2) Extend a Central Avenue spot median project, 3) Landscape Wyoming Boulevard medians to calm traffic and improve area aesthetics, 4) Redesign Southern Avenue to improve traffic flow and finish the street, 5) Improve traffic movement at the Southern Avenue/Juan Tabo Boulevard intersection, 6) Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings, 7) Use traffic-calming techniques on proposed Bicycle Boulevards, and 8) Create and maintain adequate facilities for transit services.

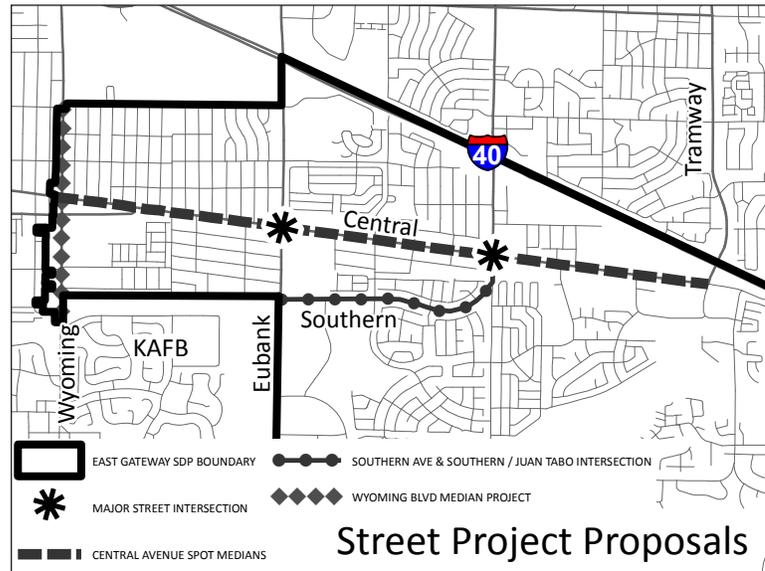


Figure 6.c: Street Project Proposals

### 6.5.1 Central Avenue Major Street Intersections

This Plan recommends evaluating turning movements and constructing street projects to add turning lanes to alleviate rush hour vehicular congestion and delay at Central Avenue/Eubank Boulevard and Central Avenue/Juan Tabo Boulevard intersections.

- **Central Avenue/Eubank Boulevard Intersection**  
The project is in the design phase with construction scheduled for 2012.
- **Central Avenue/Juan Tabo Boulevard Intersection**  
This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection in conjunction with design for Southern Avenue and the Juan Tabo Boulevard/Southern Avenue intersection.
- **Central Avenue/Tramway Boulevard Intersection**  
This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection to improve safety and efficiency for motorists, cyclists and pedestrians.

### 6.5.2 Central Avenue Spot Medians

During the Sector Plan process, a City project was initiated to design, build and landscape spot medians at key locations on Central Avenue. The medians were positioned to create the least disruption to turning movements from Central Avenue to streets and driveways between Elizabeth Street and Tramway Boulevard.

This Sector Plan recommends initiating a second phase of this project on Central Avenue between Eubank and Wyoming Boulevards. This Plan also recommends

that the turning lane between medians be colored to differentiate it from through-traffic lanes. These two changes will improve driver behavior and vehicle flow. The medians may also create some pedestrian and bicycle refuges.

If future land development creates a regular pattern of cross streets and blocks, this too will influence driving behavior on Central Avenue. Then the community may determine that further public right-of-way investment would help to add vitality to the street and the community.

### **6.5.3 Wyoming Median Project**

This Plan recommends landscaping the existing Wyoming Boulevard medians between I-40 and Central Avenue to enhance corridor aesthetics and calm traffic speeds. The Plan also recommends that median noses be extended where possible to create pedestrian refuges at intersections with cross streets.

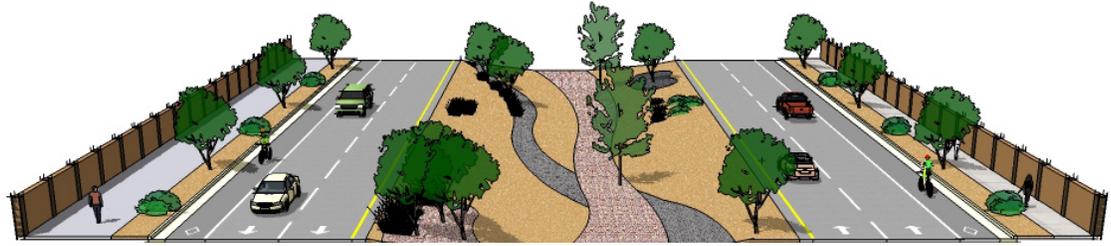
The Plan recommends replacing the continuous left turn lane south of Central Avenue with spot medians and a textured and colored left turn lane. Very few southbound left turns are needed south of Zuni Road.

### **6.5.4 Southern Avenue Project**

The Plan recommends providing four continuous travel lanes on Southern Avenue — two in each direction between Eubank and Juan Tabo Boulevards. Travel demand forecasts for the next twenty years indicate that Southern Avenue will not carry traffic volumes to justify more than four lanes.

The recommendation for Southern Avenue between Elizabeth Street and Juan Tabo Boulevard is to leave the wide median and design the street as a parkway. Between Eubank Boulevard and Elizabeth Street, the recommendation is to narrow the median to capture land for development on the south side of Southern Avenue. Redesign should include median openings at Stephen Moody Boulevard to allow left turns and better neighborhood access to and from shopping at Eubank.

In 2009, the District 9 City Councilor requested that City Council support a request to the Metropolitan Transportation Board to reclassify Southern Avenue as an urban collector street and remove its proposed limited access status. This would improve access to existing and proposed businesses and neighborhoods near the Eubank Boulevard/Southern Avenue intersection. Collector streets are usually narrow. When reclassification is executed, it should include a special exception to accommodate Southern Avenue's existing right-of-way. The Metropolitan Transportation Plan no longer includes Southern Avenue as part of a loop road system requiring limited access.



**Figure 6.d: Southern Avenue Proposal (Elizabeth Street to Juan Tabo Boulevard)**

### **6.5.5 Southern Avenue/ Juan Tabo Boulevard Intersection**

This Plan proposes that a roundabout be evaluated as one possible option to improve traffic operations at the Southern Avenue/Juan Tabo Boulevard intersection. A roundabout would allow room for a landscaped entrance to Juan Tabo Boulevard or a park for the surrounding neighborhoods. The large, triangular right-of-way existing at this intersection in 2009 was intended to accommodate free-flowing vehicular movement from southbound Juan Tabo Boulevard to westbound Southern Avenue. A roundabout would allow greater traffic flow from both streets without the delays that currently occur at the intersection.

If a roundabout design is selected, it should be located as far south as possible to maximize the storage length for queuing northbound traffic at the Juan Tabo Boulevard/Central Avenue intersection so that the queue does not extend into the roundabout's circulating roadway. Due to projected traffic volumes, a two-lane circulating roadway with two-lane approaches would be necessary.



**A potential roundabout design for the intersection of Southern Avenue and Juan Tabo Boulevard.**

**Figure 6.e: Roundabout Option**

### 6.5.6 Morris Avenue Bridge Study

This Plan recommends that the Department of Municipal Development study the feasibility of constructing a bridge over Interstate 40 connecting the segments of Morris Street north of I-40 to the segments within the East Gateway Plan area. The success of a commercial district, such as the kind proposed for Central Avenue in the East Gateway Plan, is related to the size of the trade area within a 5-minute walk, bike ride or drive and the level of household income within that area. Connecting the north and south segments of Morris Street expands the trade area for Central Avenue between Eubank and Juan Tabo Boulevards from I-40 to as far north as Montgomery Boulevard. North of Lomas Boulevard, household income levels increase substantially.

### 6.5.7 Pedestrian Street Crossing Improvements

This Plan recommends the following pedestrian street-crossing improvements:

- Traffic signal installation at the Central Avenue/Elizabeth Street intersection (see 6.3.2)
- Street crossing redesign at all signalized intersections using for guidance the Institute of Transportation Engineers manual, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, and the United States Department of Transportation / National Highway Safety Transportation Administration's manual, *Designing Sidewalks and Trails for Access*.
- Street crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards

Some arterial street crossing elements to consider are as follows:

Median refuges, raised intersections, traffic control devices (including new or upgraded traffic signals, directional handicap accessible curb ramps, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated signal upgrades), and sight distance improvements



This mid-block example contains elements that can be modified for a street intersection.

Figure 6.f: Median Refuge and Striped Pedestrian Crossing

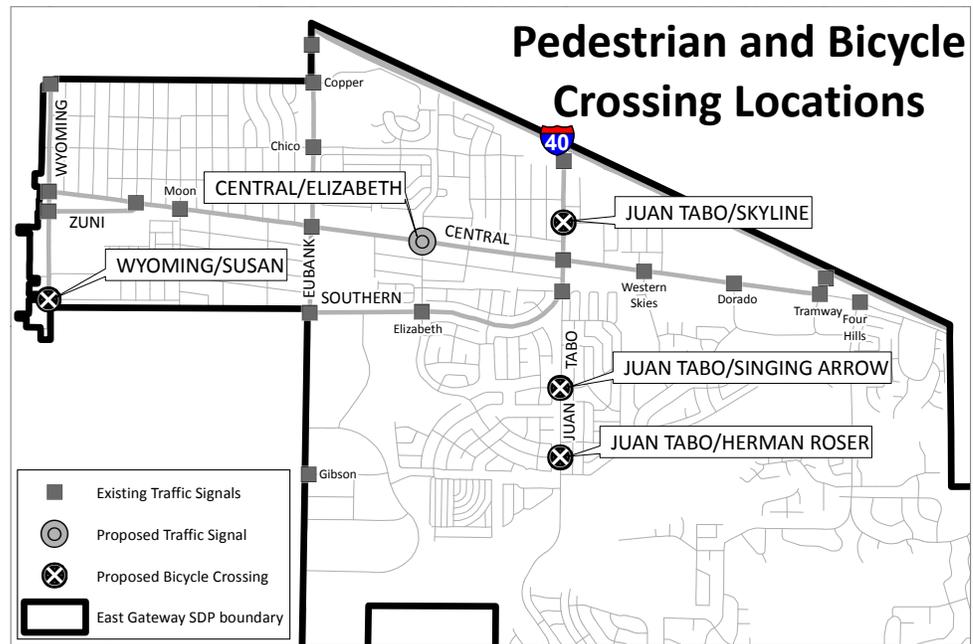


Figure 6.g: Pedestrian and Bicycle Crossing Locations

### 6.5.8 Traffic Calming

This Plan recommends street design modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets, and along arterial streets, as well.

Traffic-calming measures either trick the eye or physically alter street width or alignment. The intent is to encourage drivers to slow down, focus their vision field, and become more aware of pedestrians, bicyclists, and other vehicles. Techniques generally fall into three categories: 1) physically narrowing the street or introducing visual elements to create a sense of enclosure or to break up views, 2) deflecting the vehicle path vertically, and 3) deflecting the vehicle path horizontally. Common techniques for arterial streets include narrowing the total roadway width, narrowing the travel lane width, and creating a sense of visual enclosure with medians and landscaped strips behind the curb.

Traffic-calming plans should always address emergency vehicle response time and safety for cyclists. In areas where traffic-calming devices currently exist and are having a negative impact on emergency times or cyclist safety, those devices should be removed and alternative traffic-calming methods should be studied and implemented if it is determined that a need for them exists. Traffic-calming plans have the greatest benefit when used throughout a district rather than in isolated locations. In fact, installation of a single device may divert traffic to neighboring streets, shifting the problem rather than resolving it.

## **Visual and Physical Techniques to Narrow a Street**

### ***Surface Striping, Change in Pavement Color, Landscaping, and Placing Buildings close to the Street***

are techniques to visually narrow the roadway. These techniques can make drivers more aware of surroundings and cause them to drive more slowly. Visual tools, particularly striping and landscaping, are often combined with physical changes to the roadway to maximize traffic calming.

Streets can be physically narrowed at intersections (curb extensions) and mid-block (chokers). Intersection narrowing helps to reduce pedestrian crossing times and distances and to meet Americans with Disabilities Act (ADA) requirements. Street medians can also be used to narrow street crossings by providing a refuge for cyclists and pedestrians as they negotiate one-way traffic on each 1/2 of the street width. These techniques are particularly useful near school zones, in areas with high elderly and disabled populations, at bicycle crossings, bus stops or other areas with pedestrian movement. Mid-block narrowing is used primarily to slow down traffic. Many narrowing techniques require landscaping to give motorists advance warning and to enhance the calming effect.

***Medians or Center Islands*** slow traffic in three ways: visually tightening the road, slowing turn speeds, and creating narrow channels. When combined with crosswalks and divided to provide a crossing entirely at street level they are called Refuge Islands for pedestrians. The minimum preferred width for medians with a refuge is 8 feet. Medians represent one of the most affordable and least intrusive tools.

***Curb Extensions (Bulb-outs)*** slow speeds at intersections and mid-block locations. They can be used mid-block to create chokers or chicanes and to provide discrete on-street parking areas that do not disrupt emergency vehicle access to critical streets. On streets with high vehicular traffic volume and a bicycle route, boulevard or lane, they must include a channel between the curb and extension.

***Chokers (Neckdowns)*** reduce traffic speeds by narrowing passageways to a one-way entry or exit point, and can be very attractive when properly landscaped.

### **Vertical Deflection**

In the East Gateway area, vertical deflection devices shall not be used on primary emergency response routes, as determined by the Albuquerque Fire Department.

***Speed Humps*** are both inexpensive and effective (a 14' parabolic hump can slow traffic to about 22 mph), but can be noisy, devalue a neighborhood, and affect emergency response times.

***Speed Tables*** are a special form of speed hump that feature flat tops. They are the best tool for pedestrian and bicyclist crossings, and are typically used on local streets. They are more suitable for collector streets than traditional speed humps, but should not be used where volumes exceed 10,000 vehicles per day, on bus routes, or on prime emergency response routes. Speed tables can be placed mid-block (used as raised cross-walks) or at intersections.

**Raised Intersections** are flat, raised areas covering an entire intersection, with ramps on all approaches and often with brick or other textured materials on the flat section. They slow traffic in three ways: creating a distinct shape that draws a motorist's attention, creating a vertical deflection that forces a low-speed approach, and highlighting the area as a pedestrian space. Raised intersections can be used with narrow intersections in commercial areas, but are relatively costly.

#### **Horizontal Deflection**

**Chicanes** are used mid-block by incorporating curb extensions, striping, islands, or even on-street parking to divert traffic from a straight course. Also called "slow points," chicanes hold speeds to 15 to 20 miles per hour and may result in a volume reduction. On low volume streets, no treatments are needed for bicycles, but on higher volume avenues and bicycle boulevards, channels should be made for bicycles between the curb and the chicane.

**Mini-roundabouts** act as both traffic-calming devices and intersection control devices in place of four-way stops or traffic signals. They can be designed for arterial and collector streets or for local streets, particularly bicycle boulevards.

#### **Project Recommendations**

Planning participants indicated that Chico Road, Skyline Road, and Singing Arrow Avenue need techniques to control the high-speed traffic they convey through residential neighborhoods. These three streets and others noted in section 6.3.1 of this chapter need traffic-calming techniques. Each street will require study to determine appropriate methods. The following are suggestions.

**Chico Road and Skyline Road** are both wide enough to accommodate on-street bicycle lanes. If bicycle lanes are added, speed tables can be fit between the bicycle lanes. If traffic calming is implemented before bicycle lanes, care should be taken to continue bicycle lane striping over the speed table surface to separate vehicle lane space from bicycle lane space. Wide bicycle lanes are used so that cyclists can avoid the slopes at the curbside ends of the speed table that are often used to allow curb-and-gutter drainage to function properly.

**Singing Arrow Avenue** is a residential street used as a cut-through street for drivers avoiding Central and Southern Avenues. It is an existing bicycle route, but this Plan recommends that it be designated and designed as a bicycle boulevard. Speed tables are a balanced approach for calming traffic while continuing to let bicycles move. Chicanes may also slow moving traffic to speeds that allow cyclists to comfortably share the lane with other vehicles.

**Chico Road, Skyline Road and Singing Arrow Avenue:** The Plan recommends that all three streets be evaluated during a public hearing process for designation and design as Bicycle Boulevards.

Figure 6.h: Examples of Traffic Calming

Narrowing the Street



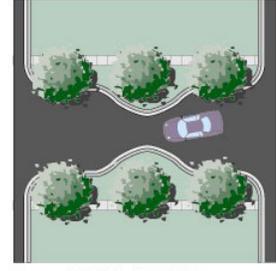
Striped Lanes

Deflecting the Vehicle Path



Chicane

Sharing the Pavement



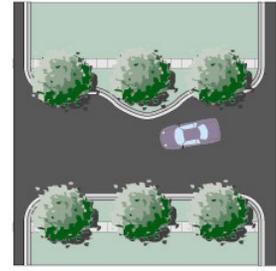
Centered Midblock Yield Point



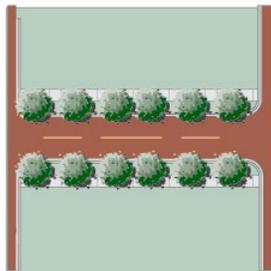
Parking



Modified Intersection



Offers Yield Point



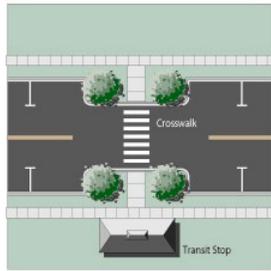
Paving Texture



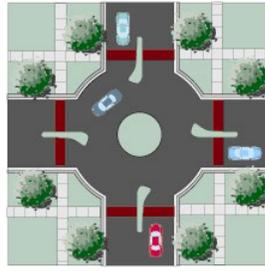
Neckdown



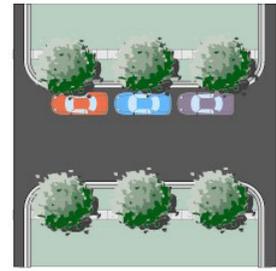
Intersection Yield Point



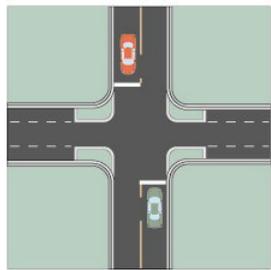
Bulb-Out Midblock



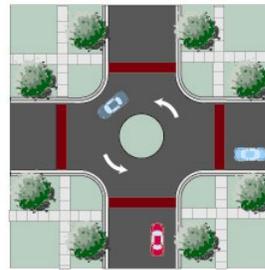
Roundabout



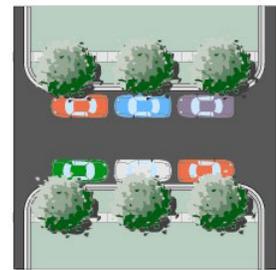
On-Street Parking: One Side



Bulb-Out Intersection



Traffic Circle



On-Street Parking: Both Sides



# 7 The Plan – Parks and Major Public Open Space

## 7.1 Introduction

East Gateway's Public Parks and Major Public Open Space open space are essential to community health and well-being, providing spaces for exercise, recreation and visual relief within the urban fabric.

## 7.2 Plan Goal Addressed by Recommendations

### **Goal 5 – Provide Accessible Parks, Major Public Open Space and Community Programs that serve the entire East Gateway community.**

This Plan recommends expansions and further development of existing parks to improve outdoor recreation opportunities for East Gateway residents.

This Plan recommends the City consider development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks.

This Plan recommends continued acquisition of Major Public Open Space to create a continuous Major Public Open Space corridor in the Tijeras Arroyo and access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.

This plan recommends habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo as indicated in the *Resource Management Plan for Tijeras Arroyo Biological Zone*, City of Albuquerque, Parks and Recreation Department Open Space Division, September 2008. (See Appendix D.)

## 7.3 Recommendations

### **Parks**

This Sector Development Plan recommends the following projects to provide a broader range of parks and recreational amenities in East Gateway:

- **Expand Sandia Vista Park:** The New Mexico Department of Transportation owns land just south of the I-40 Bicycle Trail adjacent to Sandia Vista Park. This parcel is appropriate for park expansion, including playfields and a better entrance to the I-40 Bicycle Trail to the north. The City should explore the feasibility of a land trade or purchase. Additional funding will be required for site improvements.
- **Expand Park Uses at Singing Arrow Park:** Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor furnishings.

- **Continue to Develop Manzano Mesa Park:** Continue ongoing development of playfields and recreational amenities at the park.
- **Construct a Four Hills Subdivision Park:** Acquire an approximately 2-acre site that includes a well from Four Hills Country Club. Develop the site as a neighborhood park.
- **Develop an additional park adjacent to or near Central Avenue east of Eubank Boulevard:** Determine the feasibility of acquiring state-owned land near the Central Avenue/Eubank Boulevard intersection. The State owns parcels north and south of Central Avenue. Both sites were leased to mobile home park owners. Area residents have suggested that one of the sites with many mature trees could be appropriate for a park. If these sites are not appropriate, consider other sites to provide recreation and visual relief for local residents, employees, and shoppers. Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption.

### Major Public Open Space

This plan recommends the following projects to improve the East Gateway Major Public Open Space experience for Albuquerque residents:

- **Tijeras Arroyo Biological Zone (TABZ) Major Public Open Space (MPOS):** Continue to acquire private land parcels within the arroyo to create a Major Public Open Space corridor that conserves natural resources, wildlife, environmental features and cultural resources; provides opportunities for education and low-impact recreation; and enhances vegetative biodiversity habitat.
- **La Cañada Park:** Develop La Cañada Park as Major Public Open Space, using a portion of the land to accommodate a small number of parking spaces, as well as a formal trailhead/access point to the Tijeras Arroyo. Acquire additional land if necessary. Minimize negative impacts on surrounding private property.
- **Ravine Park:** Transfer Ravine Park from the Public Parks inventory to the Major Public Open Space inventory. Develop Ravine Park as Major Public Open Space.
- **Major Public Open Space property to the east of the East Gateway plan area:** Continue City collaboration with the Trust for Public Lands and Bernalillo County to acquire lands to create access between the Manzano and Sandia Mountain Major Public Open Space lands.
- **Access Points to Tijeras Arroyo:** Formalize public access to the Tijeras Arroyo at Four Hills Road and Juan Tabo Boulevard after a continuous Major Public Open Space corridor is established. Evaluate the costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Singing Arrow Park.

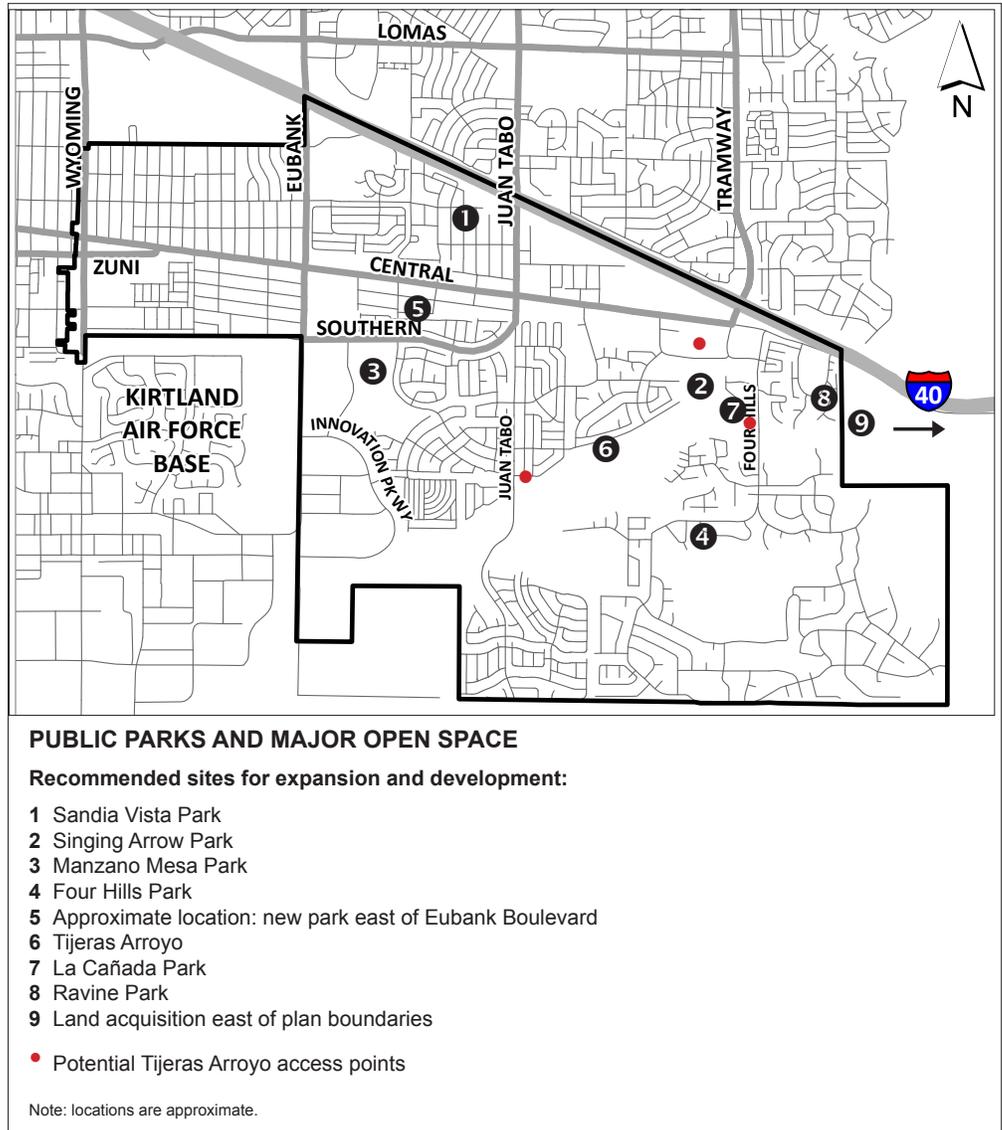


Figure 7.a: Map of Public Parks and Major Open Space



# 8 The Plan – Public Buildings, Street Lights and Alternative Energy Demonstration Projects

## 8.1 Introduction

The following recommendations are intended to improve the existing community center, provide local library services, ensure good emergency services response time, provide a safe level of street lighting, and explore the feasibility of alternative energy demonstration projects.

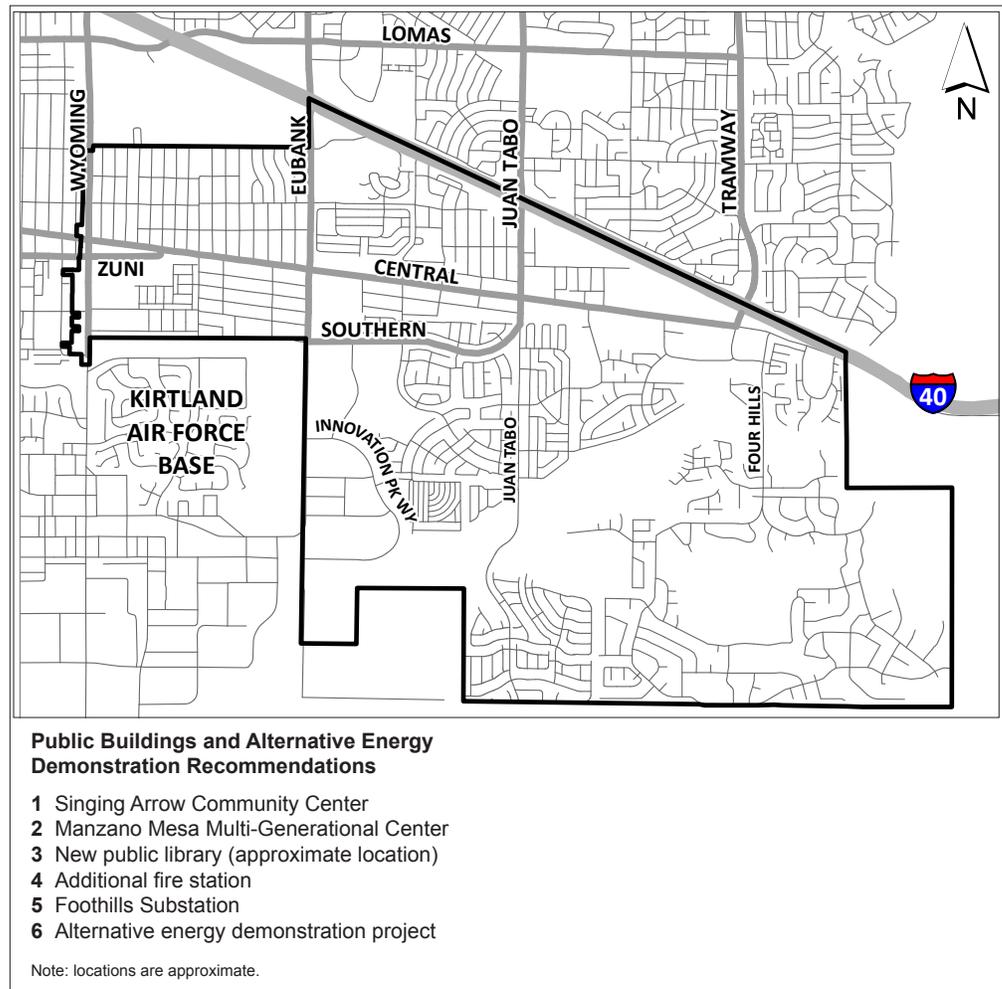


Figure 8.a: Map of Facility Recommendations

## 8.2 Plan Goals Addressed by Recommendations

**Goal 2 – Create a safe, well-maintained, attractive community.**

**Goal 6 – Support existing stable thriving residential neighborhoods and transform others.**

This Plan recommends expansion and/or possible long-term replacement of Singing Arrow Community Center to better serve neighborhood needs.

This Plan recommends construction of a full-service library to meet East Gateway needs, to be located at a high-traffic, visible location that is accessible by public transit.

This Plan recommends future construction of an additional fire station.

This Plan recommends a feasibility study to identify a visible location for an alternative energy demonstration project, such as small vertical axis wind turbines or a solar energy project.

This Plan recommends additional street lighting in key areas to improve neighborhood safety.

## 8.3 Recommendations

This Sector Development Plan recommends the following projects to address East Gateway needs.

### Community Centers

- ***Singing Arrow Community Center:*** To function as a vibrant community hub, Singing Arrow Community Center must be enlarged. The Plan recommends a study of community needs to determine how they might be addressed at an expanded Singing Arrow facility. The study should consider: classes and programs for local children and adults, indoor and outdoor recreation, a commodities distribution program, and transportation services for children. The needs assessment should consider building expansion, modular building retention and long-term replacement of the existing structures.
- ***Manzano Mesa Multi-Generational Center:*** The Department of Senior Affairs does not anticipate any major changes to the facility, nor does it anticipate construction of any other senior-serving facilities in East Gateway. Expansion of the adjacent playing fields will continue, however, as part of the Parks and Recreation program.

### Libraries

***New Library:*** In its 2007 facilities master plan, 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. This new library should be located at a visible location on a busy street with good public transit.

### **Fire**

**Additional Fire Station:** As part of the development agreement for the Juan Tabo Hills subdivision, 1.25 acres were donated to provide a site for a new fire station. No capital funding was available or programmed in 2009. An additional East Gateway station could provide more emergency medical services and fire protection coverage in the future. The Albuquerque Fire Department determines where fire stations will be located using Fire Department criteria. The Juan Tabo Hills site will be studied by the Albuquerque Fire Department to determine if it meets community needs.

### **Police**

**Substation Renovation:** The Foothills Substation on Lomas Boulevard NE requires some renovations but the Albuquerque Police Department deems it otherwise adequate to serve the needs of the area. Renovations should be programmed through funded and scheduled facility maintenance cycles.

### **Utilities**

**Alternative Energy Demonstration Project:** East Gateway is uniquely positioned to take advantage of the wind that channels through Tijeras Canyon. Some community residents have suggested that the New Mexico Department of Transportation land between La Luz de Amistad Park and I-40 be used for a wind or solar energy demonstration project. Other prominent locations should also be considered as part of a feasibility study for a project of this type.

New turbines are beautifully designed, quiet and designed to fit in an urban environment. This type of installation could enhance the East Gateway to Albuquerque, a demonstration of the City's commitment to innovation in green energy production.



**Figure 8.b: Conceptual Design for Dongtan Eco-city, Shanghai, Arup, Showing Small-Scale Wind Turbines**

## Streetlights

**Additional Streetlights:** Areas identified for attention in the near term are:

- **Singing Arrow Neighborhood:** Bond funding was available in 2009 and should be expended to ensure lighting improvements.
- **Cochiti/Acoma area:** A project was underway in 2009 to install four new streetlights.
- **Skyline Road/Figueroa NE:** Funding should be secured no later than FY 2010 to install streetlights needed for safety and security.

In addition, funding should be secured over two to three years after Plan adoption to improve street lighting in other locations. See maps on the following pages. Mid-block street lighting may require additional easements to connect with existing electric distribution lines located along rear lot lines.

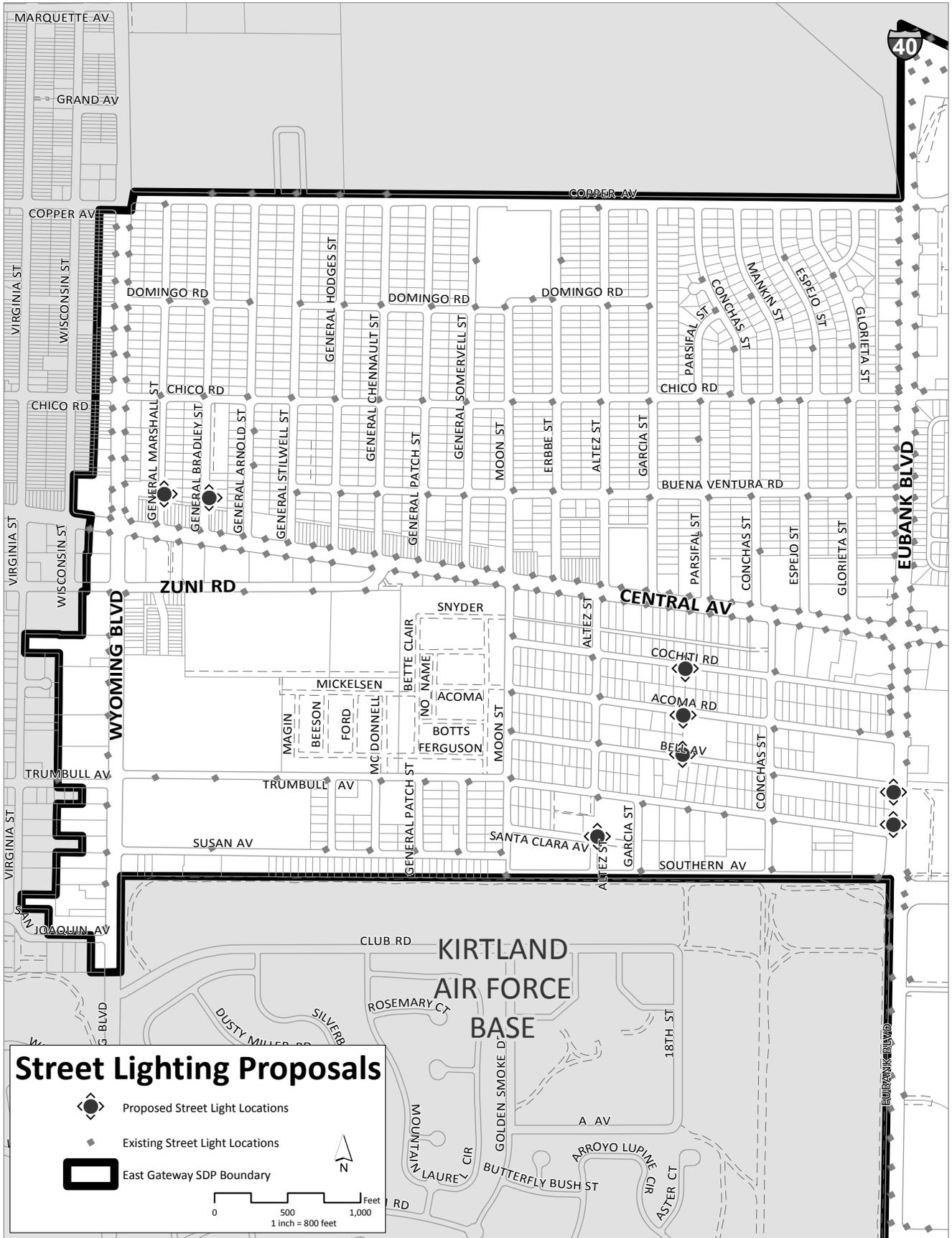
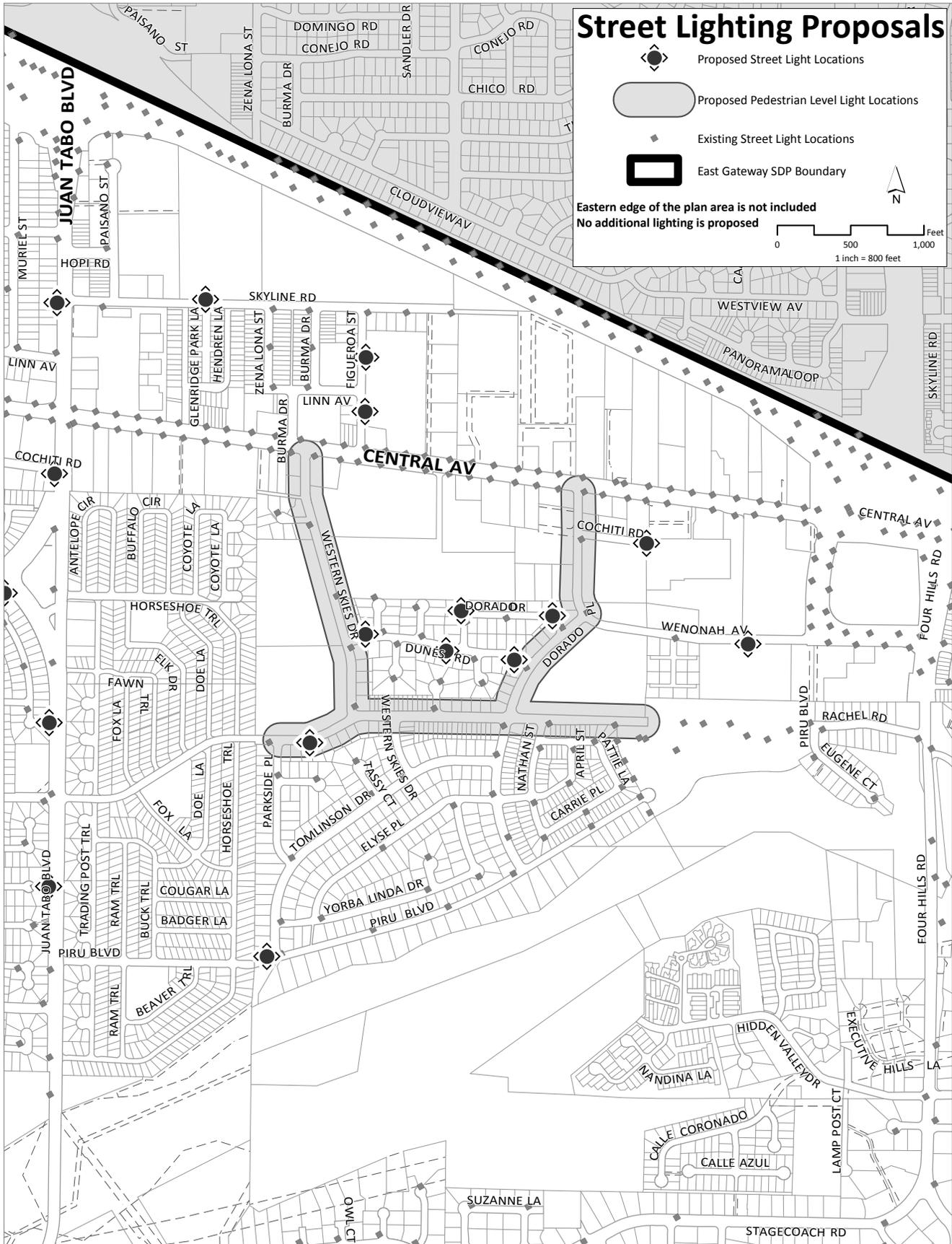


Figure 8.c: Maps of Street Lighting Proposals







## 9 Recommended City Actions

### 9.1 Introduction

This chapter recommends actions that will help fulfill East Gateway Sector Development Plan goals: 1) To create a safe, well-maintained and attractive community; 2) To enable the continued existence and development of thriving businesses to provide jobs and local services; 3) To design and build streets and trails that offer multiple efficient, safe transportation choices; 6) To support existing stable, thriving residential neighborhoods and transform others, and 7) To ensure well-maintained, safe housing for low-income households.

Included are recommendations to initiate proactive crime prevention programs and code enforcement in East Gateway, to reclassify Central Avenue as a major transit corridor, to continue actions to reclassify Southern Avenue as a collector street, and to limit additional vehicular access to Four Hills Road.

### 9.2 Recommendations



#### Safe, Attractive Residential Neighborhoods and Rental Housing

- **Crime Prevention:** This Plan recommends targeting East Gateway areas the Police Department has identified as high crime areas with substandard housing. The Plan recommends a combination of City police initiatives and non-profit agency programs that include the Crime-Free Multi-Housing Program, the Safe City Strike Force, Neighborhood Watch programs, Crime Prevention through Environmental Design (CPTED), and Albuquerque Family Advocacy Center programs.
- **Housing, Zoning and Building Code Enforcement:** This Plan recommends proactive investigation and enforcement of housing, zoning and building codes at least every two years to ensure safe rental housing. Include all East Gateway area public housing and all privately owned East Gateway rental housing.

The Plan also recommends that Albuquerque Housing Services assess and improve the landscaping and physical condition at the three East Gateway public housing projects.

#### Attractive Businesses

- **Zoning and Building Code Enforcement:** This Plan recommends proactive enforcement of zoning and building codes for all non-residential property to occur at least every two years.

#### Street Improvement

- **Corridor Reclassification:** This Plan recommends that the City of Albuquerque/Bernalillo County Comprehensive Plan's Figure 30 (a map of Development Areas with Activity Centers and Transportation Corridors) be amended to reclassify Central Avenue from Louisiana Boulevard to

Tramway Boulevard from an Enhanced Transit Corridor to a Major Transit Corridor. This action will be initiated by the City to acknowledge Rapid Ride service on this stretch of Central Avenue.

- **Street Reclassification:** This Plan recommends that the City Council resolution to reclassify Southern Avenue to a collector street without access control be taken to the Metropolitan Transportation Board for action.

This action will be initiated by the City and be done in cooperation with the Mid-Region Council of Governments. It acknowledges the changed conditions that eliminate the future development of Southern Avenue as a connecting segment of a loop road extending through Kirtland Air Force Base. With reclassification, Southern Avenue can be redesigned as an urban collector street to serve local needs.

#### **Four Hills Village Road**

- **Vehicular Access Control Policy:** This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four Hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.

# 10 Plan Implementation

The following charts summarize the Plan’s project, program and policy recommendations. Where possible, they include project descriptions and locations, lead agency, estimated cost, possible funding, and implementation phasing. Policy proposals include a policy description and lead agency.

**Note:** Feasibility and/or design studies will be required before cost estimates are developed.  
**All Land Use Regulation changes are contained in Chapter 5.**  
 General Obligation Bonds = G.O. Bonds

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
	<b>Transportation</b>							
6.3.1	Designate and design bicycle boulevards to improve and complete portions of the bicycle network, to include Chico Road, Skyline Road, Moon Street, Morris Street, Herman Roser Avenue, Tony Sanchez Drive, Singing Arrow Avenue, and Gibson Boulevard.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.2	Install traffic signal on Central Avenue at intersection with Elizabeth Street Bicycle Lane.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.3.2	Evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the plan area, both existing and proposed, to determine the appropriate safe crossing features needed. Fund and install.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.3	Complete the bicycle lane on Eubank Boulevard from the I-40 overcrossing to Southern Avenue.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations			x	
6.3.4	To increase personal safety, evaluate all East Gateway trail entrances for cyclist safety. Plan and implement improved entrance visibility.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
6.3.4	Negotiate with the NMDOT to acquire land between Sandia Vista Park and the I-40 trail for park development, and to ensure better access to the I-40 Bicycle Trail.	Department of Municipal Development, NMDOT	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.3.5	Improve bicycle trail maintenance, working with volunteers and City Parks and Recreation to accomplish regularly scheduled maintenance.	Department of Municipal Development	See Note.	City operational budget, grants		x	x	x
6.4	Identify, acquire and develop a visible and accessible site for a park and ride lot and Rapid Ride transfer center on or near east Central Avenue between Western Skies Drive and Tramway Boulevard.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.4	Install bus shelters and associated amenities at all Rapid Ride, and where possible, local service stops.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Use traffic calming techniques on proposed Bicycle Boulevards.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5	Create and maintain adequate facilities for transit services.	ABQ Ride	See Note.	G.O. bonds, State Legislature, Council appropriations		x		
6.5.1	Redesign Central Avenue/ Eubank Boulevard intersection to minimize intersection delay.	Department of Municipal Development	Funded	G.O. bonds, State Legislature, Council appropriations	Construction scheduled to begin late 2010	x		
6.5.1	Study, design and build improvements at the Central Avenue/Juan Tabo Boulevard Intersection in conjunction with design for Southern Avenue and Juan Tabo intersection.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations	Planned for next several years	x	x	

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
6.5.1	Study, design and build improvements to the Central Avenue/Tramway Boulevard intersection to improve safety and efficiency for motorists, cyclists and pedestrians.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.2	Initiate a spot median project on Central Avenue between Eubank and Wyoming Boulevards. Ensure that the appearance of the turning lane between medians is designed to differentiate it from through-traffic lanes, using a different-colored finishing material.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.3	Redesign and landscape Wyoming Boulevard medians to improve safety and aesthetics.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.4	Redesign and reconstruct Southern Avenue between Eubank and Juan Tabo Boulevards to reflect changes resulting from reclassification as an urban collector street and removal of limited access status.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.5	Study the feasibility of a roundabout or alternative intersection design at the junction of Southern Avenue and Juan Tabo Boulevard to assist traffic flow and decrease delays.	Department of Municipal Development	See Note.	Council appropriations		x		
6.5.6	Improve safety of pedestrian street-crossings through the following measures: traffic signal installation at Central Avenue and Elizabeth Street intersection (see also 6.3.2), crossing redesign at all signalized intersections and crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	x

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
6.5.6	Study the feasibility of constructing a bridge over I-40 connecting the segments of Morris Avenue north and south of I-40 to improve access to the East Gateway trade area.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.7	Design and construct street modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	x
6.5.7	Assess areas with existing traffic-calming devices for negative impacts, replacing them with alternative methods if needed and considering district-wide approaches if appropriate.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
6.5.7	Evaluate Chico Road, Skyline Road and Singing Arrow Avenue for designation and design as Bicycle Boulevards. Ensure a public hearing process.	Department of Municipal Development	See Note.	G.O. bonds, State Legislature, Council appropriations				
<b>Parks</b>								
7.2	Consider development of additional neighborhood parks for neighborhoods not easily accessible parks.	Parks and Recreation	See Note.	G.O. bonds, State Legislature, Council appropriations		x	x	
7.3	Work with NMDOT to acquire property adjacent to Sandia Vista Park for park playfields and other park amenities. (See also 6.3.4.)	Parks and Recreation, NMDOT	See Note.	Trade, G.O. bonds, State Legislature, Council appropriations				
7.3	Expand park uses at Singing Arrow Park. Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor furnishings.	Parks and Recreation	See Note.	G.O. bonds, Council appropriation		x	x	
7.3	Continue development of Manzano Mesa Park to meet community needs for recreation facilities.	Parks and Recreation, Department of Municipal Development	See Note.	G.O. bonds		x	x	

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
7.3	Acquire two-acre parcel of land from Four Hills Country Club for use as a neighborhood park and well site.	Parks and Recreation, Department of Municipal Development	See Note.	G.O. bonds, Council appropriation		x	x	
7.3	Develop an additional park adjacent to or near Central Avenue. Explore potential sites that may include State-owned land parcels near Central Avenue and Eubank Boulevard.	Parks and Recreation, Department of Municipal Development	See Note.	Trade, G.O. bonds, Council appropriation		x	x	
	<b>Major Public Open Space</b>							
7.3	Continue to acquire private lands within Tijeras Arroyo to consolidate public ownership, provide opportunities for education and low-impact recreation, and improve and enhance habitat.	Open Space Division	See Note.	G.O. bond, Council appropriation		x	x	x
7.3	Develop La Cañada Park as Major Public Open Space. Develop a small parking lot and a trailhead/access point.	Open Space Division	See Note.	G.O. bond, Council appropriation			x	
7.3	Transfer Ravine Park from the Parks inventory to the Major Public Open Space inventory for appropriate development as open space.	Open Space Division	Administrative action	None		x		
7.3	Enable pedestrian connections between the Sandia and Manzano Mountains and complete public ownership of Tijeras Arroyo through Tijeras Canyon.	Open Space Division	See Note.	G.O. bond, Council appropriation, legislative appropriation		x	x	
7.3	Formalize access to Tijeras Arroyo at Juan Tabo Boulevard and Four Hills Road. Evaluate costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Signing Arrow Park.	Open Space Division	See Note.	G.O. bond, Council appropriation, legislative appropriation		x	x	

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
	<b>Community Centers</b>							
8.3	Prepare a feasibility study to expand or replace Singing Arrow Community Center to address unmet needs for programs, indoor recreation, medical services, and other programs.	Family and Community Services	See Note.	G.O. bond, Council appropriation, legislative appropriation		x		
	<b>Library</b>							
8.3	Acquire land, plan and construct a full service library in a visible and accessible location within East Gateway to address a library service gap.	Albuquerque/Bernalillo County Library System	Approximately \$9 million plus land acquisition and materials purchases	G.O. bond, Council appropriation, legislative appropriation		x	x	
	<b>Fire and Emergency Services</b>							
8.3	Consider construction of an additional fire station to improve East Gateway service coverage.	Albuquerque Fire Department	See Note.	G.O. bond, Council appropriation, legislative appropriation			x	
	<b>Police</b>							
8.3	Schedule needed refurbishment to the Foothills Substation as part of ongoing facility maintenance.	Albuquerque Police Department	See Note.	Maintenance funding		x	x	x
8.3	Use the existing multi-agency process to coordinate "strike force" approaches to address crime, housing conditions and other community safety and appearance issues.	Albuquerque Police Department, other agencies	Operational funding	Operational funding		x	x	x

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
	<b>Street Lighting</b>							
8.3	Install additional street lights in the Singing Arrow neighborhood to improve safety and visibility.	Department of Municipal Development	\$87,500	Funding secured	Installation anticipated for late 2009	x		
8.3	Install additional streetlights in the Cochiti/Acoma SE area to improve safety.	Department of Municipal Development	See Note.	Funding secured	2010	x		
8.3	Install streetlights for safety and crime prevention in the area near Figueroa and Skyline NE.	Department of Municipal Development	See Note.	G.O. bonds, Council appropriations		x		
	<b>Alternative Energy</b>							
8.3	Examine the feasibility of an alternative energy demonstration project for East Gateway that focuses on either wind or solar energy for electric generation, and also provides a unique gateway project to showcase Albuquerque's commitment to green energy.	Department of Municipal Development	See Note.	G.O. bonds, grants		x	x	
	<b>Program and Policy Changes</b>							
9.2	Target high crime areas that have substandard housing for initiatives that could include the following programs and others: Crime-free Multi-housing Program, Crime Prevention through Environmental Design and Albuquerque Family Advocacy Center programs.	Albuquerque Police Department, other agencies		Administrative, programmatic funding, grants		x	x	x
9.2	Ensure safe rental housing through consistent proactive investigation and enforcement of housing, zoning and building codes.	Albuquerque Police Department, other agencies		Administrative, programmatic funding		x	x	x

Location in Plan	Project Name and Location	Agency(ies)	Cost (if known)	Funding Source(s)	Project Elements Underway	Timing (estimated)		
						Near-Term	Mid-Term	Long-Term
9.2	Assess, improve and consistently maintain the landscaping and physical conditions at three East Gateway public housing projects.	Albuquerque Housing Services		Maintenance and operations funding		x	x	x
9.2	Enforce zoning and building codes for all non-residential property, to occur at least every two years.	Planning Department, Albuquerque Police Department		Administrative, programmatic funding		x	x	x
9.2	Amend the Comprehensive Plan to reclassify Central Avenue between Louisiana and Tramway Boulevards as a Major Transportation Corridor.	Planning Department, Council approval		Administrative		x		
9.2	Take the City Council resolution to reclassify Southern Avenue as a collector street to the Metropolitan Transportation Board for action.	City Council action / DMD		Administrative		x		
9.2	Rescind Singing Arrow Neighborhood Plan upon adoption of East Gateway Sector Development Plan.	Planning Department, Council approval		Administrative		x		
9.2	Prohibit roadways that would expand the area currently served by Four Hills Road, while ensuring emergency access to the area or any bicycle and pedestrian trail, lane or route access.	Planning Department		Administrative		x	x	x

## **Appendices**



# Appendices

The appendices contain reports and information that have been important to the crafting of the East Gateway Sector Development plan:

## A. Public Participation Reports and Survey Results

- i. Lists of Participants
- ii. Initiating the East Gateway Sector Development Plan
- iii. Project Kickoff Report
- iv. August 2008 Workshop Summary
- v. Public Comments Concerning Transportation Proposals in Workshop Recommendations
- vi. Singing Arrow Input from Questionnaires and Meeting
- vii. African Refugee Residents: Likes, Dislikes and Recommendations

## B. Market Study by RCLCO

## C. Central Avenue Proposals for Long-Range Consideration

## D. Resource Management Plan for Tijeras Arroyo Biological Zone Tijeras Arroyo Bio Zone Study with Map of Ownership Categories



## **Appendix A**

### **Public Participation Reports and Survey Results**



## **Appendix A.i**

### **Lists of Participants**



## All Participants or Interested Persons

Tony Abbo  
Dave Abrams  
George Arcvres  
Ian Aeby  
Ginger Ahrend  
Brad Allen  
Jim Alsup  
Levi Anaya  
Lynne Anderson  
Dan Apostalon  
Andrew Aragon  
Andy Aragon  
Maggie Hart Stebbins  
Glen Argabright  
George Argyres  
Lia & Richard Armstrong  
Clavice & Susan Arnold  
Janice E. Arnold-Jones  
Bob Arreguin  
The Ascenzi  
Thomas Ashcraft  
Carl Atkins  
John Ayarbe  
Jim Baca  
Theresa Baca  
Mike & Charline Baitz  
Reg & Molly Baldwin  
David V. Barbour  
Deborah Barnes-Mathe  
Charles Barnhart  
Mike Barns  
Ed Barsis  
Holle Baskett  
Rick & Pauline Bauer  
Barbara Bays  
Ana Beall  
Bobby Beall  
Nancy Bearce  
Estelle Beaty Vann  
Senator Sue Beffort  
Laurie Bergermann  
Richard J. Berry  
Donna Bezy  
Carol Biefeld  
Ingrid Biel  
Brad Bingham  
Bobbie Binlesn  
Ruth Birch  
Juan Blair  
John Bloomfield, Director New Life Homes  
Mark Boitano  
Steve & Judy Bonadore  
Janice Bond  
Jeanne Bowen  
Tiny Bowen  
Tammy Boyd  
James Bracken  
Michael Brasher  
Carlton Breen  
Ash Brewster  
Jennifer Broderick  
Jay Brotz  
Alaric A. "Buck" Buckner  
Harold M. Burnett  
Nellie Burns  
Doris Burton  
Mark Burton  
Frank Bushman  
Dago & Alicia Cabrera  
Kit Caldwell  
David Callahan  
Allen Callendar  
Nancy & Terry Calloway  
Tricia Campos  
Carlton Canaday  
Alberto Cancio  
Edwin Candelaria  
Greg Carabajal  
Carol Carell  
Margaret Carroll  
Isabel L. & Viola Castillo  
Mary C. Castillo  
Christin Chavez  
Joe Chavez  
Linda Cherry  
Marea Cheval  
Ernest & Ruth Christman  
Ralph Cipriani, Planner  
John Clarke  
Todd Clarke  
Jim Clinch  
Mary Collier  
Frank & Patti Coniskey  
Tom & Rosalie Conley  
Moises Contreras  
Scott Copper  
Tim Corey  
Richard Costales  
Roger Cox  
Chuck Cremer  
Patricia Croven  
Amara Cudney  
Coleen Cumiford  
Scot & Melody Cushman  
Pam Czerepak  
Henry Dallo  
John Daugherty  
Mike & Diane Davidson  
Ginger Davis  
Don Dean  
Andrew DeGarmo  
Jan DeMay  
Nikki Dennis  
Gary Dewey  
Emily Dewolf  
Michael Dickson  
Kym Dicome  
Tim Diesel  
Phyllis Dinkel  
Daniel K. Dissmore  
Perlita L. Dissmore  
Donna DiViniczo  
Lucy Dominguez  
A. Dominguez Jr.  
Sharee Donald  
John, Margaret & William Doran  
Robert Doucette  
Mariann Drabo  
Sissy Drain  
Wynona Dreuss  
George Dubois  
Pat & Miguel Duncan  
Connie Dunham  
Donna Dunn  
Denise Duran  
Gabiella Duran  
Maria Duran  
Louise & Greg Durfee  
Elizabeth Dwyer  
Martin W. Eckert  
Leigh Ellithorpe  
Louis Erne  
Dolores Esparza  
Lynette Essmann  
Laurie & Gerald Estrada  
Jay L. Evans  
Kala Falkenberg  
Janet Faulhaber  
Glen Fehringer  
Monique Feldman  
Dierdre Firth  
Agridina Neubauer

Heather Foote  
Karen Fox  
Dale Frazier  
Linda Gaan  
Arnold Gallagher  
Andrew Gallegos  
Tim Gallegos  
Yvette Garcia  
Rey Garduño  
C. Wayne Garner  
Robert Gatan  
Dan Gear  
Randy & Brenda Gebler  
Karen Gibbs  
Mary Gibson & Ken Lovelett  
Rubye Lee Gibson  
Fred & Margaret Gil  
Raymond Gilbert & Constance  
Lt. Jay Gilhooly  
Jeff Gluth  
Sylvia Gomez  
Vicky C. Gonzales  
Angela Gonzales-Carver  
Paula & Robert Gordon  
Charlene Gough  
Hillary Grace  
C. Gramlich  
Ruben P. Griego  
Valerie Griego-Penny  
John Grife & Kathy Trujillo  
Herb & Patsi Grossman  
Brad & Dannelle Gundlach  
Patrick Gutierrez  
Robert, Janet & Diane Hajek  
Meiiran Hakhamian  
Charles Hall  
Jimmie C. Hall  
Julie Hall  
Kim Hallatt  
Jeanne Hamrick  
Rose Hansen  
Councilor Don Harris  
John Hartmann  
Holly Heath  
Pat Hebert  
Paul Heck  
Jim Heimann  
Phillip & Tran Lai Hempfner  
Martha Henderson  
Tara Henderson  
Irma Hernandez  
Richard Hess

Ann Hickman  
Badria Hindi  
Gene Hinkle  
Sarah Hoey  
Virginia Holland  
Emily Holzknicht  
Matthew Hopkins  
Robert Horacitas  
Kate Housman  
Lisa Ice  
Ed & Barbara J. Ida  
Bob Ingersoll  
Dr. Brian Isakson  
George & Mary Jacobson  
Mori Jafari  
Robert Jaramillo  
Art & Lyla Jentzen  
Jeff Jesionowski  
Jeanette Johnson  
Neal & Sue Johnson  
Norma Johnson  
Roger Johnson  
Jeanette Johnston  
Kahlil Joseph  
Gary Kane  
Sal Kare  
Suheil Kare  
Alain Kasongo  
Pete Kassetas  
Norm & Alice Keator  
Tim Keller  
Barbara Kerl  
March Kessler  
Paul & Debbie Kinahan  
Andrew Klemas  
Rosser Knee  
Lydia Koch  
John Kolessar  
Betwel Komey  
Joe Koprivnikar  
Marvin Kortum  
Harry & Doris Kovaschetz  
Marissa Kutzscher  
Laura Kuehn  
Pastor Joe Lamb  
Joanne Landry  
Thomas D. Langdon  
Kay Larson  
Chris & Mia Lasco  
David & Cathy Lawrie  
Maximo & Maria Mora Lazo  
Daniel & Marea Cheval-Leavitt

Cary LeBlanc  
Idalia Lechugua-Tena  
Zack & Charity LeDuc  
Linda LeGrand  
Betty Lenhardt  
Bud Leonard  
Ann Marie Lesley  
Frank & Lori Lesperance  
James Lewis  
Rex Lewis  
Tom Leggett  
Richard Lin  
Sharon Lopez  
Jack Lord  
Dennis Lorenz  
Emory & Mary Loring  
Rebecca Loring  
Maria Loschke  
Oscar Love III  
Robin Love  
Richard Lowe  
Tony Loyd  
Alvaro Lozano  
Melissa Lozoya  
Randy Luce  
Robert Lupton  
Giralia Lukusa  
Richard Mabry  
Tim MacEachen  
Vicki Madden  
Ken Maestas  
Steve Maestas  
George & Morene Manus  
Viola & Rudy Marquez  
Doris Martin  
Mary Lee Martin  
Robin Martin  
Andy Martinez  
Gloria Martinez  
Harold Martinez  
Lawrence Martinez  
Paul & Marge Martinez  
Valerie Martinez  
Bob Martinson  
Jerry Martinson  
Nathan Masek  
Charles Matson  
Theresa Mayberry  
Leslie Mayfarth  
Patrick McCaffrey  
Steve McCartney  
D. McClelland

Bill McCoy	Roland Penttila	Tony Shaskos
Joanne McEntire	Deborah Perlow	Ron Shettlesworth
Frances McKee	Mark Perry	Harmin Sian
Leslie McKenney	Robert Pessetto	Leah Sickel
Jan McNelis	Douglas Peterson	Louis Silva
Geneiva Meecker	Leroy & Marcia Pickens	Leonard Sirabahenda
Sally Meeks	Denise Pisto	Elizabeth Shields
Martina Mesmer	Don & Carole Plymale	M. Sklower
Kristal Metro	Mark Podeyn	Debra Smaker
Bob Michaud	Jeanette & Alvina Prado	Chrystie Smith
Roger Mickelson	Sonya Preston	David L. Smith
Nathan Miller	Tom Rader	Fred Smith
Brian & Nicole Miner	Meg Randall	Gary Smith
Karan Mitchell	S & G Raub-Fubel	Kevin Smith
Rodolfo Monge-Oviedo	Eddie Ray	Ruth Smith
Mike Mons	Alyson Reece	Lois Smokov
Lydia Montoya	Jerome Rejent	Burt Snipes
Charlie Moore	Isabel Reno	Frank Snyder
Nancy Moran	John Repik	Eleyna Spinar
Bob Morrell	Paul Resnick	Ed Stang
Wilma Morris	Tom & Carolyn Rigirozzi	Ken & Esther Starr
Baker Morrow	Riordan Michael	Lois Stearns
Julian Moya	Gabe Rivera	Paul Steffin
Edward J. Muller	Shannon Robinson	Donna Stepanovic
Lucia Munoz	Kim Rodriguez	Jonathan Stern
Ken Murphy	Rosie Rodriguez	Mimi Stewart
John Myers	R. & Susan Romano	Marilyn Stock
Gloria Narvaiz	Mrs. Gerry Roscoe	Gary & Julia Stone
Karen Navarro	Jeff Rose	Linda Stout
Paula M. Neri	Dan Rowe	Jim Strozier
Agripina Neubauer	Warren Rowe	Judy Suiter
Carolyn Neuber	Linda Rumpf	Pat Sullivan
Bryan Nigg	Joyce Rupert	Stephen Sutherland
Kay Nordeen	Theresa T. Salas	Kent Swanson
Gabe Nosseir	Rosie Salazar	Josephine Tafoya
Ed Nunez	Juan Carlos Samuel	Marcia & Pawel Tarasenko
Dale O'Farrell	Andrea Sanchez	Mike Tercero
Carol O'Keefe	Carlos Sanchez	Eddie Thomas
Kate Olsberg	Kathryn Guest & Sandra Sanchez	Ernestine Thomas
Terry O'Mara	Max Sanchez	Chuck Thompson
Richard Omanson	Christina Sandoval	Melissa Thomsen, Associate Broker
David & Elvie Orwat	Jim Sattler	D.W. Tiano
Allen Osborn	Ben Savoca	Chris Timm
Isaac Padilla	Kevin Scanlan	Tom & Cyndy Tipps
Julian Padilla	Rod Scharberg	June Tidenberg
Gary & Debra Park	Kathleen Schindler-Wright	Mike & Vera Toyzan
Yvette Paroz & Luke Shelby	Marc & Patti Schneider	Aquiles & Marie Trujillo
Suresh A. Patel	Bob Schreiner	Jim Trump
Jon Patten	Olivia Selama	Jolena Tuckett
William H. Payne	Arnold R. Sena	Ben Ulibarri
Jack & Charlette Peet	John & Rose Sena	Jim Ullrich
David Pennella	Angelic Senteno	Roger Umber

Edward & Josie Underhill  
Steven Valdivia  
Scott Varner  
James A. Vaughn  
Jose Velasquez  
Julia Vertrees  
Joe Vigil  
Valorie A. Vigil  
Elma Villanueva  
Carol Viverito  
Ross Walker  
Heritan Wallace Sr.  
Deb Walters  
Jim Walther  
Mickey Wasinger  
Waterman  
Ralph Wedertz  
Paul Weitzel  
Peter Wells  
Patricia Werner  
D'Val Westphal  
Buddy & Mary Wheet  
Clay & Violet Whetstine  
Steve Whitman  
Kizito Wijenje  
Laura Wilcox  
Chris Willadsen  
Bob & Linda Williams  
Robert & Pamela Williams  
Sue Wilson-Beffort  
Dan & Shirley Winckel  
James & Barbara Witt  
Roger, Christel & Andreas Wittler  
Bryan Wolfe  
Sharon Wolfe  
D.D. Wolohan  
Verna Wood  
Ralph Workman  
Herb Wright  
Kelly Wright  
Paul Wymer  
Matthew Yannoni  
Robert Young  
Joe & Pat Zmuda

Ellen Altman  
Victor Valdez

### **Technical Team**

Brad Bingham  
COA Planning/Drainage

Tony Abbo  
NM Department of Transportation

Levi Anaya  
APD, Foothills Area Command

Theresa Baca  
Department of Municipal  
Development

Christin Chavez  
Singing Arrow Community Center

Andrew DeGarmo  
Transit

Donna Dunn  
Chugach Management for Kirtland  
AFB

Elizabeth Dwyer  
Family & Community Services

Jay L. Evans  
Open Space Division

Dierdre Firth  
Office of Economic Development

Agripina Newbauer  
APD, Foothills Area Command

Yvette Garcia  
APD, Foothills Area Command

Jay Gilhooly  
APD, Foothills Area Command

Ruben P. Griego  
APD, Foothills Area Command

John Hartmann  
Department of Municipal  
Development

John Kolessar  
Department of Municipal  
Development

Laura Kuehn  
APD, Southeast Command

James Lewis  
Open Space Division

Jack Lord  
MR-COG

Tony Loyd  
Planning/Transportation

Nathan Masek  
MR-COG

Kristal Metro  
Planning Department

Ed Nuñez  
Manzano Mesa Multi-generational  
Center

Isaac Padilla  
Council Services

David Pennella  
MR-COG

Roland Pentilla  
Department of Municipal  
Development

Michael Riordan  
Department of Municipal  
Development

Gabe Rivera  
Planning Department

Linda Rumpf  
Family & Community Services

Juan Carlos Samuel  
Department of Municipal  
Development

Christina Sandoval  
Department of Municipal  
Development

Jim Sattler  
Open Space Division

Arnold R. Sena  
Family & Community Services

Ed Stang  
Department of Municipal  
Development

Kent Swanson  
Open Space Division

Barbara Taylor  
Department of Municipal  
Development

Chuck Thompson  
Department of Municipal  
Development

Valorie A. Vigil  
Family & Community Services

Bryan Wolfe  
Department of Municipal  
Development

Matthew Yannoni  
Department of Municipal  
Development



## **Appendix A.ii**

### **Initiating the East Gateway Sector Development Plan**



*Initiating the*  
**Albuquerque**  
**East Gateway**  
*Sector Development Plan*



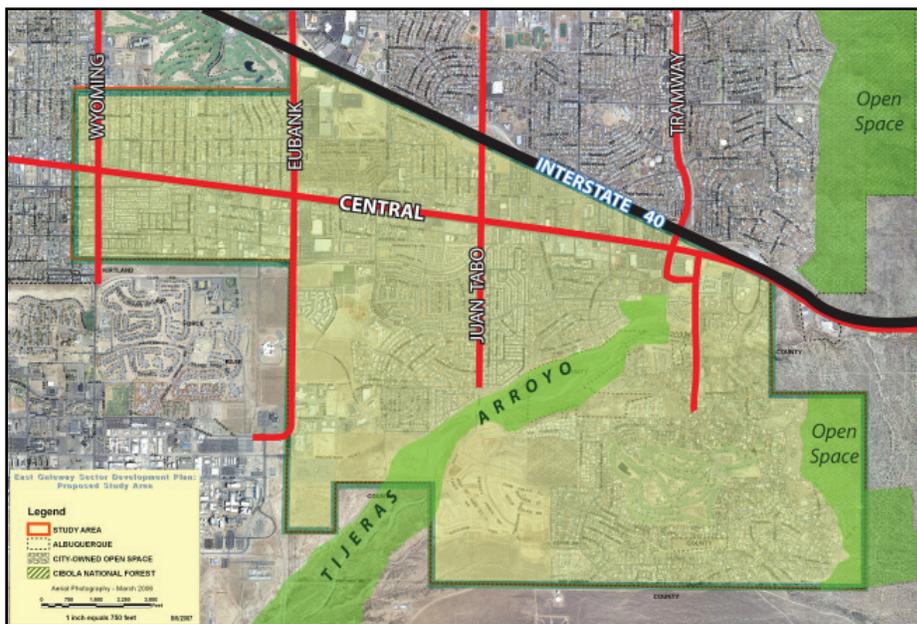
*Initial Focus Groups and Public Input*  
*August 7-8, 2007*



Prepared for the **City of Albuquerque Planning Department**  
by Architectural Research Consultants, Inc. and  
Glating Jackson Kercher Anglin, Inc.

## INITIATING THE EAST GATEWAY SECTOR DEVELOPMENT PLAN

The City of Albuquerque will be initiating an East Gateway Sector Development Plan process for a part of the City that lies within an area generally bounded by Interstate Highway 40 on the north, Wyoming Boulevard or Moon Street on the west and the city limits on the east and south. (See the graphic below.) Central Avenue is the area's primary east/west street. Short, but important portions of Juan Tabo and Eubank Boulevards are primary north/south streets. Kirtland Air Force Base and Sandia National Laboratories, just southwest of these boundaries, are a dominant presence in the East Gateway area, with approximately 25,000 personnel and employees jointly on site.



The focus group meetings and public workshop summarized in this report dealt with a large general area for the East Gateway, though as planning efforts continue, this focus area may be refined.

The Sector Development Plan process will be a broad inclusive community effort that covers multiple issues. This report describes initial information gathered from an intensive two-day series of focus groups, interviews, and a public meeting with some key stakeholders, technical experts, and members of the community. The report also includes a proposed scope of work. The intent of these meetings was to develop an understanding of the area's issues to ensure that the City and their consultants include appropriate topics in upcoming sector development plan work. This initial information gathering gives the planning team a 'head start' to develop a well-

informed, publicly accessible effort when the planning process officially begins.

To assist with this intensive information gathering and analysis the City hired a consultant team consisting of planners from Architectural Research Consultants Incorporated (ARC) of Albuquerque and Glatting Jackson Kircher Anglin, Inc. of Orlando, Florida.

Sixteen focus groups and interviews and a large public meeting were held August 7 and 8, 2007. Approximately 160 people participated. Participants included

representatives of City departments and regional agencies, business owners, neighborhood representatives, residents, property owners, developers, elected officials, representatives of non-profit businesses, Sandia Labs and others with an interest in the area. (See the participant list at the end of this report.)

On August 9, City staff and the consultant team members met all day to assess collected information and to begin discussions about a possible scope of work to address area issues. The interviews and meetings summarized here are a first step to understanding area issues and assets that will inform solutions later in the planning process. The Sector Plan process will develop a broad vision based on community participation. It is not the intent of an East Gateway Sector Development Plan to change functioning and positively contributing parts of the community or to follow predetermined solutions. Ideally, East Gateway Sector Development Plan objectives will be based on community assets. The planning process will delve into and work to resolve challenges that might impede positive change.

## SUMMARY OF FINDINGS

The values and issues identified by the public and the information derived from focus group meetings and interviews will help to guide the scope of an East Gateway Sector Development Plan. Although the issues presented below will not be the only areas explored in the Sector Plan process, they represent some of the major points made throughout the two-day meeting process.

**Aesthetics are a concern.** There is a widespread feeling that the look and feel of the Central Avenue corridor is an impediment not just to its revitalization, but also to positive change in the East Gateway area as a whole. Central Avenue should be transformed into a pedestrian-friendly environment that serves the community and its visitors while improving the business climate. This eastern gateway to Albuquerque should be improved.

**Crime and safety** influence the community's sense of ownership and pride, although a more established police presence can help with that. Crime spots are happening where community confidence has faded. Issues stemming from homelessness also concern residents.

**Affordable housing** that does not detract from the community's worth or coherence is needed.

**Motorized and non-motorized circulation** is important and essential, but new ways to do it should not be disruptive to the community.

**Diverse commercial services, retail, and emergency and routine medical services** should be provided.

## SECTOR PLAN WORK RECOMMENDATIONS

Based on information gathered during the two-day scoping event, the City will develop a detailed scope of sector development plan work that includes identifying a sector plan study area, special studies, timeframe for completion, and public involvement process. The meeting input summarized in this report provides a foundation for how sector development plan work can be done. This information will ensure that the sector plan serves the East Gateway community and helps make East Gateway a healthy, vibrant part of Albuquerque.

### URBAN DESIGN / LAND USE

1. Based on initial and continued public outreach, identify assets in the community and the goals and expectations of the sector plan.
2. From an analysis of existing conditions, analyze the likelihood that change is possible, identifying areas where change will most likely not happen (no change), where change is likely only to be incremental, and where change is more likely or where the physical conditions suggest that change could positively enhance the area.

3. Through an open and interactive public participation process using a focused urban design workshop activity, identify special character districts in the East Gateway study area and develop visions for the physical appearance of each.

4. Identify appropriate zoning and land use patterns for East Gateway.

## ***ECONOMICS***

5. Evaluate and analyze market trends impacting the corridor and recommend opportunities for revitalization and redevelopment, describing future projects that can lead the revitalization, and recommending the appropriate implementation steps.

## ***TRANSPORTATION***

### ***Traffic***

6. Prepare a general circulation evaluation, looking at traffic, congestion, movement patterns and the nature of vehicle trips (regional, local and a combination of the two). Base this analysis on the following data and information (each is listed with the agency that will provide this information):

- Crash Data – University of New Mexico
- Sub-Regional Traffic Model – Mid-Region Council of Governments (MRCOG)
- Select Link Analysis – MRCOG
- Existing Traffic Counts/Turning Volumes - MRCOG
- General Intersection Vehicle Level of Service (LOS) Assessment

7. Make recommendations for connectivity and network enhancement so that major roads aren't the only choice in completing trips. Include appropriate measures for traffic calming to make sure that traffic using the local network does not adversely impact neighborhood quality of life and that it moves slowly and safely.

8. Develop a summary of community principles and guidelines for the evaluation of any potential east-west corridors in the East Gateway area.

9. Develop a conceptual streetscape plan for the Central Avenue Corridor, including streetscape, key pedestrian and bicycle improvements, bus shelter locations, and potential inclusion of future streetcar service. Examine and make recommendations for vehicle lane configuration, including number and width of lanes. Conduct a micro-simulation analysis to evaluate the performance of this corridor from a traffic operations perspective.

10. Develop an East Gateway truck freight staging analysis for Tijeras Pass/I-40 closures.

### ***Transit***

11. Document pedestrian access to transit from ABQ Ride data concerning transit routes and stops. Identify needed pedestrian improvements for access to transit stops.

12. Develop a general study of transit-oriented development potential for Tramway & Central. This will inform a potential, more detailed study to be conducted by ABQ Ride.

### ***Pedestrian***

13. Develop a general pedestrian circulation plan and identify key areas of improvement within the East Gateway area.

14. Develop conceptual designs for sidewalks and other improvements for walkers. These may be for particular street segments where improvements are needed and should also serve as general guidelines for improving pedestrian facilities throughout the East Gateway area.

15. Develop a Conceptual Streetscape for Central with recommended pedestrian improvements (see Item 9).

## *Bicycle*

16. Develop an overall evaluation of bicycle circulation, including an assessment of bicycle suitability along Central Avenue from Eubank Boulevard to Tramway Boulevard.

17. Prepare an inventory of trails and bicycle lanes. Make recommendations for additions to the system and prioritize capital financing to complete already proposed improvements.

18. Develop a Conceptual Streetscape for Central (see Item 9).

## **SAFETY**

19. Develop a Crime Prevention Through Environmental Design (CPTED) evaluation based on both conditions of the existing physical environment and programmed development. This evaluation will explore landscaping, street connectivity, and other topics.

## **PARKS**

20. Conduct a Parks Service Area Assessment, identifying underserved areas and opportunity sites for additions and enhancements to the parks system.

## **SUMMARY OF AUGUST 7-8 FOCUS GROUPS AND INTERVIEWS**

### **Transit, Pedestrian and Bicycle Facilities**

Transit is an important East Gateway issue. The Central Avenue Route 66 bus route has the most riders in the ABQ Ride system. Introduction of the Rapid Ride service, a faster bus service on Central with fewer stops, has resulted in reduced service levels on the regular Central route. Rapid Ride's eastern service limit is currently Wyoming Boulevard, leaving East Gateway riders with slower service and longer waits. ABQ Ride is studying

the possibility of extending Rapid Ride service further east to provide greater connections for the East Gateway study area to downtown Albuquerque. This service could tie into a potential park-and-ride facility behind the Albertson's supermarket at the Four Hills Shopping Center or another site to allow easier transfer to transit service from outside the ABQ Ride service area. The City of Albuquerque has explored the possibility of a transit-oriented development study for this site to help anchor the eastern end of Central Avenue and to create higher ridership potential for transit service.

No East Gateway multi-purpose trails or bicycle lanes are currently scheduled for funding in the City's 10 year Capital Implementation Program, but some have been programmed in the 2030 Metropolitan Transportation Plan. Existing and proposed multi-purpose trails and on-street bicycle lanes and routes are shown in a number of places: the Trails and Bikeways Facility Map, the Long Range Bikeway System Map, and the 2000 Comprehensive On-Street Bikeways Plan. The Greater Albuquerque Bicycle Advisory Committee and the Greater Albuquerque Recreational Trails Committee are the two advisory boards that initially review bicycle facility and trail proposals before recommending them to City staff, the State, Bernalillo County, and the Mid-Region Council of Governments to be included in long-range transportation plans.

Though the area includes some assets for cyclists, particularly the Tramway Trail, bicycle facilities in the East Gateway are not seen as providing a complete circulation network linking residential and employment areas. Bicycle advocates and planners believe that an area evaluation of existing bicycling conditions would contribute to the East Gateway planning effort. Bike ABQ, a non-profit advocacy organization, promotes motorist education and awareness and employer assistance for bicycle storage and end-of-trip facilities. Currently the organization is working to coordinate and integrate overlapping bicycle planning efforts undertaken in the past by the City with the Mid-Region Council of Governments bikeways map.

Central Avenue, Eubank Boulevard, and Juan Tabo Boulevard are generally considered to be poor environments for walking. The Central Avenue sidewalk area is narrow and lacks street trees. All the major streets lack convenient and safe crossing opportunities. Several focus group, meeting, and interview participants indicated that Central Avenue pedestrian crossings are needed at Moon Street and Elizabeth Street.

## Transportation and Traffic

Roads and vehicle circulation are major concerns in the East Gateway area. In general, the roadway network is constrained from easy expansion by several dominant area features: Kirtland Air Force Base, the Tijeras Arroyo, City Public Open Space, and Federal Lands in the Manzano Mountain foothills.

Traffic congestion and inefficient, annoying and unsafe circulation patterns are important issues both to residents and transportation officials. One major concern with traffic is access to and from Kirtland Air Force Base. It is generally perceived that limited entry into the base property through security checkpoints has delayed traffic on Eubank Boulevard and increased travel time for area residents, even those not traveling to the base. In addition, reliance on Eubank Boulevard as a major connection from Kirtland Air Force Base, Sandia National Laboratories and the nearby Science and Technology Research Park has caused traffic congestion issues at the Eubank/Central intersection. Although many employees of these facilities do not ultimately make trips on Central, the burden of regional trips that this intersection bears has raised questions about alternative routes.

Many area residents expressed opposition to a connecting roadway that would generally follow the course of the Tijeras Arroyo. This is a concept that was introduced in the Singing Arrow Sector Development Plan adopted in 1983. The Tijeras Arroyo is designated an Open Space Arroyo in the Facility Plan for Arroyos adopted in 1986. A major roadway within Tijeras Arroyo boundaries is contrary to Arroyo Public Open Space designation

with its objectives of passive recreation, wildlife protection, and water recharge.

The original design concept for Southern Avenue was intended to distribute traffic to and from the Kirtland/Sandia area via Southern to Juan Tabo Boulevard. The transition from Southern to Juan Tabo Boulevard has been only partially constructed, so that the issue of east-west connectivity remains.

Central Avenue is one of the primary elements of the East Gateway area. Transportation and hydrology officials and neighborhood leaders discussed concerns they have for treatments to its streetscape and roadway geometry in the future. Presently Central is maintained by the City of Albuquerque and is subject to Albuquerque's property access regulations. The current policy on access is that one to two driveways per 300 feet will be allowed, though as many residents have pointed out, driveways are currently located more frequently. Such conditions present a dangerous environment to bicyclists and pedestrians on Central. Agency representatives have mentioned the possibility of cross-access agreements as a way to reduce the driveway spacing on Central and improve the pedestrian environment.

Many area residents noted problems with drainage infrastructure in the area, particularly near the Tijeras Arroyo. Although the drainage system of the area is built for 100-year flood events, it depends on east-west streets acting as major flow-ways. Any changes to the design of these streets may affect overall drainage capacity. Particular details of the drainage infrastructure, especially in street-level storm water collection, have caused problems for area residents and businesses. Some drainage problems exist in the Four Hills area and the Singing Arrow neighborhood.

## Housing

Housing age and type throughout the study area is varied. Housing in East Gateway neighborhoods range in age from the mid-twentieth century to those built

within the last five years. Some are still in construction south of the Tijeras Arroyo at the southern end of Juan Tabo Boulevard and additional home development may be approved there. Neighborhoods have single-family detached homes, multi-family buildings, and mobile homes.

While home ownership is high in many neighborhoods of the East Gateway area, many households rent. The perception of rental housing in the East Gateway area has suffered due to crime hot spots and some poorly maintained properties. These properties tend to have lower rents and are a practical option for many low-income families. However, the problems associated with rental housing have given residents little incentive to take ownership in the surrounding neighborhood. As a result, tenant turnover is high and the sense of community found in some of East Gateway's neighborhoods has not been strong. Some residents feel that rental properties in the area are in a downward spiral of decreasing rents, providing less incentive for landlords to properly maintain units.

By contrast, the East Gateway area also includes many stable and some relatively affluent areas, especially the Four Hills neighborhoods in the far southeast corner of the East Gateway area. The housing in these areas is predominantly owner-occupied.

The City's Department of Family and Community Services (DFCS) has just completed a needs assessment of affordable housing that examines the city by community planning area. The 'East Gateway Community Planning Area' referred to in the needs assessment is larger than the Sector Development Plan study area. Census tracts within the Sector Development Plan study area have large populations of low to moderate-income residents who may need housing assistance of various types. There are no City-funded housing efforts currently underway in the East Gateway area, although DFCS and many residents have acknowledged a need for permanently affordable housing in the community.

## **Public Safety**

Residents of the East Gateway area are generally concerned about safety from crime, although most say that crime occurs in concentrated places. In many conversations with neighborhood leaders and representatives of local organizations, the subject of crime was linked to the overall aesthetic appearance of the East Gateway corridor. While crimes may be concentrated in a few 'hot spots,' the generally poor appearance of Central Avenue and other parts of the East Gateway is perceived to be a barrier to community pride and ownership that many see as an important early step to crime control.

The Albuquerque Police Department has a series of proactive programs intended to foster a safer environment through community-oriented policing, better screening of potential rental tenants, and a focus on nuisances and potential causes for crime. Its Crime-Free Multi-Family Housing program certifies apartment complexes that have reduced their service calls, and the Criminal Nuisance Abatement program has helped to identify businesses and properties that have fostered criminal activity, resulting in certain cases of City acquisition.

The Police Department has also been actively promoting a positive image of its officers and community partners and allies, most notably through an elementary school mentorship program, a bicycle patrol unit that allows officers to make more immediate contact with residents and visitors to the area, a Citizens' Police Academy, and classes offered at the Community and Intergenerational Centers.

The focus group representatives of the Albuquerque Police Department expressed a wish for a police substation or other police facility serving the immediate area.

## **Schools and Community Facilities**

Public schools in the area face the challenges of a transient population even though many of the neighborhoods around them are relatively stable. School officials

see Central Avenue as a problem for the area in that its negative image has adversely affected the public perception of their facilities. Highland High School, which is not in the East Gateway study area but serves a large portion of its population, and Kennedy Middle School see this problem most acutely.

Many of the greatest concerns of the school officials who met with the City were not directly related to schools themselves. Issues involved choices in housing options in school areas, the walking environment of routes to schools, and the availability of safe, reliable public transit for students living outside school bus service areas.

The area's public schools have highly diverse populations and, while this has presented students with new opportunities for learning about one another and growing up in a tolerant community, school officials are concerned that some families may have language barriers and other issues preventing them from interacting with the schools. School officials also point to the relative proximity of other educational and community-serving institutions, especially the University of New Mexico and the Central New Mexico Community College, and emphasize the need for a safe and attractive walking and transit realm so that students can take advantage of these opportunities.

Two principal community centers serve the area: the Manzano Mesa Multi-Generational Center and the Singing Arrow Community Center. Manzano Mesa is a newer facility that is popular throughout the city for its focus on multi-generational programs. It is busy and well staffed, offering a diverse range of programs including foreign language education, athletics, dancing and general community meetings. The Singing Arrow Community Center is a smaller facility focused on youth programs. It offers before and after-school programs that primarily serve Manzano Mesa and Eubank Elementary schools, the Native American Academy, a charter school located at Wilson Middle School, and families within walking distance of the center. It also accommodates neighborhood association meetings and classes for immigrant groups. Although it is a smaller center, its staff

point out that it maintains a strong relationship with the nearby schools, encourages community use of its adjacent park and enjoys a high level of participation from parents.

## **Parks and Open Space**

Residents and City staff agree that the East Gateway area could use additional park space. Focus group and interview participants mentioned some park opportunity sites near Central Avenue.

Privately owned land in the Tijeras Arroyo is interspersed with publicly owned open space. The Tijeras Arroyo forms a band of native plants and animals through the East Gateway area. It is accessible until it passes through Kirtland Air Force Base land where it is off-limits to the public. Many citizens see the arroyo as a valuable natural resource that should be preserved for public use and enjoyment,

The Facility Plan for Arroyos indicates that the Tijeras Arroyo area is appropriate for passive recreation such as walking and horseback riding. No trails are currently shown near the Tijeras Arroyo on the Regional Trails map, although a proposed primary trail is shown above it.

## **Economic Development and Job Creation**

The businesses occupying much of the land along Central Avenue in the East Gateway area are automobile sales and service, recreational vehicle sales, and mobile home sales. The dominant area employment center is to the south: Kirtland Air Force Base, the Sandia National Laboratories and the Science and Technology Office Park providing support services to Sandia.

Kirtland Air Force Base (KAFB) is a dominant presence, housing 15,000 personnel and employees. It shares its location with Sandia National Laboratories, a federal government institution established through the U.S.

Department of Energy, which also does work for the Department of Defense, the Central Intelligence Agency, the Federal Aviation Administration and many other federal agencies. Sandia employs approximately 8,500 people full-time and approximately 3,000 additional contract employees. Approximately 10,000 employees associated with Sandia work on-site at KAFB. Many people connected with the base or Sandia live in the East Gateway area.

In the past, Sandia had limited interest in the appearance and functionality of its own facilities and the surrounding area. In today's more competitive climate, Sandia is concerned that the retirement of its largely Baby Boom era workforce will lead to employee shortages difficult to fill. Staff from the labs noted that employee expectations for workspace and community environment have increased with younger generations. Sandia planners believe that in order to hire the brightest and most capable future employees, on-site working conditions and an attractive East Gateway area are necessary. Sandia planners also believe that East Gateway appearance significantly affects Sandia's ability to attract new investors and partners.

The economic activity that Sandia generates has created opportunities for support businesses, both high tech and other. These opportunities are being promoted and nurtured by the City's Economic Development Department.

Economic development professionals envision the development of a business incubator facility to support general-purpose retail and other business establishments. These facilities encourage potential business owners to pursue their interests, providing moderate rents for startups. A single facility where technical assistance and training are available can be a visible statement of confidence in the area's ability to support small businesses.

The Sirolli Institute STEPS program has been active west of the East Gateway area on a contract funded by grants from the City and other organizations. Sirolli's

mission is to develop wealth in the community by supporting small start-up businesses. Though the program has focused its energy west of Wyoming Boulevard, the Institute will work with interested parties anywhere in Albuquerque.

Many small businesses are successfully operating in East Gateway. They share many of the same concerns as others, but are particularly concerned about potential land use regulation changes that could limit their ability to continue their businesses.

Generally, the different parties involved in economic development are concerned about the lack of business diversity; namely, that insufficient neighborhood-supporting businesses are keeping employers from locating in the area. They are also concerned about the overall appearance of the East Gateway. Office and commercial rents are relatively low, but building quality is poor and the image that this presents is seen as unappealing to potential customers. Assistance on these issues is available through façade improvement grants, although economic development stakeholders would like to see the development of a business action team that works actively with the Science and Technology Park, Kirtland Air Force Base and area lending institutions to develop long-lasting partnerships and identify alternative funding sources.

In addition to the concerns from economic development professionals, area residents and employees expressed a similar need for a greater number of small neighborhood-serving businesses, especially drugstores, restaurants, grocery stores, and general merchandise stores.

## **Development and Redevelopment Potential**

Generally, community members and public agency representatives see Central Avenue and a few other parts of the area as good revitalization candidates. The Four Hills shopping center, though it hosts viable businesses, does have opportunities for revitalization and its proximity to the parking facility where a transit-oriented development

is being considered makes it a viable location for larger-scale development. The Juan Tabo Boulevard/Central Avenue area has some vacant properties and could be redeveloped. Other parts of the Central Avenue corridor within the East Gateway study area have potential for more active uses.

Perceived barriers to area revitalization were echoed throughout the focus groups and public meeting. Disinvestment from absentee landowners and general vandalism and neglect give the Central Avenue corridor a negative image. The negative image does little to encourage motorists leaving Interstate 40 to support corridor businesses. Though there are many opportunities for revitalizing properties and improving the business environment, the majority of businesses along the corridor are small in scale and securing necessary funding or other capital needed for redevelopment is a significant burden.

East Gateway is an established part of Albuquerque. Redeveloped business properties in established parts of the City like East Gateway must pay impact fees for public safety. Residential redevelopment requires impact fees for public safety and parks. Redeveloped properties within designated Metropolitan Redevelopment Areas pay no impact fees at all.

In other parts of Albuquerque the opening of large-scale general merchandise retailers such as Wal-Mart and Costco challenge small businesses. East Gateway business owners and residents have expressed concern that these large retailers siphon much-needed business demand from the Central Avenue corridor.

The City sees the need for better transit and urban mobility as another important issue for Central Avenue. Streetcar service or extension of the Rapid Ride Bus along Central is being explored, although these efforts have only been discussed at a conceptual level and have not been fully planned. The proposed Transit Oriented Development study adjacent to the Four Hills shopping

center offers an opportunity to tie transit service into any future redevelopment of this site and suggests it as an important location.

One challenge to the establishment of a more complete community-serving business center along Central Avenue is the lack of medical facilities, emergency services, visible law enforcement, and banks. The presence of fundamental public institutions would be a sign of confidence in the area.

## THE PUBLIC MEETING: PRESENTING IDEAS AND HEARING THE COMMUNITY'S FEEDBACK

The City and its consultants presented some of these initial findings to the public on August 8, 2007 at the Singing Arrow Community Center. The high degree of public turnout reflected the community's strong interest in many of the East Gateway area's issues and concerns that a Sector Plan for the area would adequately express their wishes for the area. Generally, the concerns stated by the public reflected many of the concerns noted by public agency representatives and other East Gateway stakeholders during the preceding two days of focus group meetings. Residents are concerned about crime and safety, good schools, open space and parks, and the general image of their community. Early community involvement in considering the issues of the Sector Plan is essential to developing a useful plan.

### Overview of the Activities

City staff opened the evening presentation by stating that the official planning process for the East Gateway Sector Development Plan had not yet begun. The purpose of the August 7 and 8 focus groups, interviews, and meeting was to learn more about the area and hear concerns from the public. This input would help to define the objectives of a sector plan once the planning process begins.

### Community Values

The meeting facilitators invited participants to share what they most value in a community, including elements that do or do not exist in the East Gateway area today. The intent of this exercise was to elicit a broad community vision, from the infrastructure that accommodates daily functions to the amenities and character that enrich quality of life. Participants were invited to write down three different values, expressed as a concise word or phrase, on Post-It notes. The meeting facilitators then organized these thoughts by general themes.

The general themes or values summarized here are followed by the number of statements about that subject that meeting participants wrote down:



The community meeting allowed residents and other members of the East Gateway community to offer additional input that will help to guide the content of the Sector Plan.

- **Low Crime and Safety in the Community** (48)
- **Aesthetics and an Attractive Community** (34)
- **Healthy Businesses** (34)
- **Good Transportation and Transit** (33)
- **Plentiful Parks and Open Space** (27)
- **Schools and Community Facilities** (19)
- **Landowners Who Care for Property** (16)
- **Restaurants and Entertainment** (11)
- **A Good Image for Central Avenue** (9)

The meeting facilitators explained that this exercise lets planners know what a community values, beginning with a focus on assets that the community wishes to develop or has to some degree.

## Presentation

A consultant from Glattig Jackson gave an overview of what a sector planning process can be for a community, particularly as it concerns tying the revitalization of an



By listing values for a place to live and work, members of the community started a discussion about what they have now that makes their community a place they want to live and what they would like to see to make it better. This listing helps to identify assets in the community. It advances the discussion to resolve issues.

area and its major corridor to a balanced transportation network supporting transit, pedestrians, bicycles and a healthy business climate.

## Key Issues

Meeting participants continued their discussion by articulating key issues that should be taken into consideration when the sector plan process begins. Meeting facilitators wrote participants' issues on large sheets. Participants then used color dots to cast six votes for issues they felt were most important. Participants were allowed to use multiple votes for individual issues. Due to crowded meeting room conditions, some participants left before the voting exercise.

The evening's facilitators used this voting process to gauge which issues had the most momentum and meaning in the community at the time of the meeting. All of these issues will be reintroduced for discussion and possible expansion when the planning process for the Sector Development Plan begins.

**Beautification and Cleanup of the Area** (54 votes)

**Police Substation** (32 votes)

**New Residential Development is Too Dense**  
(31 votes)

**Retail Diversity** (30 votes)

**Pedestrian-Friendly Environment (e.g. shade trees, lighting) needed to support businesses**  
(30 votes)

**Improve the Gateway from the East** (30 votes)

**Homeless Population** (25 votes)

**Medical Facilities Needed** (24 votes)

**Promote Community-Oriented Businesses**  
(24 votes)

**Emergency Services** (22 votes)

**Keep Roadways Out of Arroyo** (21 votes)

**Truck Storage in Storm Events** (19 votes)

**Neighborhood Cleanup** (19 votes)

**Traffic Flow on Central and Southern** (17 votes)

**Minimize Cut-Through Traffic in Neighborhoods**  
(16 votes)

**Need Local High School and Middle School**

*(16 votes)*

**Access to Government Services** *(13 votes)*

**Control Prostitution Problem** *(13 votes)*

**Better Services for Homeless and Transient People**

*(12 votes)*

**Complete Public Works Projects** *(10 votes)*

**Reliable Mass Transit** *(10 votes)*

**Manage Residential Growth** *(9 votes)*

**Assisted Living for Seniors** *(7 votes)*

**Cultural Facilities** *(7 votes)*

**Too Many Cheap Hotels** *(7 votes)*

**Restricting Unwanted Land Uses** *(6 votes)*

**Community Involvement and Support from Real**

**Estate Industry** *(1 vote)*



Participants at the community meeting had an opportunity to share issues that they felt were important. They were then invited to cast votes on them, each participant getting to vote up to six times. The results provided a sense of the issues that had the greatest importance or concern to members of the community.

## WORKSHOP FACILITATORS

Paula Donahue, *City of Albuquerque Planning Department*

Ingrid Biel, *Architectural Research Consultants, Inc. (ARC)*

Troy Russ, *Glatting Jackson Kercher Anglin*

Joel Mann, *Glatting Jackson Kercher Anglin*

## LIST OF STAKEHOLDERS/FOCUS GROUP PARTICIPANTS

### Councilor Don Harris

Isaac Padilla, *Council Staff*

### Transportation and Infrastructure Focus Groups

Andrew DeGarmo, *ABQ Ride*

Ben Savoca, *Bike ABQ*

*City of Albuquerque Department of Municipal Development*

Theresa Baca (Transportation)

John Hartmann (Transportation)

Dan Hogan (Hydrology)

Roland Penttila (Transportation)

Ed Stang (Transportation)

*City of Albuquerque Planning Department, Development and Building Services Division*

Tony Loyd (Transportation Development Section)

Wilfred Gallegos (Transportation Development Section)

Brad Bingham (Hydrology Development Section)

*Mid-Region Council of Governments*

David Pennella

Mark Sprick

### Housing Interview

Elizabeth Dwyer, *City of Albuquerque Family and Community Services Department*

### Public Safety Focus Group

Lt. Allen Banks, *Albuquerque Police Department*

Sharanne Fisher, *Albuquerque Police Department*

### Schools Focus Group

Nikki Dennis, *Principal, Highland High School*

Angela Gonzales-Carver, *President, New Mexico Parent-Teacher Association*

### Parks and Open Space Focus Groups

*City of Albuquerque Parks and Recreation Department*

Sandy Zuschlag (Parks Division)

James Lewis (Open Space Division)

Jim Sattler (Open Space Division)

Kent Swanson (Open Space Division)

### Economic Development and Metropolitan Redevelopment Focus Groups

Steve Whitman, *Sirolli Institute STEPS Program*

Dierdre Firth, *City of Albuquerque Economic Development Department*

Gabe Rivera, *Metropolitan Redevelopment Agency*

### Councilor's East Gateway Steering Committee

Jim Clinch, *Sandia Science and Technology Park*

Jeff Jesionowski, *AMC Development*

Richard Mabry, *Four Hills Private Community*

David Orwat, *Residential Rental Property Owner*

### National Association of Industrial and Office Properties (NAIOP) Interview

Chris Willadsen, *SMPC Architects*

### Area Business Owners

Cathy and David Lawrie, *Composite Tooling*

Karen Fox, *Rainbow Sands*

Brian Nigg, *Desert Star*

Buddy Wheet

Ben Ulibarri, *Ulibarri Construction*

Tom Ligget

Bud Leonard  
Carolyn Neuber, *Excel Screen Printing*

**Sandia National Laboratories Focus Group**

Ralph Cipriani  
Jim Alsup

**Singing Arrow Community Center Interview**

Cristin Chavez, Manager

**East Gateway Coalition of  
Neighborhood Associations Focus Group**

Jim Alsup, *Four Hills Village*  
Tom Conley, *North Four Hills Neighborhood Association*  
Mike Davidson, *Singing Arrow*  
John Doran, *Tomasita Neighborhood*  
Joe Koprivnikar, *Hidden Valley Homeowners Association*  
Paul Kinahan, *Coronado Terrace Homeowners Association and Tijeras Arroyo Neighborhood Association*  
Geneiva Meeker, *Villa Serena Four Hills*  
Martina Mesner, *Singing Arrow*  
Roger Mickelson, *East Gateway Coalition and Four Hills Village Homeowners Association*  
Kate Olsberg, *Executive Hills*  
Denise Pisto, *Pinon Creek Townhomes*  
Rose Sena, *Singing Arrow Neighborhood Association*

## PUBLIC MEETING PARTICIPANTS

*The City Planning Department sent over 6,000 postcard meeting invitations to addresses of property owners listed by the Bernalillo County Assessor and businesses listed on the New Mexico Business Registry within the area roughly between I-40 on the north, Wyoming on the west, and City limits on the south and east. They sent another 37 letters to representatives of neighborhood and homeowners associations located within and surrounding the boundary described above. The following names were transcribed from signatures on the 9 meeting sign-in sheets. There may be misspellings.*

Reg and Molly Baldwin  
Peter Wells  
Isabel Castillo  
Mary Castillo  
Paula Neri  
Marc and Patti Schneider  
Eleya Spinar  
Christel Wittler  
Ascenzi's  
Lucia Munoz  
Laurie Estrada  
Mike and Charline Baitz  
D. McClelland  
Clay and Violet Whetstone  
Alvaro Lozano  
Linda and Bob Williams  
David Orwat  
Tom Conley  
Mori Jefari  
Patrick Gutierrez  
Kay Nordeen  
Sissy Drain  
John Myers  
Wynona Dreuss  
Marge and Paul Martinez  
Debra Smeker  
Brenda Winff  
Kay Lawson  
C. Wayne Garner  
Viola Castillo  
Ken and Esther Starr  
Bob Arregnia  
Paul Heck  
Mary Carol  
George and Mary Jacobson  
Jolene Puckett

Z. With  
Roger Wittler  
Emily DeWolf  
Charles Hall  
Scot Cushman  
Reba Wejak  
Frank and Patti Comiskey  
Nellie Burns  
Paula and Robert Gordon  
Neal Dragberg  
Lois Smoker  
Janet Faulhaber  
Phyllis Dinkel  
Ruth Burch  
Barbara and James Witt  
Deb Walters  
Julia Stone  
Pat and Joe Zmuda  
Dan and Shirley Winckel  
Leah Sichel  
Melody Cushman  
Carlton Canaday  
Jim Alsup  
Jeff Gluth  
Harmin Sian  
Sal Kare  
Woessner  
Karen Gibbs  
Dannelle and Brad Gundlach  
Jan Demay  
John Doran  
Jim Baca  
Kahil Joseph  
Gary Smith  
Elma Villanueva  
Geneive Meeker

Roger Mickelson  
Lois Stearns  
Michael Barns  
John Daugherty  
Ruth and Fred Smith  
Ian Aeny  
Julia Vertrees  
James Brackon  
Amy Schrebre  
Tom and Cyndy Tipps  
Pauline and Rick Bauer  
Dominguez Jr.  
Linda Gahan  
Linda Cherry  
Mehran Hakhamian  
Buddy Wheet  
Carol Breen  
Rose Sena  
Maria Duran  
Theresa Sanchez  
Dale Frazier  
Roger Umber

## **Appendix A.iii**

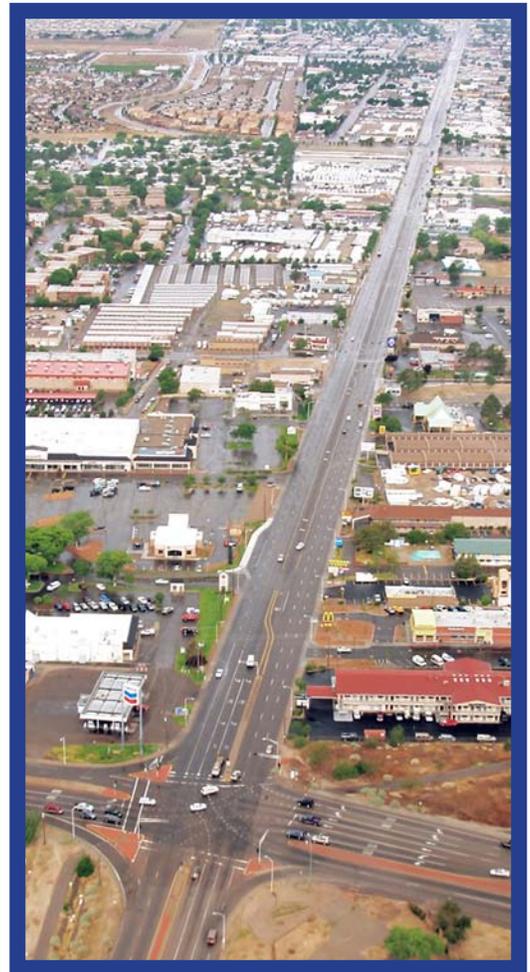
### **Project Kickoff Report**



# East Gateway Sector Development Plan

## *Project Kick-off Report*

May 21-22, 2008



### Save these dates!

August 26th through 28th

#### **East Gateway Design Workshops:**

##### **Evening Meetings on**

Tuesday, 8/26 from 6:30 to 8:30 PM, workshop  
Thursday, 8/28 from 6:30 to 8:30, wrap-up session

##### **Daytime Open House Sessions on**

Wednesday, 8/27 from 10:00 to 6:00 PM  
Thursday, 8/28 from 10:00 AM to Noon



Prepared for the City of Albuquerque Planning Department  
by Architectural Research Consultants, Incorporated,  
Glattig Jackson Kercher Anglin, Inc. and RCLCO, Inc.

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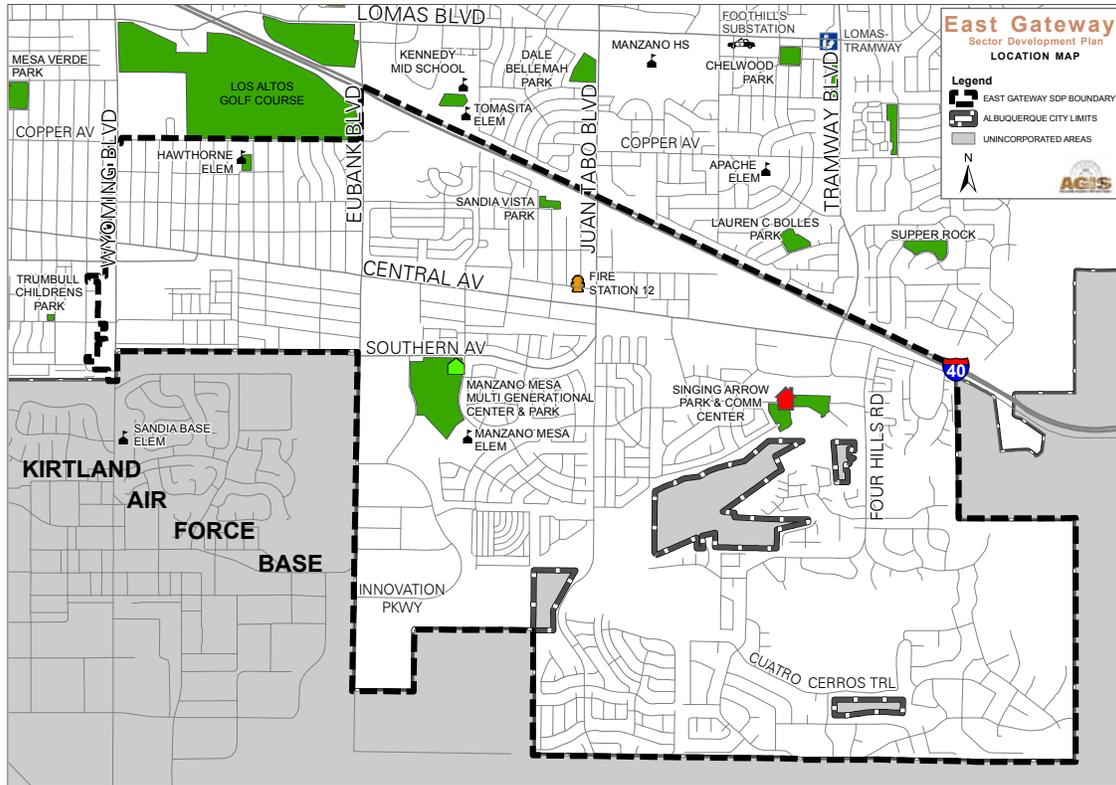
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# 1. INTRODUCTION

The City of Albuquerque's East Gateway Sector Development Plan seeks to integrate land use, transportation, and economic development for a portion of Albuquerque that is bounded by I-40 on the north, Kirtland Air Force Base on the south, Wyoming Boulevard on the west, and the City Limits at Tijeras Canyon on the east. Central Avenue, Historic Route 66, is the area's primary

commercial street and its spine of activity, and to its north and south lie primarily residential areas.

Kirtland Air Force Base and Sandia National Laboratories are a dominant presence in the East Gateway area, with 15,000 military and civilian staff members at a shared location. *See the map below for more detail.*



The Study Area

The sector development plan will include:

- An analysis of plan area issues and assets
- A community vision and goals
- A strategy for integrating land use, transportation and economic development
- A market study that identifies opportunities for and constraints to improved economic viability and land use
- Land use and site design regulations for properties along selected area corridors
- A multi-modal transportation circulation plan and public right-of-way design plan
- A proposed and prioritized public projects list for capital spending on the major corridors and if appropriate, in area neighborhoods
- A list of recommended community projects that can be accomplished with little or no City government intervention

## 2. PROJECT BACKGROUND

The first phase of the East Gateway project began in August 2007, when the City of Albuquerque Planning Department, Architectural Research Consultants and Glatting Jackson Kircher Anglin coordinated a three-day series of workshops and meetings to begin developing the scope of services for the sector development plan. The workshops' purpose was to listen to people's hopes, concerns, and observations about the East Gateway area as an aid in crafting a sector development scope that addresses local issues and needs. 160+ individual participants joined in work sessions and a public meeting. Many people attended multiple events. From these sessions, the desired community outcomes were identified:

- Low Crime and Community Safety
- An Attractive Community
- Healthy Businesses
- Good Transportation and Transit
- Plentiful Parks and Open Space
- Good Schools and Community Facilities
- Landowners Who Maintain Their Property
- Restaurants and Entertainment
- A Good Image for Central Avenue



These findings helped the project team design a scope of services that included adding another firm to the team: RCLCO of Los Angeles is providing expertise in real estate market analysis to determine the kinds of development and redevelopment that might best revitalize the East Gateway area.

## 3. FINDINGS FROM THE KICK-OFF MEETINGS (May 21<sup>st</sup> to 23<sup>rd</sup>, 2008)

The Sector Development Plan is now underway. The Project Team has been gathering information about transportation, land use, demographics (population and employment trends), public facility needs, real estate conditions, and development trends to better understand the area and its potential.

The City of Albuquerque Planning Department staff and the consultant team met during the week of May 19, 2008 to share additional information, discuss issues and bring the community back into the planning process.

### Meetings included:

- City Planning, Municipal Development and Economic Development
- PNM
- Sandia Laboratories
- Sandia Tech Park
- Kirtland Air Force Base
- Councilor Don Harris
- A public meeting

### Other kick-off activities included:

- Aerial photography
- An interview program taped with the Councilor for GOV TV

## **A. Initial Findings on Real Estate Redevelopment Opportunities**

One of the East Gateway's assets is its proximity to two of the largest employers in New Mexico: Kirtland Air Force Base and Sandia National Labs. Because of their many employees, there may be opportunities to provide more variety of business-supporting 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.

Its location at the eastern edge of Albuquerque positions the East Gateway area to capture potential retail and local office demand from communities east of the mountains. However, the team has heard negative perceptions regarding crime and public safety in the study area, which may preclude it from capturing more retail spending from residents who live east of the mountains or north of Interstate 40. These perceptions present a major challenge, which, if mitigated, may help generate market support for additional retail and services in the study area.

The East Gateway residents are economically and culturally diverse. The Four Hills census tract has the highest median income in Albuquerque south of Montgomery Boulevard, while the area west of Wyoming (just outside the study area boundaries) has one of the lowest median incomes in Albuquerque. Employees at Sandia Labs and the adjacent tech park earn much higher incomes than most in the city, whereas Kirtland AFB employees are more evenly distributed across the income spectrum. This makes for an interesting challenge for East Gateway in terms of balancing the need for more upscale land uses with affordability and sufficient locally generated demand.

Initial signs of increased investment in the East Gateway are already evident, with new retail and restaurants at Eubank Boulevard and Central Avenue, major residential development south of the Tijeras Arroyo on Juan Tabo Boulevard and other residential development south of Central

and also near I-40, and the attractive, highly used community asset in the Manzano Mesa Multi-Generational Center. While the transformation of the East Gateway will likely be a long-term effort, many of the study area's characteristics are encouraging for impending improvement. The findings from the completed market analysis will begin to define the character and magnitude of development opportunities that will help transform the area.

## **B. Results from the Community Kick-off Meeting**

A public meeting was held on the evening of May 22nd at Manzano Mesa Multi-Generational Center. Approximately 200 neighbors, business people and other interested people participated, providing input and questions for the planning team.

Councilor Don Harris of District 9 welcomed constituents and outlined his vision for the plan. Area legislators updated the community on outcomes of the 2008 legislative session. District 6 Councilor Rey Garduño, whose district covers the western portion of the study area, emphasized the need for a coordinated approach to strengthen the entire area.

The Planning Team presented information about the sector development plan. The meeting was designed to invite people to help shape Plan activities, findings and recommendations. To begin this task, the community was asked to participate in two ways: by placing dots on large wall maps to mark both good and bad aspects of the study area, and to use cards to make comments and ask questions about study area issues. The results of both activities are summarized below.



***The map exercise:***

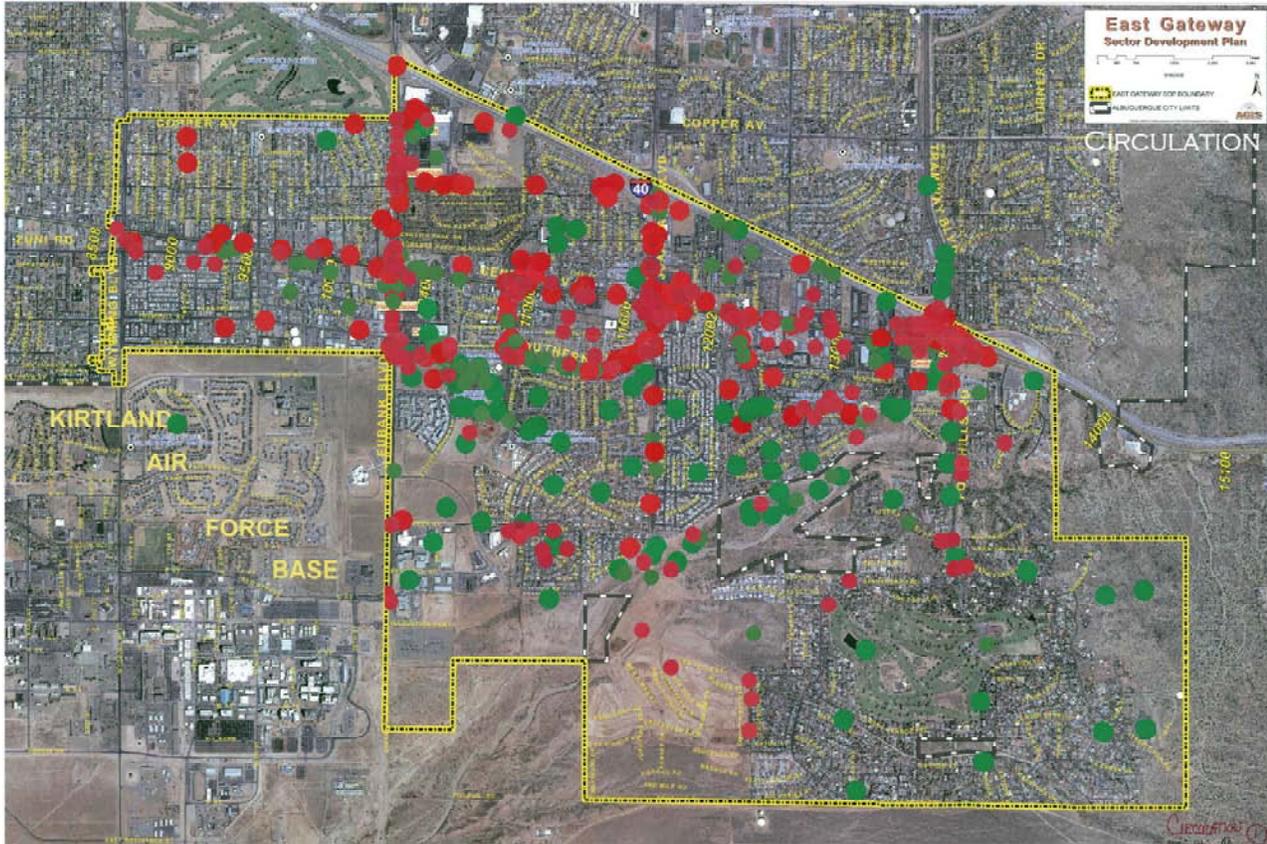
The Project Team prepared large-scale aerial maps of the Study Area and posted copies on the meeting room walls. The maps covered three different topic areas: Circulation, Quality Places and Safety. Meeting participants were asked to place dots on all three map types, with green dots used for good places and red dots for poor places.

Given the large number of participants at the meeting, four copies of each map type were provided. After the meeting, all of the maps were scanned and then digitally merged by topic.



Information from the community will be used to help create the sector development plan. The maps and summaries of findings are presented on the next three pages.

## Circulation



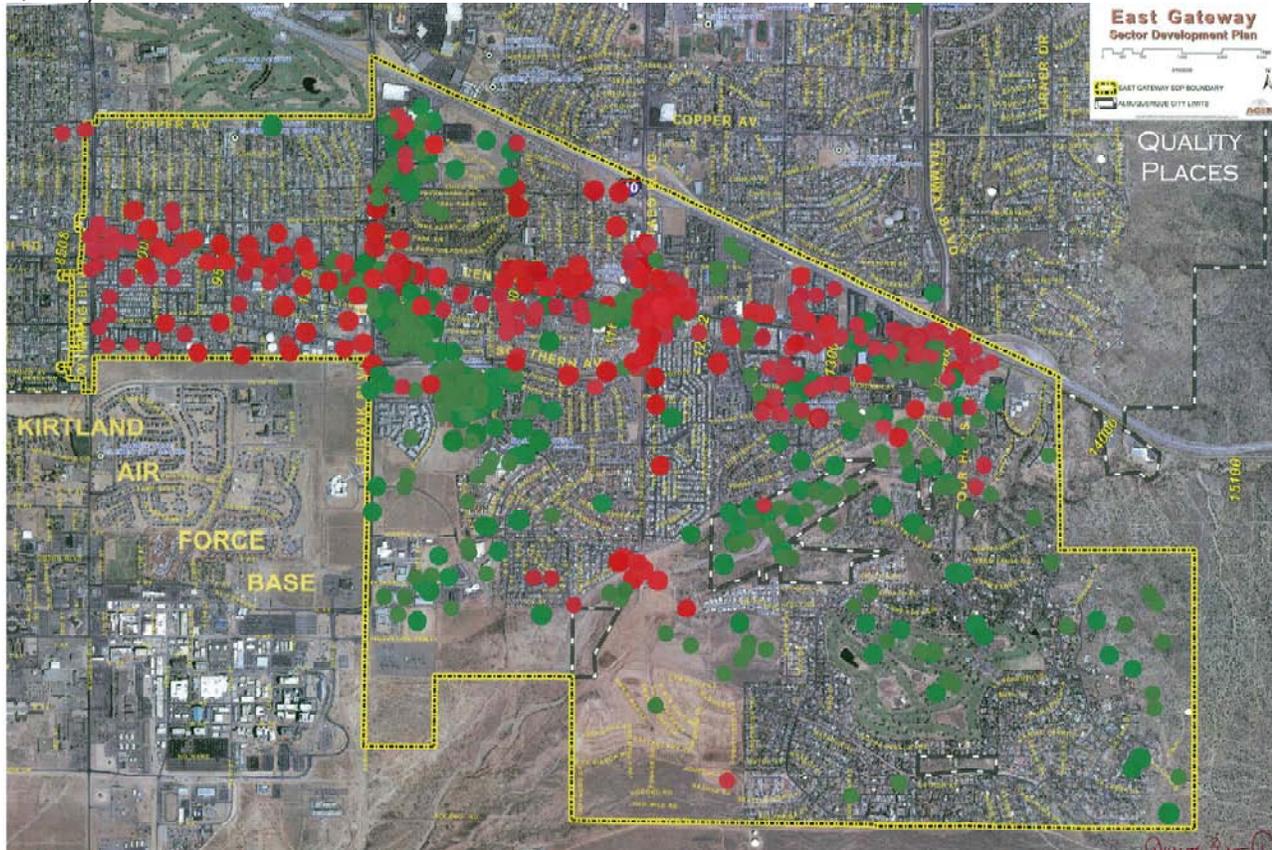
Green dots = good places. Red dots = bad places

### Circulation

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Locations with Good Circulation	Locations with Bad Circulation
<p>Within the Four Hills subdivision at various intersections  <b>Areas primarily south of Central Avenue within the residential subdivisions (near Humboldt Street, Manistee Street, Glacier Bay Street, Herman Roser Avenue, D, G and LX Streets, Wild Horse Trail, Fox Lane, Elyse Place, Yorba Linda Drive, Singing Arrow Avenue)</b>  <b>Locations along the Tijeras Arroyo</b></p> <p>Along the length of Southern Avenue</p> <p>Near Manzano Mesa Multi-Generational Center, park &amp; school</p> <p><b>Juan Tabo Blvd and intersection of Juan Tabo and Central Avenue</b>            Four Hills corridor            Near Costco and Home Depot along Eubank Boulevard</p> <p>Smith's &amp; Four Hills shopping center            Dorothy Street north of Central Avenue            Areas within Research Tech Park            Tramway Blvd north of Central Avenue            Undeveloped parcels adjacent to Southern Avenue            Near Wenonah Ave south of Smith's            Clusters south of I-40 in areas with no direct access to the highway</p>	<p><b>Eubank, Juan Tabo, Tramway intersections at Central Avenue</b>  <b>Various locations along Central Avenue</b></p> <p><b>Primarily clustered around north and south sides of the intersection at Juan Tabo and Central Ave and Four Hills and Central Avenue</b>  <b>Clusters around Juan Tabo and Central Avenue and Tramway Boulevard south of Central Avenue</b>  <b>Various locations along Eubank Boulevard north and south of Central Avenue</b>  <b>Intersection of Tramway Boulevard and Central Avenue</b>  <b>Southern Boulevard</b>            Eubank Boulevard north of Central Avenue near Wal-Mart and Sam's Club            Singing Arrow Avenue near the community center            Locations south of Central, east of Research Tech area            Near Four Hills Road near Hidden Valley Drive            Western Skies Road south of Central Avenue            Wenonah Avenue intersection with Central Avenue            Areas along the arroyo            Buena Ventura Road north of Central and Eubank intersection</p>

## Quality Places



Green dots = good places. Red dots = bad places

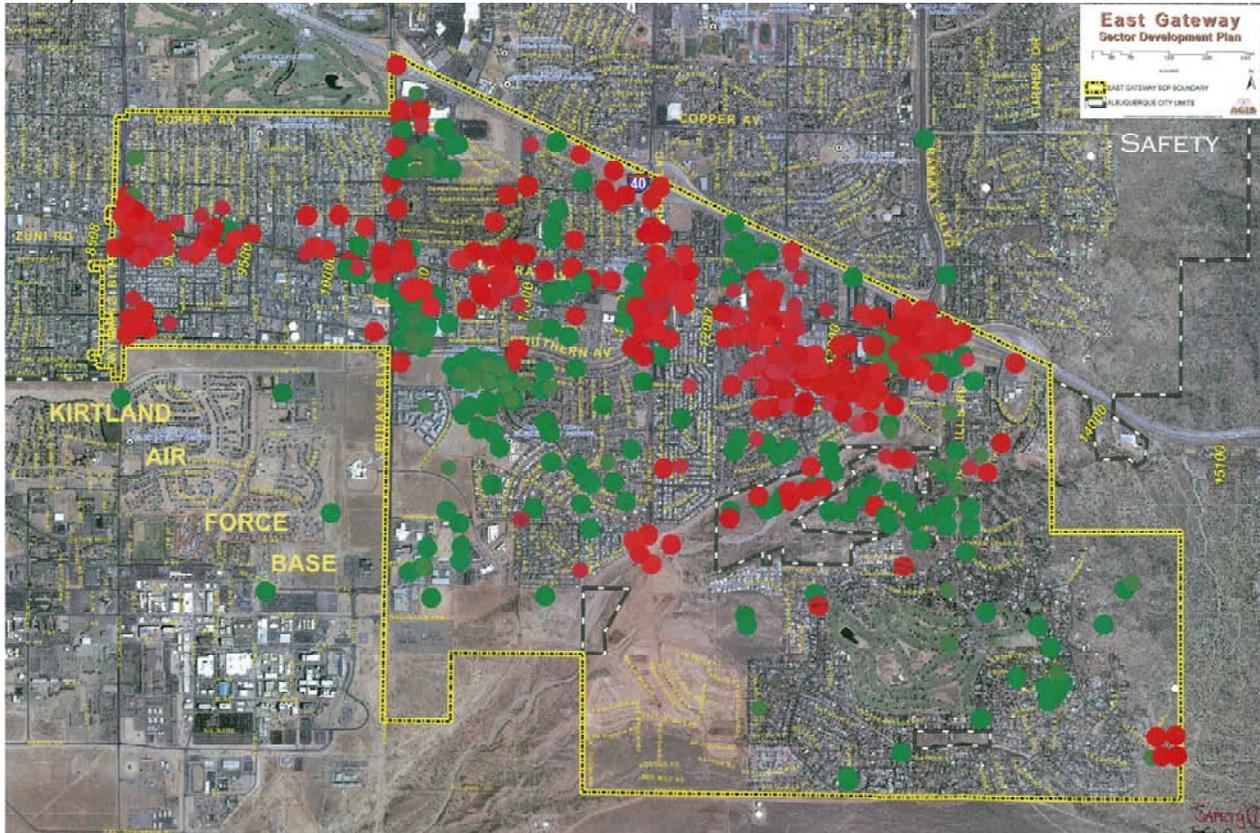
### Quality Places

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Good Locations	Poor Locations
<b>Manzano Multi-Generational Center, park &amp; school</b>	<b>Intersections of Tramway Boulevard, Juan Tabo Boulevard, Southern Boulevard, Eubank Boulevard and Central Avenue, + Central Avenue corridor</b>
Costco, Sam's Club, Wal-Mart	<b>Area north and south of Central Avenue on and near Wyoming Boulevard and at the intersection</b>
<b>Areas within the Four Hills subdivision</b> Along the arroyo	<b>Scattered along Central Avenue throughout the entire study area</b>
Tech Park area	<b>Self-storage area and RV lot south of Central Avenue directly west of Four Hills shopping center</b>
Area near Four Hills Road north of Hidden Valley Drive	<b>Shed sales lot and mobile home park south of Central Avenue east of Elizabeth Street</b>
Smith's	<b>Multi-family buildings east of Western Skies Road south of Central Avenue and RV lot</b>
Four Hills shopping center	Bridge area where Juan Tabo crosses the arroyo
Four Hills Road south of Central Avenue	North side of Central Avenue west of Juan Tabo and west of Eubank
Open spaces and platted undeveloped parcels west of Sagebrush Trail	Eubank Boulevard north of Central near Wal-Mart
Starbucks shop at Eubank Boulevard and Central Avenue	Locations north and south of Central Avenue between Juan Tabo and Eubank Boulevards
	Industrial area north of Kirtland Air Force Base, also south of Central Avenue

Additional locations identified as poor, but that received only a small number of dots, are listed in the Appendix.

## Safety



Green dots = good places. Red dots = bad places

### Safety

Note: Locations are presented in descending order of the number of dots received. Those listed in **bold text** were the most frequently mentioned.

Good Locations	Poor Locations
<b>Costco, Sam's Club, Wal-Mart, Home Depot</b> Individual homes scattered throughout the study area	<b>Areas directly adjacent to Singing Arrow Community Center</b> <b>Juan Tabo Boulevard and intersection at Juan Tabo Boulevard and Central Avenue</b>
Areas directly within or open space adjacent to arroyo	<b>Section of Southern Avenue as it transitions north into Juan Tabo Boulevard and intersection with Central</b>
<b>Manzano Mesa Elementary School, Park, and Multi-Generational Center</b> <b>Four Hills Shopping Center</b>	<b>Mobile home parks and businesses along Central Avenue between Eubank and Wyoming</b>
<b>Significant clusters in Four Hills Country Club residential area</b>	<b>Significant clusters to the north and south of Wyoming Boulevard and Central Avenue</b>
3 locations within KAFB Location east of Sandia Tech Park	<b>Multi-Family areas around Singing Arrow Community Center south of self storage and RV lots</b>
Smith's	<b>Areas around Tramway Boulevard and Central Avenue intersection</b> <b>Significant clusters around northeast corner of Juan Tabo and Central Avenue</b>
Building west of Dorothy Street north of Skyline Road Fire Station #12	Open space and frontage roads directly south of I-40 on east and west sides of Four Hills Road
City-owned park adjacent to I-40 and Four Hills Road	Smith's and Four Hills Shopping Center Area directly south of Smith's (corner of Wenonah Avenue and Tramway Boulevard)
	Neighborhood west of Hidden Valley Drive

## Questions and Comments from the Community

Meeting participants wrote down questions and comments for the Planning Team. Councilor Harris and the Project Team responded to as many items as possible within the meeting time frame. The charts below provide a list of all the questions and comments received, sorted by topic area.

### Questions from the Community

The charts displayed on this page and the next present questions asked by meeting participants and answers provided to the Project Team by various City and other public agencies. In some cases, the team was unable to find answers, but will try to do so in the near future.

Category	Topic Area	Question	Answer
City Capital Projects	Infrastructure	Heard of notice about a 5' drainage pipe at Copper development?	According to Municipal Development, the pipe on Copper is part of a drainage project to ensure that the neighborhood between Wyoming and Eubank has flood protection. No street widening is involved. The pipes will continue north through the golf course after this summer and drain into a pond adjacent to the Animal Control Center on Lomas. The project name is Moon Street Storm Drain Project and the project manager is Richard Costales, 768-2774
Economic Development	Business	Why are local businesses off I-40 not advertised on I-40?	According to Tony Abbo with District 3 of NMDOT, 841-2761, the NMDOT usually allows business names on signs only in rural areas of NM. There is one exception in Albuquerque. Exceptions are handled on a case-by-case basis in the Santa Fe office. However, the East Gateway area probably has too many businesses to list. They usually do not call out separate businesses in congested urban areas.
	Jobs	What type of employment growth is anticipated?	The Middle Region Council of Governments is the accepted source for population and employment projections that can be broken out by subareas. They estimate that the Study Area supported just under 9,000 jobs in 2004, a figure they expect to increase to nearly 12,800 in 2030 if current trends continue.
	Sandia Tech Park	Is Gibson and Innovation Parkway for a "Science Park"?	According to a map that has been provided to Municipal Development, the road serves the Tech Park, but a short road attached to it will allow access from the mobile home parks to the east so they will have access to Eubank.
	Tourism	Plans for additional tourism spots?	The East Gateway Sector Development Plan market study will examine the potential market for a variety of future uses, including tourism.
Environmental Protection	Animal Control	What is being done about the prairie dog overpopulation?	We were unable to get an answer to this question at this time, but will pursue it during the planning process.
Land Use	Housing (development)	Will the East Central plan seriously address affordable housing needs of the low-income community?	Affordable housing needs to be addressed in the Sector Development Plan, as an integral element of the community.
	Commercial Development (want)	Will there be a Health and Wellness center (private)?	Quite a number of residents have shown interest in a private health club for the area. This information is being considered by the consultant team in their feasibility study for real estate development
Major Public Open Space	Open Space	What are the prospects for Tijeras Arroyo turning into open space?	The City has been acquiring open space parcels in the Tijeras Arroyo and their goal is to acquire as much of the arroyo land biozone as possible, which extends from the center of the arroyo to 500 feet on either side in the area from Carnuel to the KAFB boundary. However, there are also many pockets of land that are privately owned, some like the land grants, for centuries. It will take money to extend and expand Major Public Open Space within the arroyo.

## More Questions from the Community

Category	Topic Area	Question	Answer
Parks	<i>Parks (development)</i>	Are tennis courts planned for Manzano Mesa Multi-generational Park?	Yes. The next phase of development will consist of multi-use courts i.e., volleyball, basketball, tennis as funds allow.
		What is the plan for the vacant property next to the Manzano Mesa Multi-generational Center?	The remaining portions of the park facility to be developed include the court between the Little League facility and the parking lot and the bottom of the detention pond which will be recreation fields. Any other property is not owned by the City and the property owners would have to identify development plans.
		Will the Manzano Mesa Park ever get landscaping?	Manzano Mesa Park will continue to be developed as funding is made available.
		Why are there no public child friendly play areas in or south of Four Hills?	No park land has been dedicated in this area.
		Why are we spending \$1.3 million on a park that no one will go to anyway? Gateway Park at I-40	\$1.3 million has been provided by the City's G.O. Bond program and the State Legislature for improvements to this facility.
		Will you ever put walking paths in Princess Jeanne Park?	If the park in question is Jeanne Bellamah Park, to our knowledge, no park funding is identified for this project. Note: this park is located outside of the Study Area.
Plan Participation	<i>Involving East Mountain Residents</i>	How will you involve the communities East of the Sector to benefit from new business?	The Planning Team has developed an on-line survey for East Mountain residents who work and/or shop in the East Gateway area. The results are summarized in this report. In addition, eastern Bernalillo County neighborhood associations, as one conduit to East Mountain residents, will be contacted to inform them of upcoming events and to invite their participation.
Project Funding	<i>Funding</i>	Who will provide funding for development?	The Sector Development Plan will include recommendations for publicly-funded projects, as well as findings about what types of private development and redevelopment could work in this area. A separate Redevelopment Study is underway which will target specific projects in or near Central Avenue for public-private partnerships.
		How will street improvements be funded?	Public street construction and maintenance are generally funded with combinations of funding including general obligation bonds, Federal funds, State funds and other resources. Street construction in association with new development is often funded with impact fees.
		Is TIDDS financing the redevelopment of the district? If so, what extent and what other financing is being considered?	The City is also preparing a separate Metropolitan Redevelopment Plan for an area on and near Central Avenue within our Study Area. That plan will identify appropriate financial and economic development tools for revitalization.
Public Buildings	<i>Libraries</i>	Are there plans for a new library?	The Library System recently completed a needs assessment for a large portion of the Southeast Heights, which extended eastward to Eubank. The study recommends a new full-sized library for the Southeast, as well as supporting library services such as a library storefront and e-library. However, no funding is available at this time. Contact Julia Clarke, Associate Director at 768-5122 for more information.
	<i>Post Office</i>	Are there plans for a new post office?	USPS has no plans for a new post office in the Study Area.
Schools	<i>New Schools</i>	Are there plans for new K-12 schools?	No new schools are planned at this time. The following schools, which serve the East Gateway area, have recently received or are currently constructing various types of additions: Hawthorne Elementary, Sandia Base Elementary, Manzano Mesa Elementary, Apache Elementary, Hayes Middle, Grant Middle, Kennedy Middle, Manzano High. Other remodeling projects are also underway at schools that serve the area. Some time ago, there was discussion of establishing a charter school in the area. We will try to get more information on the status of this proposal.
Sector Development Plan	<i>Study Area Boundaries</i>	Has the committee considered extending the EG Sector to include Copper Avenue?	For now, northern study boundary is I-40. Travel patterns from north of the freeway will be taken into account.
Transportation	<i>Traffic Management</i>	Can there be a 2nd exit from Four Hills?	At the time that the Juan Tabo Hills subdivision was in its planning stage, Municipal Development discussed opportunities for a link between the Four Hills and Juan Tabo Hills subdivisions as a means to provide additional access, particularly in case of emergencies. However, the Four Hills community did not support this option. There is a breakaway gate between the two subdivisions that can be opened by an emergency vehicle if needed.

## Comments from the Community

The next three pages list comments that were made by community members. In some cases, very similar comments were made by a number of people, so the right-hand column notes the number of times an issue or idea was mentioned.

Category	Topic Area	Comment	# Times Mentioned
Code Enforcement	Code Enforcement	Dirty parked cars - get rid of	1
		Abandoned cars on curb sides or driveways	1
		Concern about trucks parking overnight on the corner of Southern and Juan Tabo	1
Economic Development	Commercial Development	Don't like the dollar stores, liquor stores, adult video stores, RV dealers, run-down motels.	1
		Consider new retail condo on frontage road east of Tramway	1
		Movie theater in area would draw a lot of business	1
		Bring more live entertainment and restaurants to area.	1
		Seek quality economic development to add upscale restaurants, stores and better motel/hotels	1
		Please! No more Dollar Stores!!!	1
		Need a super market other than Costco near Mirabella and Willow Wood area.	1
		Super Market/Trader Joe's should move in to corner of Central and Juan Tabo.	1
EG area should have a large hotel with conference facilities.	1		
	Commercial Revitalization	Revitalize old Furr's complex @ Central and Juan Tabo.	6
	Jobs	Job development of living wage jobs including jobs open to persons with felonies	1
	KAFB and SNL/Economic Survival	If Air force base and Labs close, the plan fails	1
	Revitalization	NE corner of Central/Tramway need should have something creative done.	1
	Revitalization	Consider mandating removal of empty buildings	1
	Sandia Tech Park Development	Need to expand Sandia Tech Park	1
	Sandia Tech Park Development	Gibson/Innovation Parkway has more space for multi-use buildings - more than science park alone	1
Environment	Environmental	Reduce jet noise from low flying aircrafts by requiring maximum performance take-offs and changing flight paths. Willowwood area.	1
	Resource Conservation	Consider mandating self power energy, solar panels etc..	1
	Water Resources/Landscape	Need water to vegetate and make things look nice, but it's scarce Consider mandating xeriscaping on Central	1 1
Health	Healthcare	Need for emergency room facilities or walk in urgent care center	1
Housing	Housing	We need affordable housing for lower income people, including rentals	2
Infrastructure	Infrastructure	Drainage on Copper between Elizabeth and Wyoming	1
Land Use	Development Density	Wants houses with space and yards, a nice community where neighbors say hi and are not on top of each other. How does this happen in height density?	1
		The area has a lot of potential, don't designate a bad area, make it all nice with low density	1
		Don't want a lot of commercial development, it changes the rural feel.	1
	Land Jurisdiction	Why have county zoning surrounded by city zoning? They get the services but don't pay the tax.	1
	Land Use	Remove businesses that promote vice.	1
	Land Use - Housing	Deluxe Inn should be converted to SRO housing, I hear there a lot of drug use and disorderly conduct at the inn.	1
Land Use - Mobile Homes	Central Mobile Home Park at Central/Dorado Pl is a problem.	1	
Land Use - Property Maintenance	The apartment buildings need to be cleaned up. El Dorado Village town homes have 3-5 cars parked in front yards unkempt.	1 1	

## More Community Comments

Category	Topic Area	Comment	# Times Mentioned
Land Use (cont.)	Land Use/Crime Perception	Do what ever it takes to increase rents to drive out crime. Low rent = crime.	1
	Land Use/Property Maintenance - Mobile Homes	Trailer parks: either get rid of them or upgrade them	1
	Manufacturing Development	Consider light manufacturing on East Central.	1
	Office Development	Consider parking under new office structures	1
	Safety	Remove trailer park on Linn/Skyline. It brings unwanted crime.	1
Major Public Open Space	Open Space	Tijeras Arroyo should be turned into a green belt.	1
Parks	Parks & Recreation - East Gateway Park	Remove rodents in Tramway/Central park	2
		Beautify the open space at NE corner of Central and Tramway. Xeriscape is possible! I called 311 and they say there is no plan money in the budget. Can we partner with another entity?	1
		Park at Tramway and Central is inaccessible to Tramway, can't cross by foot.	1
		Park at Tramway and Central is inaccessible to Tramway and attracts transients.	1
	Parks & Recreation - New Parks	Development on south Juan Tabo needs parks or green space SW corner of Juan Tabo/Southern, create park.	1
		Dog park is desired	1
		A trailer park on Central was closed and for sale once, it would make a great park with all its mature trees, existing pool. Could add other features for community.	1
	Parks & Recreation - Swimming	Provide a community swimming pool. Perhaps near Manzano Mesa center.	2
	Parks & Recreation-Events	Better utilization of parks for community events	1
		Entertainment venue in area for concerts and other events.	1
Parks & Recreation-Maintenance + New Parks	Improve Sandia Vista Park and vacant land next to it.	3	
Parks & Recreation-Maintenance/Landscape	Landscape area around the skateboard park	1	
Parks/Community Services	We need more parks and places for families. Learning centers etc..	1	
Public Services	Library	Build library for residents south of Central	2
	Post Office	Post office needed for residents south of Central	1
	School Issues	Highland High School's being the assigned high school for Four Hills deters people from moving into the subdivision.	1
Positive Area Elements	Good Places	Good to see the development on the atomic museums and school for the blind.	1
		Like the Tijeras Arroyo, walking and hiking for wildlife, the foothills open space.	1
		Like the Multi-generational center, playgrounds, ball fields MMES, New schools for the blind, Love the bike trails!	2
		Good shopping opportunities and affordable family restaurants we love.	1
Public Art	Public Art	Include public art & art spaces in the plan	1
		Public art and representation of our cultural diversity should be considered	1
		Should show that the Youth is big part of the community and we care about them. Reggio Emilia, Italy is good example of showing youth inclusion in community art and projects.	1
Safety	Safety	Too many drunks and prostitution on Central	1
		Need more security when walking home evenings when its dark.	1
		Lots of crime near Western Skies and Central	1
		More lighting is needed on Southern between Juan Tabo and Eubank	1
Social Issues	Homelessness	Recognition by planners that homelessness and crime are not the same.	1
Street	Street Maintenance	We have written a letter requesting improvements for nearby roads.	

## More Community Comments

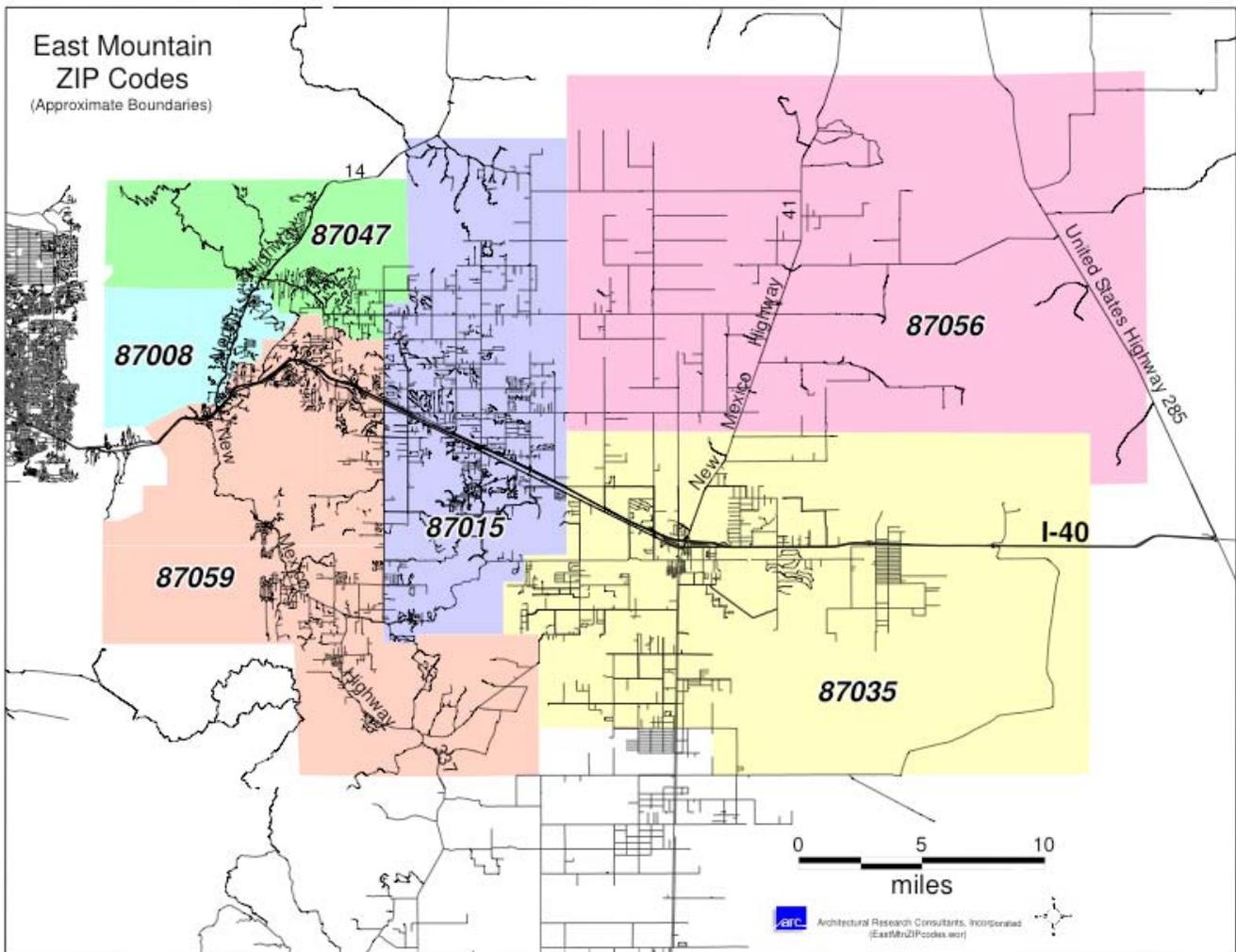
Category	Topic Area	Comment	# Times Mentioned
The Larger Community	Involving East Mountain Residents	EG plan doesn't end at the city limit find ways to educate and involve nearby county businesses and residents. Contact the contacts given on card.	1
Transportation	Bicycle Access	Bike plan is should be important features of the plan. Lots of cyclists in area no real bikeway from SE to SW Abq.	1
		Bicycle access for the base should be improved. Sandia/KAFB issue. Provide bike route from Tramway that would eliminate interaction with vehicles.	1
		Bike path near freeway Needs to be landscaped, make as pretty as Tramway	1
		Need more bike trails and access to existing bike trails.	1
	Bicycle Access/Landscaping	Bike path near freeway has great potential because it avoids traffic. Needs to be landscaped, its ugly.	1
	Pedestrian Safety	Pedestrian/Bicycle crosswalk is needed at Central and Elizabeth. Need to slow down traffic make crosswalks safer. Make East Central more pedestrian and transit friendly	1
			1
	Safety	Safer access to Tramway hiking/biking paths from areas south of Central	1
	Traffic	Too much traffic near Wal-Mart Juan Tabo traffic needs to be addressed. Signal arrow at El Dorado	1
			1
	Transit	Rapid Ride should extend to Tramway	2
	Transportation - Site Specific	Wants 2 streets out of Four Hills Elizabeth/Central intersection is dangerous, needs traffic light. Change traffic lane at Central and Eubank Tramway/I-40/Central interchange is a disaster and needs improvement! Elizabeth/Southern needs safety improvements, including turning arrows at the light headed south on Elizabeth Need traffic light at Juan Tabo and Buena Ventura. Complete Southern blvd (Eubank - Juan Tabo) Concern about the development at south end of Juan Tabo being able to handle the traffic Build a bridge across Tijeras Arroyo from South Eubank. Sound barriers are needed along I-40 exiting Juan Tabo Extend Martha through to Central Tramway/I-40/Central interchange needs improvement! Do NOT want another exit out of Four Hills village	1
			4
			1
2			
2			
2			
3			
1			
1			
1			
1			
Transportation Development	We need median breaks to move our business product, manufactured homes (no location mentioned)	1	
Transportation Development-General	Use the Phoenix Az area as a model for landscape and pedestrian friendly areas. Address low speed electric vehicles (scooters, segways). Could be a test case for unimodal's SkyTran? (unimodal.com) Oakwood homes need to be accommodated if medians are installed A new Central Ave when 1-40 is closed from snow will have no police control and coordination with county and state police and DOT. No median to get emergency vehicles past the lanes and parked cars No right hand turn at southern onto Stephen Moody causes people to cut through the parking lot. This is becoming very dangerous. Something needs to be done to fix this.	1	
		1	
		1	
		1	
		1	
Urban Design	Urban Design	Central Avenue is too wide to promote retail on both sides.	1
		Juan Tabo south of Central needs beautification of the center divide	1
		Need more shaded areas in business areas. Parks or natural settings along street	1
	Urban Design/Character	Please require low profile structures to a max of two stories.	1
		No snobhill type constructions	1
		Allow well established East Central business to blend into the EG plan. East Gateway should be naturally and architecturally beautiful. Prevent developers with center collusion from abusing them for height density development to produce height tax revenue for the city Would like to see East Gateway similar to the Uptown area.	1

## 4. SURVEY OF EAST MOUNTAIN RESIDENTS

Many East Mountain area residents work in the East Gateway area and use area stores and services. The Project Team developed a web-based survey that was made available to East Mountain neighborhood associations and Sandia Labs employees. One hundred twenty people responded to the questionnaire. Although this group may not be representative of all East

Mountain residents, it does help the Planning Team to understand how people currently use the East Gateway area and what keeps them from using local retail and services.

*The map below roughly illustrates the zip code areas of respondents:*



## Summary of Survey Responses

*Retail Stores:* Of the 120 East Mountain survey participants, 87% reported that they work in the study area, with 73% stating that they work at either Sandia Labs or Kirtland Air Force Base. Sixty-eight percent said they do 51% or more of their grocery shopping in the study area and 85% would do the majority of their grocery shopping in the area if it contained more of the types of stores they liked. Organic supermarkets, Smith's, a local grower's market, and Costco were the types of stores/shopping opportunities most preferred. For other types of retail purchases, such as tires, clothing, gifts, etc., 40% of respondents do 51% or more of their shopping in the study area and 78% said they would increase their East Gateway shopping if the study area were improved and had a greater variety of stores. The types of new retail stores that were mentioned the most were home improvement stores, books/music/video stores, apparel and accessories stores, department stores, electronics/computer stores, and home furnishings stores.

*Dining:* Fifty-one percent of survey respondents report that they dine out in the study area occasionally, while 40% do so monthly or more frequently. The most commonly mentioned restaurants types that they would like to see are more casual sit-down dining and formal dining.

*Using Basic Services:* Slightly over one-third of survey respondents say they do their banking in the study area, 28% say they use automotive services and 16% report they receive medical services. If more or better basic services were offered, the service in most demand would be medical services, with 35% saying they would use them.

*Entertainment and Recreation:* Participants listed a number of places they already visit for entertainment and recreation, with the most popular being movies, parks, libraries and community centers like Manzano Mesa. If other opportunities were offered, they said they would attend concerts, use a private exercise club and an amusement park or center.

*Why People Don't Shop in the East Gateway Area:* Fifty-five percent of survey respondents who say they don't shop or use services in the study area stated that it is because the area lacks the types of stores they prefer, while 34% feel the area lacks the types of recreation and entertainment opportunities they prefer. Many people say that they don't feel safe in the study area, which also limits their shopping. More information on area perceptions is presented below.

*Visiting Other Places in Albuquerque:* Survey participants were asked whether they remain in Albuquerque after work, but travel to areas outside of East Gateway. They were also asked whether they come to Albuquerque (any area of the city) on the weekends. On both weeknights and weekends, the most commonly mentioned activities in Albuquerque were shopping, dining, entertainment, and recreation.

*Traveling from the East Mountain area to East Gateway:* Even though gasoline prices were over \$3.50/gallon at the time of the survey, 88% of participants used their own vehicles for travel to the study area. Five percent traveled by carpool, 1% by vanpool and 3% used the park-and-ride pilot project bus service. The most common ways that they used to save on gas costs were combining trips and driving less. Survey respondents were also asked for more detailed information on their travel habits. While many were aware of the park-and-ride pilot project pick-up area at Sedillo Hill, quite a few thought that the schedule was inconvenient and the round-trip price of \$6/day was too high.

*Area Perceptions:* Survey respondents reported negative perceptions that far outweighed any positive feelings about the area. Many see the area as run down and with a high number of homeless people and/or panhandlers. The Juan Tabo and Central area was most commonly identified as being in poor condition. In some cases, people reported that they are afraid to be in the East Gateway area. A number of people said they think of East Gateway as an area to drive through on the way to somewhere else.

Some survey respondents mentioned that retail services in the area poorly matched the shopping needs of their families. However, other participants said that they are able to meet a lot of their shopping and service needs in the area, with the exception of medical and some basic service needs. The availability of a Costco, Home Depot, Sam's Club, and two national grocery chain stores within and near the study area encourages many people to continue shopping in the study area despite their negative impressions.

*More detail on survey results is found in the report appendix.*

## 5. NEXT STEPS

***Design Workshop:*** a three-day intensive design workshop will build on existing and new information to develop solutions for major corridors to support a better East Gateway area.

*Workshop Public Events:*

Tuesday, August 26th

6:30 to 8:30 PM: Community Workshop

Wednesday, August 27th

10:00 AM to 6:00 PM: Open House

Thursday, August 28th

10:00 AM to Noon: Open House

6:30 to 8:30 PM: Community Wrap-up Session

There will be a post-workshop report made available to the community.

Later public meetings are tentatively scheduled for the first week of November, but you are always welcome to contact Paula Donahue of City Planning, 924-3932.

This kick-off report is also available on line at the City Planning Website: [www.cabq.gov/planning/advance/eastgatewaysdp.html](http://www.cabq.gov/planning/advance/eastgatewaysdp.html). Keep checking this site for project updates.

## 6. APPENDIX

The appendix consists of the following:

- Additional information from from the public dot exercise analysis
- Detailed information from the East Mountain Residents' Survey

### A. Additional Information from the Community

#### Meeting Dot Exercise

The brief chart below identifies some additional locations that community members saw as Poor Quality Places. These locations received small numbers of dots but may yield useful information to the planning effort.

<b>Quality Places: Additional Poor Locations</b>
Scattered area between Juan Tabo Boulevard and Tramway Boulevard north and south of Central Avenue
Wal-Mart, Sam's Club
Motels, storage and RV lot north of Central Avenue directly west of Tramway Boulevard, south of I-40
City owned park directly east of Tramway Boulevard and I-40 interchange
Areas directly adjacent to Singing Arrow Community Center
Undeveloped parcel directly west of Manzano Multi-Generational Center
Mobile home park east of Tech Park area

## B. Detailed Results from the East Mountain Residents' Survey

This appendix section provides detail about both closed- and open-ended question responses from East Mountain residents. The first series of charts lists the close-ended responses.

### East Gateway Questionnaire for East Mountain Residents: Close-ended Questions

1. What is the zip code of your residence? (total respondents)	120
87008	20
87015	23
87035	1
87047	22
87056	1
87059	51
87123	2

2. Do you and/or your household members work in Albuquerque?	Count	%
Yes	104	87%
No	16	13%
<b>Total Responses</b>	<b>120</b>	<b>100%</b>

If yes, do you work in the East Gateway area or at Sandia Labs or Kirtland AFB?	Count	%
Yes	87	73%
No	19	16%
<b>Total Responses</b>	<b>106</b>	<b>88%</b>

### 3. Shopping and services within or directly adjacent to the East Gateway area

If you shop in the East Gateway area or might consider doing so in the future, please tell us about your shopping habits and desires:

#### a. Grocery Shopping

What percentage of your grocery purchases do you make in the study area? (your best estimate)	Count	%
0%	3	3%
1-25%	18	15%
26-50%	16	13%
51-75%	35	29%
76-100%	47	39%
<b>Total Responses</b>	<b>119</b>	<b>99%</b>

If the study area had all the types of grocery stores you prefer what percentage of your grocery purchases would you make there?	Count	%
0%	1	1%
1-25%	8	7%
26-50%	7	6%
51-75%	24	20%
76-100%	78	65%
<b>Total Responses</b>	<b>118</b>	<b>98%</b>

What types of grocery stores do you prefer? (check as many as apply)	Count	%
Whole Foods or other organic market	78	17%
Smith's	77	17%
Local growers' market	72	16%
Costco	62	13%
Wal-Mart	38	8%
Sam's Club	34	7%
Albertson's	33	7%
Specialty or international foods	32	7%
Independent market	29	6%
John Brooks	5	1%
<b>Total Responses</b>	<b>460</b>	<b>100%</b>

**b. Other Retail Services**

<b>What percentage of non-grocery retail purchases do you make in the study area e.g. tires and auto supplies hardware and tools surplus stores recreational vehicle/boat supplies clothing gifts and greeting cards etc.</b>	<b>Count</b>	<b>%</b>
0%	1	1%
1-25%	38	32%
26-50%	33	28%
51-75%	29	24%
76-100%	19	16%
<b>Total Responses</b>	<b>120</b>	<b>100%</b>

<b>If the study area were improved and had a greater variety of retail available what percentage of your purchases would you make there?</b>	<b>Count</b>	<b>%</b>
0%	1	1%
1-25%	7	6%
26-50%	21	18%
51-75%	33	28%
76-100%	58	48%
<b>Total Responses</b>	<b>120</b>	<b>100%</b>

<b>What type of retail would you like to see in the East Gateway area? (check all that apply)</b>	<b>Count</b>	<b>%</b>
Home Improvement Stores	56	14%
Books/Music/Video Sales and Rentals	56	14%
Apparel/Accessories	52	13%
Department Stores	51	12%
Electronics/Computer Stores	42	10%
Home Furnishings Stores	40	10%
Drug Stores	33	8%
Toy and Hobby Stores	24	6%
Gifts/Jewelry/Cosmetic Stores	21	5%
Convenience Stores	13	3%
Discount/Dollar Stores	10	2%
Auto/Boat/RV Sales	1	0%
Other	15	4%
<b>Total Responses</b>	<b>414</b>	<b>100%</b>

**c. Dining**

<b>How frequently do you eat at East Gateway restaurants?</b>	<b>Count</b>	<b>%</b>
Never	10	8%
Occasionally	61	51%
Monthly	13	11%
Several times a month	22	18%
Weekly	7	6%
More than Weekly	6	5%
<b>Total Responses</b>	<b>119</b>	<b>99%</b>

<b>If the East Gateway area offered more restaurant choices what additional types of restaurants would you visit?:</b>	<b>Count</b>	<b>%</b>
Casual Sit-down dining	67	56%
Sit-down formal dining	18	15%
None	12	10%
Fast food or takeout meals	7	6%
Coffee shop	7	6%
Other	15	13%
<b>Total Responses</b>	<b>126</b>	<b>105%</b>

**d. Entertainment and Recreation**

<b>What types of entertainment and recreation places do you visit in the East Gateway area? (check all that apply)</b>	<b>Count</b>	<b>%</b>
Movies	67	28%
Parks	40	17%
Trails	39	16%
Libraries	30	13%
Manzano Mesa and other community centers	28	12%
None	22	9%
Play fields	14	6%
<b>Total Responses</b>	<b>240</b>	<b>100%</b>

<b>If the East Gateway area offered other recreation and entertainment what would you use (check all that apply):</b>	<b>Count</b>	<b>%</b>
Concerts	57	36%
Exercise club	45	28%
Amusement park or center	22	14%
None	13	8%
Visitors center	6	4%
Other	16	10%
<b>Total Responses</b>	<b>159</b>	<b>100%</b>

**e. Trips to Albuquerque**

<b>When you have finished your workday or your visit to the East Gateway area, do you remain in Albuquerque for (check all that apply):</b>	<b>Count</b>	<b>%</b>
Shopping	89	30%
Dining	78	27%
Entertainment	49	17%
Recreation	30	10%
Religious services and activities	15	5%
Education	17	6%
Other	15	5%
<b>Total Responses</b>	<b>293</b>	<b>100%</b>

<b>Generally how far do you travel from the East Gateway area for these activities?</b>	<b>Count</b>	<b>%</b>
0-2 Miles	10	8%
3-5 Miles	24	20%
6-10 Miles	40	33%
More than 10 miles	40	33%
<b>Total Responses</b>	<b>114</b>	<b>95%</b>

<b>Do you make special trips to Albuquerque on weekends or holidays for any of the following activities? (check all that apply)</b>	<b>Count</b>	<b>%</b>
Shopping	101	27%
Dining	80	22%
Entertainment	81	22%
Recreation	49	13%
Religious services and activities	26	7%
Education	15	4%
Other	19	5%
<b>Total Responses</b>	<b>371</b>	<b>100%</b>

**f. Basic Services**

<b>When in the East Gateway area do you use any of the following basic services? (check all that apply)</b>	<b>Count</b>	<b>%</b>
Banking	68	36%
Automotive services	53	28%
Medical	30	16%
None	28	15%
Insurance	7	4%
Accountant	2	1%
Realtor	1	1%
<b>Total Responses</b>	<b>189</b>	<b>100%</b>

<b>If the study area had more or better basic services available, would you be likely to use them? (check all that apply)</b>	<b>Count</b>	<b>%</b>
Medical	57	35%
Automotive services	41	25%
Banking	31	19%
None	21	13%
Insurance	6	4%
Accountant	3	2%
Realtor	2	1%
Other basic services	4	2%
<b>Total Responses</b>	<b>165</b>	<b>100%</b>

<b>4. If you don't shop or use services in the East Gateway area please tell us why. (check all that apply)</b>	<b>Count</b>	<b>%</b>
Lack of the Stores I prefer	34	55%
Lack of Entertainment or Recreation opportunities that I prefer	21	34%
Prefer my local Stores and Entertainment	7	11%
<b>Total Responses</b>	<b>62</b>	<b>100%</b>

<b>5. How do you travel from home to the East Gateway area?</b>	<b>Count</b>	<b>%</b>
In my own vehicle	105	88%
By carpool	6	5%
By vanpool	1	1%
Using park-and-ride bus service	3	3%
I don't visit the area	3	3%
<b>Total Responses</b>	<b>118</b>	<b>98%</b>

<b>6. Have rising gas prices affected your travel habits?</b>	<b>Count</b>	<b>%</b>
Combine trips	45	38%
Drive less	40	33%
No change	16	13%
Take public transit more frequently	7	6%
Shop closer to home	6	5%
Travel with others	4	3%
<b>Total Responses</b>	<b>118</b>	<b>98%</b>

The second series of charts presents open-ended survey responses.

<b>East Mountain Residents' Perceptions of Study Area - Open-ended Responses</b>
<p><b><i>Negative Impressions</i></b></p> <p>Most services cater to the low-income segment.</p> <p>Not a well developed neighborhood. Please pardon the phrase, but with the exception of the 4 hills area, it's kind of ghetto.</p> <p>Generally a bad area of Albuquerque.</p> <p>Outside of Home Depot and Dions Pizza (which I sometimes stop at on my way home from work), it is generally an area to drive THROUGH. If the Interstate had entrance/exit ramps that went directly to KAFB, I would usually take them!</p> <p>The East Gateway area seems a bit run down (older) with lack of reinvestment in most areas. The upsurge along Central Avenue has been a great addition to the retail/restaurant market.</p> <p>Needs updating and diversity of businesses and residential properties. Large RV and mobile home lots need to be converted to these uses</p> <p>Run down.. Not many stores as compared to say the Uptown area.</p> <p>stores.</p> <p>Run down, homeless people around, limited shopping, vacated businesses</p> <p>Mildly unsafe; older</p> <p>Dingy</p> <p>This "Gateway Area" can be really scary, especially on and South of Central. We will NOT shop Smiths at Tramway and Central due to the Homeless hanging around and rarely go to Dion's across the street for the same reason. (We will drive all the way up to the Dion's on Montgomery instead.) I have been approached by homeless at the Eubank Home Depot as well. The farther North in town the safer – therefore we spend less in this "Gateway Area" than we would otherwise.</p> <p>Pretty much rundown. There have been some improvements with new places being built, but a lot of the older areas especially around Juan Tabo/Central are scary. Even Tramway/Central area where the stores are not so bad, it never fails to be approached in the parking lots by transients or others begging for It's an area we have to drive through to get to the businesses / rerecreation, etc that is in the other parts of town!</p> <p>Too many run down, closed stores. Too many dollar stores. Need a few up-scale shopping stores or a Kohls.</p> <p>It's becoming run down.</p> <p>Slum, High traffic,Just get through, confusing and dangerous intersection at Tramway and Central</p> <p>Needs some sprucing up</p> <p>It definitely needs some cleaning up. I like the Wal-Mart/Sam's area, but it is very congested, even on weekdays. The police seem to have to be around regularly to try to deal with the lingering meth addicts and their inherent problems. Don't feel totally safe - gotta watch your back too much. Get the old failed business buildings out of there, or try to make them less crappy looking. Too many freaks on Central Avenue. Otherwise it's very convenient to access from the East Mtns. We usually only go to Lowe's, Trader Joe's, TVI Montoya Campus, medical offices in NE Heights, and restaurants near I-25/Jefferson area</p> <p>Old neighborhoods and somewhat run down</p> <p>Some areas are "slummy" like Central Ave. I am ALWAYS asked for "spare change" when I go for coffee or to pick up a salad at Dions. I absolutely HATE that because I usually have just come from work and feel like I can work (a very physical job) so why can't they.</p> <p>Industrial, not family friendly, unappealing aesthetically, not a place to spend significant time</p> <p>Infrastructure needs to be developed to maintain rural character while attracting quality businesses (too many inferior, sub-standard businesses, such as Dollar Stores)</p> <p>Vacant shopping strips (Juan Tabo and Central) RV and used car sales. Empty commercial property</p> <p>Most of what I need to do is within the Gateway area, but some are not, including medical, dental, and insurance.</p> <p>The East Gateway area is mixed--some nice places like the Costco/Home Depot area on Eubank and the shopping center at Tramway and Central--but the rest seems rundown and populated by loiterers and bums. The condition of the roadbed of Eubank Blvd. between I-40 and Central is terrible. I'll run errands and shop after work before going home, but I'll do anything to avoid a trip to east Albuquerque on the weekends. For what the East Gateway has to offer, I'd rather drive to Edgewood, which is starting to get some retail businesses.</p> <p>Mayor's Rumor: Please do not replace recreational vehicle dealers with strip malls.</p> <p>Funky, weird mix of suburbia, upper class, military personnel and homeless drug addicts. I think the area is mostly soulless except for the homeless people.</p> <p>Drivers are rude.</p> <p>Generally not the best stores.</p> <p>Run down. Not safe in some areas.</p> <p>Fast food restaurants, not family area with activities for my children</p> <p>Lower socio-economic residences and shopping. Lack of quality dining and entertainment opportunities.</p> <p>That it is on the decline. We shop at SAMS which is adjacent to the north of the Gateway area. I would most like to see a good gym (like Defined Fitness) in the Gateway area or just north (like in the old Builder's Square building). Currently I have to drive way out of my way to Defined Fitness on Juan Tabo and Candelaria. My husband and I are social dancers and would like to see a clean bar with a good dance floor in the area.</p> <p>Spotty in services/stores</p> <p><b><i>Mixed Perceptions</i></b></p> <p>How much potential is there!! As a resident/worker (retired Sandian) of the area for 20+ yrs (first in subdivision south of Juan Tabo/Central then in Sandia Park), my perception is one of confusion in watching the imbalance that has occurred. So much emphasis on home developments without supporting businesses/services. Apparently, that is what you are trying to fix. Some areas have become unsafe and it is depressing to see the trashy, deserted area of Juan I think it has improved somewhat over the years, or perhaps I have just become used to it, as we had lived in the NE Heights for 28 years. There is no hiding the fact that it has people and activities which make it a less attractive part of town.</p> <p>Shopping in this area is mostly convenient. I travel the furthest for small gift type shops since Hallmark closed, however there may not be the traffic for this type of store. The WalMart also seems to support a larger population than it was intended for. I prefer to shop there for specific items but I avoid it due to the volume of traffic.</p> <p>Convenient, but very limited choices and parts are getting run down. We will often pass through the gateway to Uptown for many purchases.</p>

**East Mountain Residents' Perceptions of Study Area - Open-ended Responses (continued)**

**Positive Perceptions**

Is a growing community. Seems cleaner than several years ago - new homes, buildings, parks. I like the growth of fast food chains that seems to have popped up. I also like the Chili's that has moved in recently. I also like that the traffic is not as bad in the area as in other parts of Albuquerque.

Pretty much what we need. Smith's and WalMart in Edgewood are nearer and we use them more often than the East Gateway stores.

**Suggestions**

Needs to be developed with less houses, more businesses.

I would like to preserve as much of the open space as possible.

**Other Comments**

This idea is just another way for Albuquerque to raise taxes and create areas deemed as nuisance areas so Albuquerque can steal privately owned property.

This is just another means to eventually reach for the untapped tax base in the east mountains. We have voted against that TWICE. Get the message?

Never thought of it as an "area." It's close to me and near my travel routes.

Out of my way to go there. Can't imagine how or why that would change. I often go to the Nob Hill area or Coronado center area but that's all.

<b>Other Retail Desired</b>	<b>Number</b>
Whole Foods, Trader Joes	3
Motorcycles	1
Bike shop	1
Bookstore	1
Pier 1 type; Hallmark store	1
Hallmark Cards	1
Plant nursery, Raks lumber, landscape materials	1
Independent stores - no more Wal-Marts	1
Bank of America	1
Flying Star or similar	1
Trader Joe's	1
Organic food markets such as Whole foods or Sunflower Market	1
Target	1
<b>Other Restaurants Desired</b>	
Flying Star, specialty cuisines	3
Variety of restaurants, but not more fast food. There's plenty of it.	2
Chinese & New Mexican restaurants are needed badly.	1
Mexican; soup n' salad	1
Coffee shop, international foods	1
Coffee shop (such as a Range Cafe) and casual sit-down dining.	1
Casual sit-down dining	1
Sweet Tomatoes	1
Sweet Tomatoes (buffet), Tomato Café (Italian buffet, Il Vicino (Italian), Quiznos	1
Vegetarian	1
Tea and sandwich	1
Subway	1
Something like Red Lobster, Steak -n- Ale, Bennigans, etc.	1
<b>Other Recreation Desired</b>	
Swimming pool	2
Movies	1
Stadium seating movie theater	1
Parks, Trails, Drive-in theatre	1
Museums or cultural centers	1
Please NO amusement parks or NO concerts	1
Library, park	1
Rock Climbing Gym	1
Horseback riding trails	1
Botanical gardens - nature trails	1
Continuing ed classes	1
A nice gym would be great.	1
Tennis courts	1
Bar with a good dance floor	1
<b>Stay in Albuquerque after Work, but outside Study Area: Activities</b>	
Banking	2
Home Depot or Lowes	1
Often pick up groceries or gas for my car after work before driving home to Tijeras.	1
Dog Park	1
Hiking	1
Business meetings	1
Medical	1
Fitness/Exercise	1
Retired, but frequent Albuquerque	1
I try to multi-task as much as possible	1
Visit friends, attend meetings	1
Visit friends/relatives	1
Visit Parent at Independent Living facility	1
Meeting Family members at a central comfortable location	1

<b>Visit Albuquerque on Week-ends: Activities</b>	
Joining family activities/visit family	6
Movies	1
Crew for a balloon	1
Recycling	1
Dog Park	1
Teaching Dance Classes	1
Horse park off Paseo & other trails	1
Medical	1
Gym	1
Banking	1
Visits to museums	1
Martial arts	1
Hardware store	1
Gardening	1
<b>Other Desired Basic Services in Study Area</b>	
Dry cleaners	1
Escrow company, title company, equipment rental	1
Beauty salon	1
We have an established bank outside the area (USNMFCU), wouldn't switch	1

## **Appendix A.iv**

### **August 2008 Workshop Summary**





**August 2008 Workshop Summary** for the  
**EAST GATEWAY**  
**Sector Development Plan**

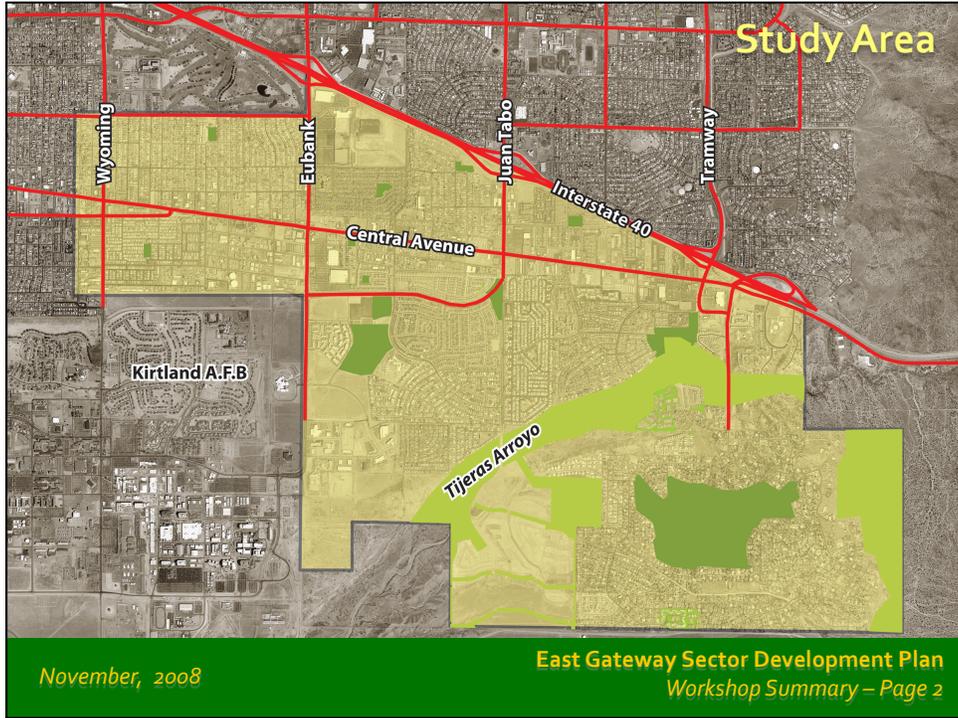
Prepared By:  
Architectural Research Consultants, Inc.  
Glatting Jackson Kercher Anglin, Inc.  
Robert Charles Lesser

November, 2008 *City of Albuquerque Planning Department*

## What is the East Gateway Sector Development Plan?

- Evaluates the market potential of the East Gateway area for the next 5 to 15 years
- Guides development and redevelopment in East Gateway
- Prioritizes public infrastructure investments over the next 20 years including:
  - Street & Intersection Modifications
  - Parks, Trails and Major Public Open Space
  - Sidewalks and Streetscape Enhancements
  - New Community Facilities
- Establishes the City's standards for the area, including:
  - Allowed uses
  - Allowed densities
  - Design guidelines: site design, building orientation and heights, parking, landscape, and signs
- Will be consistent with The Albuquerque/Bernalillo County Comprehensive Plan and any special area-wide requirements

November, 2008 **East Gateway Sector Development Plan**  
*Workshop Summary – Page 1*



**What is the Purpose of the August 2008 Workshop Summary?**

- Present recommendations for community review
- Receive public comment on alternatives (through December 2008)
- Focus solutions for crafting Sector Development Plan (Spring 2009)

CONTENT:

- Schedule & Milestones: Page 4
- Summary of Market Opportunities: Page 5
- Proposed Land Use Recommendations: Page 6- 17
- Proposed Infrastructure Recommendations: Page 18- 29

**November, 2008** **East Gateway Sector Development Plan**  
Workshop Summary – Page 3

## Schedule & Project Milestones

- Project Scoping Workshop - **August 2007**
- Stakeholder Interviews & Community Values Workshop - **May 2008**
- Market Analysis of Development Opportunities - RCLCO - **August 2008**
- Transportation Analysis - Glatting - **Summer 2008**
- Community Workshop & Charrette - **August 2008**
- Workshop Summary / Community Review - November 2008**
- 1<sup>st</sup> Draft Plan / Community Review - **Spring 2009**



November, 2008

East Gateway Sector Development Plan  
Workshop Summary – Page 4

## Summary of Market Opportunities

( from Market Analysis of Development Opportunities, prepared by RCLCO)

	(2009-2015)	(2016-2022)
<b>Office</b>	Limited	Moderate
<b>Retail</b>	Strong	Strong
<b>Light Industrial</b>	Strong	Moderate
<b>Residential</b>	Very Limited	Limited

This report and other East Gateway reports are available online at <http://www.cabq.gov/planning/advance/eastgatewaysdp.html>

November, 2008

East Gateway Sector Development Plan  
Workshop Summary – Page 5

# Summary of Land Use Proposals

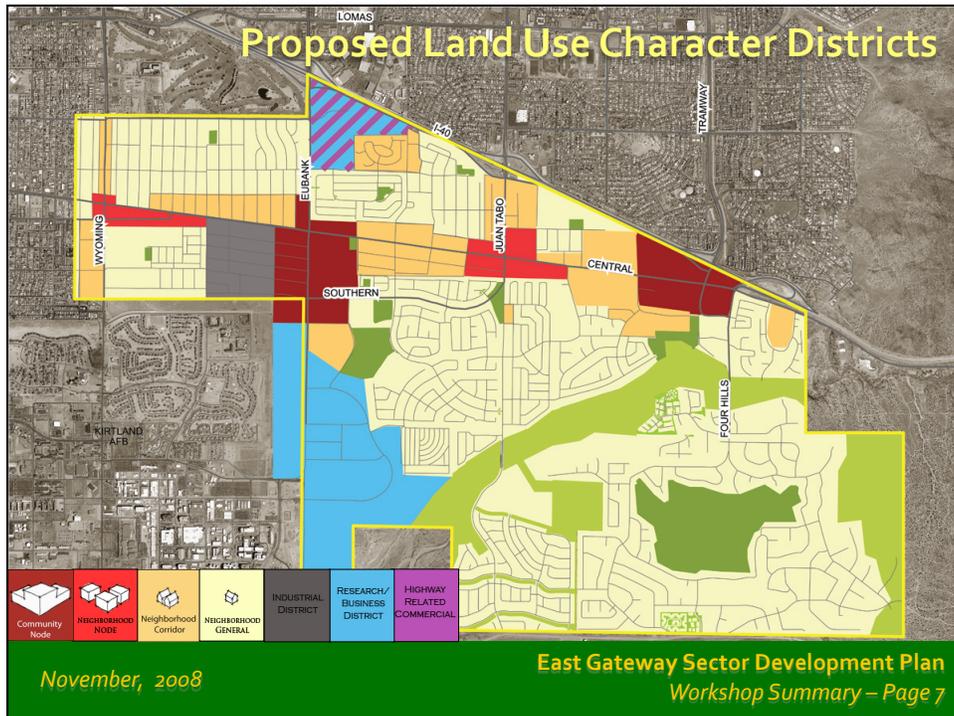
The following districts of land use, described in detail on the following pages, are proposed for the East Gateway plan area:

- Community Nodes (Community Activity Centers)
- Neighborhood Nodes (Neighborhood Activity Centers)
- Corridors
- Special Districts

*"The East Gateway Sector Development Plan will present a sustainable yet flexible development framework consisting of strategic land use and transportation policies and project recommendations to support the continued success of East Gateway property owners and businesses."*

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East Gateway Sector Development Plan  
Workshop Summary – Page 6



### Character Areas

	Community Node	NEIGHBORHOOD NODE	Neighborhood Corridor	NEIGHBORHOOD GENERAL	INDUSTRIAL DISTRICT	RESEARCH/BUSINESS DISTRICT	HIGHWAY RELATED COMMERCIAL
<b>Character of Use</b>	Mixed or Multi-Use (Retail, Office, and/or Residential)	Mixed or Multi-Use (Retail, Office, and Residential)	Mixed with corridor commercial, industrial and residential and neighborhood-scale services	Residential	Single-Use Industrial	Single-Use Commercial / Industrial	Single-Use Commercial
<b>Building Types</b>							
Mixed-Use	XXX	XXX	XXX	----	----	----	----
Storefront Comm.	XXX	XXX	XXX	----	XXX	----	XXX
Lg-Format Retail	XXX	----	----	----	----	----	XXX
Industrial Bldgs.	----	----	XXX	----	----	XXX	----
Stand Alone Comm.	XXX	XXX	XXX	----	XXX	XXX	XXX
Apartment House	XXX	XXX	XXX	----	----	----	----
Townhome	----	XXX	----	XXX	----	----	----
Detached House	----	----	----	XXX	----	----	----

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East Gateway Sector Development Plan  
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### Purpose

- Serve regional retail commercial demands
- Provide medium-density residential in mixed-use settings

### Character of Use

- Mixed or Multi-Use
- Residential, Office, Retail, Civic, Religious

### Development Form

- Pedestrian scale and orientation with quality transit access
- Connected streets and walkable block sizes
- Mix of commercial uses
- Larger building footprints and dense housing types are appropriate

### Building Types

- Commercial / Mixed Use  
Large-Format Retail, Storefront Commercial, Buildings that Line the Street, Theatre, Indoor Recreation
- Utilitarian Building Forms  
Civic or Institutional
- Residential Building Forms  
Apartments - variety of building styles

### Community Node (Community Activity Center)

Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.

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*Illustrative Concept*

Mixed Use development on vacant APS property to frame the street, complement the new museum on SW corner

### Community Node – Example (Eubank & Southern)



*View Along Southern*



Eubank / Southern and Central / Tramway



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East Gateway Sector Development Plan  
Workshop Summary – Page 10

### Purpose

- Serve local retail and commercial demands
- Provide medium-density residential in mixed-use settings

### Character of Use

- Residential, Office, Retail, Industrial, Civic, Religious

### Development Form

- Varying scale with pedestrian orientation
- Mix of commercial uses
- Range of moderate scale housing types

### Permitted Uses & Building Types

- Residential Building Forms  
Apartments - variety of building styles
- Commercial / Mixed Use  
Storefront Commercial, Small Format Commercial, Buildings that Line the Street
- Utilitarian Building Forms  
Civic or Institutional

### Neighborhood Node (Neighborhood Activity Center)

Note: the difference between community node and neighborhood node is the scale of development. Large format commercial is not encouraged in the neighborhood center and townhome development is not encouraged in the community node.



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### Neighborhood Node – Example (Juan Tabo & Central)

*View of Central at Juan Tabo*

*Central / Wyoming and Central / Juan Tabo*

*Illustrative Concept*

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### Neighborhood Corridor

**Purpose**

- Provide medium-density residential in mixed-use settings
- Serve local, small-scale retail, commercial and very light industrial demands

**Character of Use**

- Mixed or Multi-Use
- Residential, Office, Retail, Civic, Religious

**Development Form**

- Pedestrian scale and orientation
- Mix of Commercial Uses
- Range of moderate scale housing types

**Permitted Uses & Building Types**

- Residential Building Forms  
Apartments - various of building styles
- Commercial / Mixed Use  
Storefront Commercial, Small Format Commercial, Flex Space (vocational training)
- Utilitarian Building Forms  
Civic or Institutional

*Predominantly between nodes along major arterials*

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East Gateway Sector Development Plan  
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**Neighborhood General**

**Purpose**

- Provide lower-density residential neighborhoods

**Character of Use**

- Residential

**Development Form**

- Pedestrian scale and orientation

**Permitted Uses & Building Types**

- Residential Building Forms  
Single-family detached homes, Townhomes (in areas already zoned for them)



Neighborhoods



**East Gateway Sector Development Plan**  
*Workshop Summary – Page 14*

*November, 2008*

**Industrial District**

**Purpose**

- Provide industrial-oriented employment and tax base for the community

**Character of Use**

- Single-use industrial, with limited supporting retail or office uses

**Development Form**

- Mix of Commercial Uses

**Permitted Uses & Building Types**

- Commercial / Mixed Use
  - Manufacturing Facilities, Warehouses, Flex Space
  - Storefront Commercial, Small Format Commercial



Small industrial section north of Kirtland



**East Gateway Sector Development Plan**  
*Workshop Summary – Page 15*

*November, 2008*

### Research/ Business District

**Purpose**

- Provides opportunities for automobile-related uses that do not fit within the mixed-use, pedestrian-oriented nodes

**Character of Use**

- Single-use laboratory and office, with limited supporting retail uses

**Development Form**

- Mix of Commercial Uses

**Permitted Uses & Building Types**

- Commercial / Mixed Use  
Manufacturing Facilities, Warehouses, Flex Space  
Storefront Commercial, Large Format Office



Along Eubank at 1-40 & Kirtland A.F.B.



### Highway-Related Commercial

**Purpose**

- Predominantly automobile-oriented commercial uses

**Character of Use**

- Predominantly automobile-oriented commercial uses

**Development Form**

- Mix of Commercial Uses

**Permitted Uses & Building Types**

- Commercial / Mixed Use  
Auto Dealerships, Utilitarian Commercial, Storefront  
Commercial, Large Format Commercial



Eubank & I-40



# Summary of Proposed Public Infrastructure Investments

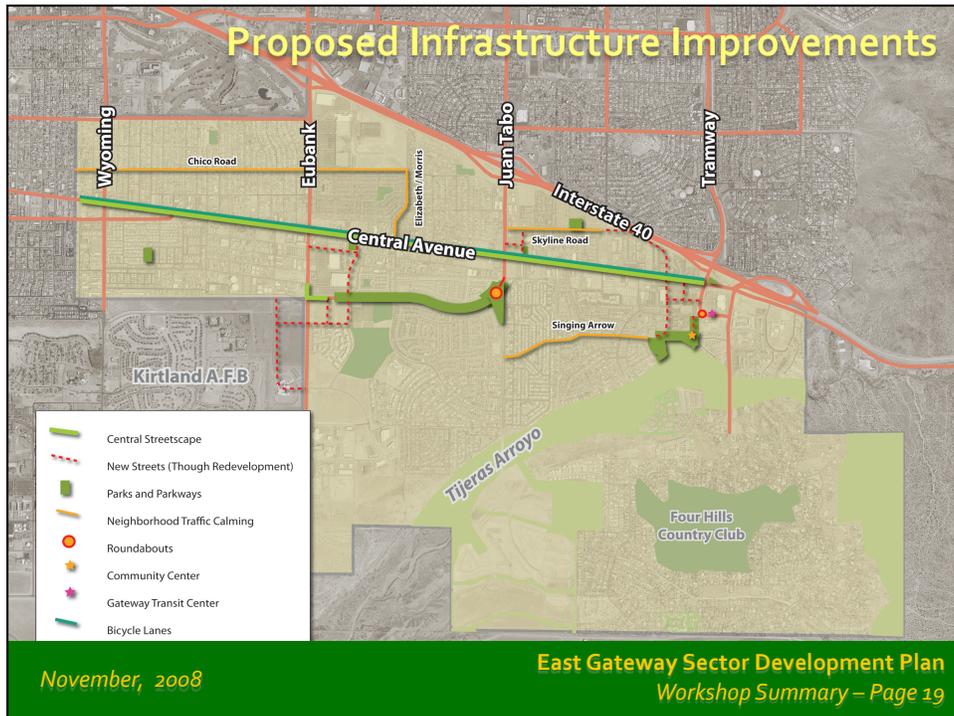
As identified in the August 2008 workshop:

- Central Avenue
- Southern Boulevard
- Bicycle / Pedestrian Facilities
- New Transit Center / Singing Arrow Community Center

(More recommendations for community facilities and services may be included in the sector development plan draft.)

November, 2008

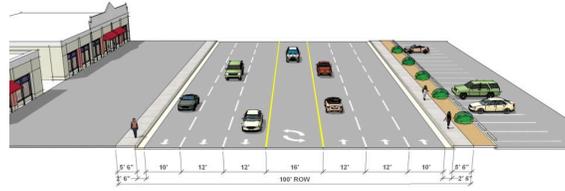
East Gateway Sector Development Plan  
Workshop Summary – Page 18



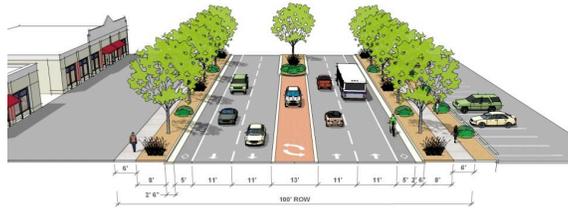
November, 2008

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### Reduce **Central Avenue** Vehicle Lanes and Introduce Spot Medians



from 6-lanes to 4 lanes

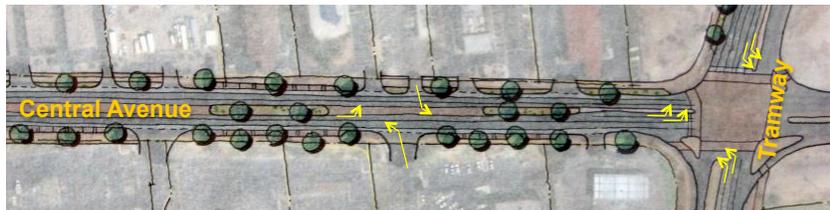
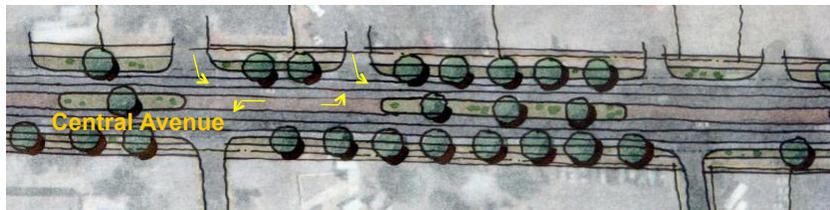


Wider sidewalks, bike lanes, improved landscape

November, 2008

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### Introduce spot medians along **Central Avenue** and Wyoming Blvd. south of Central.

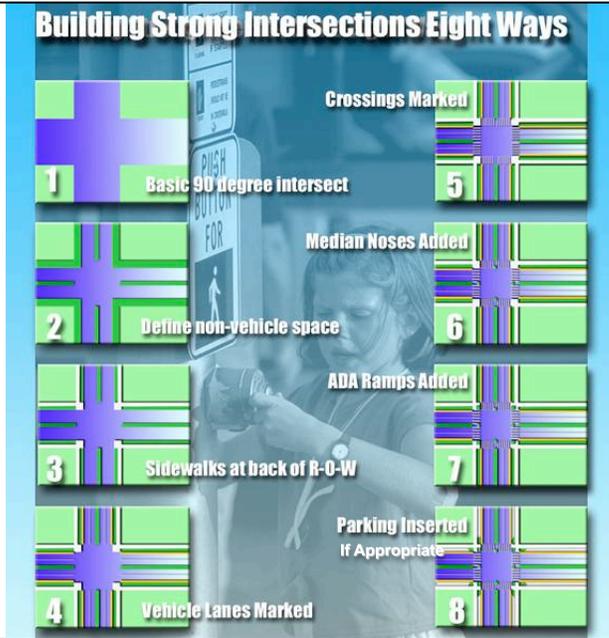


Introduce spot medians to improve safety and aesthetics along the corridor. These medians can be introduced with little change to existing left turning traffic.

November, 2008

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Redesign intersections along **Central Avenue** to accommodate the lane reduction and improve pedestrian and transit access.



November, 2008

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### Reduce Central Avenue Vehicle Lanes and Introduce Spot Medians

Intersection	Today		Today's Roads/ Tomorrow's Traffic		Concept Roads/ Tomorrow's Traffic	
	Delay	LOS	Delay	LOS	Delay	LOS
Central/Wyoming	39.4	D	47.1	D	50	D
Central/Zuni	13.2	B	14.7	B	15	B
Central/Moon	4.8	A	5.8	A	6.6	A
Central/Eubank	72.6	E	126.5	F	97.9	F
Central/Juan Tabo	71.7	E	128.9	F	83	F
Central/Western Skies	5.3	A	5.5	A	8.3	A
Central/Dorado	6.3	A	10	B	12.3	B
Central/Tramway	36.6	D	37.1	D	45	D
Central/Four Hills	23.7	C	25	C	25.6	C

Reducing Central Avenue will improve corridor aesthetics, increase safety, and position more land uses for success, while increasing travel time by approximately **1-minute** from Wyoming to Four Hills Road

November, 2008

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### Modify Eubank at Southern Blvd. to position additional development and create better a pedestrian environment.



Acknowledge that Southern Blvd. will not evolve to become the Gibson Connector, allowing the intersection to be reduced by eliminating dedicated right turn-lanes and reducing the median width of Southern at Eubank.

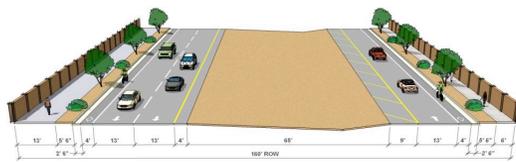
November, 2008

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### Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection



Potential Roundabout at Juan Tabo & Southern



from barren unfinished 4 lanes



to finished beautiful 4-lane Boulevard

November, 2008

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## Beautify Southern Blvd. , Introduce Roundabout at Juan Tabo, and reduce Eubank Intersection

Intersection	Today		Today's Roads/ Tomorrow's Traffic		Concept Roads/ Tomorrow's Traffic	
	Delay	LOS	Delay	LOS	Delay	LOS
Southern/Eubank	11.2	B	9.7	A	23.4	C
Southern/Elizabeth	30.9	C	30.2	C	30.2	C
Southern/Juan Tabo	75.2	E	28.3	C	28.3	C

Modifying Southern Boulevard’s intersections with Eubank and Juan Tabo will improve pedestrian safety, comfort and corridor aesthetics, and is worth the additional **15-seconds** of delay.

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## TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

November, 2008

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**TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)**

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

November, 2008

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Workshop Summary – Page 28

**TRANSIT CENTER & NEW SINGING ARROW COMMUNITY CENTER (WENONAH & TRAMWAY)**

New community center, transit center and gateway to Tijeras Arroyo. Three options are being presented. Each option utilizes the former transit park and ride site. Option #1 minimize property acquisition. Options #2 and #3 require additional right of way, attempting to expand the arroyo toward Tramway

November, 2008

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## Comments

Please provide comment to the City Planning Department by December 18, 2008:

*City of Albuquerque Project Manager*  
Paula Donahue, Senior Planner  
600 2<sup>nd</sup> Street NW 3<sup>rd</sup> floor  
Albuquerque, NM 87102  
[pdonahue@cabq.gov](mailto:pdonahue@cabq.gov)

If you have questions, contact Paula at 924-2932.

*November, 2008*

**East Gateway Sector Development Plan**  
*Workshop Summary – Page 30*

## **Appendix A.v**

### **Public Comments Concerning Transportation Proposals in Workshop Recommendations**



# Public Comments Concerning Transportation Proposals in August 2008

## Workshop Proposals Report

### Central Avenue: Comments Generally in Support of Narrowing/Major Changes

1. I would like to see a more ambitious redesign of Central Avenue. A famous person once said, "Make no small plans". Think big! Fire up the public's imagination. East Central is one of the few arterial (non-freeway) entries into the City. Driving east from Juan Tabo, the magnificence of the Sandia's is glaring - build upon this major asset. Admittedly, it is difficult to imagine East Central as a competition to Phoenix's Central Ave. or Palm Springs' Highway 111, but thinking long-term and having a formidable vision - it is possible. One or two great jump-start projects and the rest could fall in place over time - the redesign of Central Ave.'s cross-section must be coupled with sign control and strict urban design standards, otherwise the public will fail to benefit fully - visual pollution should be disdained as much as tailpipe emissions. Imagine the Sandia's looking down on Central and viewing the mess we have created in the name of progress and development - we must treat views of these majestic creations with respect!
2. The improvements planned should be a great change for the area. They look great.
3. The Central plan is great. I am especially glad to see the bike lanes added. A light-rail that connects to the RailRunner would be the icing on the cake. (Is there any possibility for a privately funded trolley to serve the Central corridor?)  
  
To widen Central would not change the personality of the area and, in my view, could not give the area a new feeling of community. Making it more narrow, with bike paths and pedestrian access could accomplish those things.
4. EXCELLENT! The research showing the change in travel times was well documented.
5. I like it...very cost-effective way to improve the entire stretch...still haven't addressed the park/homeless issue directly and bike/pedestrian issues for E of Tramway folks getting to the Neighborhood centers.
6. I regard these plans highly and would encourage this to be done first. The city should act quickly to secure funding to redesign Central to these standards from Tramway to Nob Hill. The speed limit should also be dropped to 35 on the entire length. People wishing to go faster can take the Interstate, which is roughly parallel.
7. Do it now!!!! Not only is the street an eyesore of boringness, it lends itself to be an alternative transportation mecca. Buses, bikes, pedestrians. Central goes everywhere! I really don't think losing a lane will upset anyone who is not driving like Mario Andretti in the morning. The medians would give more safety to crossing the street. Right now a pedestrian has nowhere to safely "land" during the cross of seven long lanes.
8. Central Avenue's roadway redevelopment - narrowing to two (2) lanes with attractive medians is most attractive.  
  
In general, there are too many RV/trailer sales lots along Central. The area needs to find a more visual attractive and community enhancing establishments. Further hotel/motel development is not indicated.
9. Fully support and applaud the reduction in Central from 6 lanes to 4. The community needs to get over the aged concept that this is a major thoroughfare/major arterial serving the city as a whole. Rationalizing its width for a once every 50 year snow emergency or for bringing in mobile homes is incorrect. Reclaiming it as a community street for the local residents is brilliant. I personally don't have a lot of problem with making this strip harder for mobile home companies to exist within. Making the community and residents proud of Central trumps the claimed business interest.
10. We anticipate the new Central Avenue! The trees on either side of the street would camouflage any businesses that have less than desirable storefronts. It would also grace their establishments, encouraging proprietors to landscape esthetically. A symbiotic effort! The tailoring from three to two lanes appears proper, as this happens past Tramway anyway, even down to one lane after the I40 East entrance.

The look and feel of some of the medians around Albuquerque has always set the tone of a high desert city. They are delightful to view and comforting to the senses.

In looking at the reduction of the lane width from 12 to 11 feet, would some of the larger RV's with extended side mirrors, (114 inch) have difficulty maneuvering in lane with passing vehicles in adjacent lane? What about a swing into the Central RV centers?

11. I am in favor of "sprucing up Central".
12. Good design.

### **Central Avenue: Comments Not in Support of Narrowing/Major Changes**

1. It takes too long to crosstown now, get rid of the open medians but don't get rid of lanes of traffic. To many people use the open medians to drive on because they don't know how to merge into traffic. Please time traffic lights so you can drive the speed limit and not hit every light in town. It would save a lot of gas.
2. I do not believe that the planners have looked at Central Avenue during the morning rush hour or the evening, for that matter. There is much more congestion than they seem to think there is. For one thing, the right hand lane is almost shut down because of bus traffic; so we have already cut one lane in each direction from the street. I could not get my name in after my comment about the Gibson Corridor. I am Geneva Meeker and have been involved with the planning of ABQ for a number of years due to my years at AMAFCA and COG.
3. Currently, with 3 westbound Central lanes, two are used for left hand turns southbound onto Eubank during the morning rush hour. To take away one through lane would cause a tremendous amount of backup at that intersection. If the two left hand turn lanes are retained, that would leave only one westbound lane for through traffic. Add an accident or a bus and you have a recipe for a commute disaster during rush hour.
4. The city is considering the elimination of one lane of Central on each side to accommodate large medians. We're not convinced that medians are the solution to the East Central business problem. Money would be better-spent fostering new businesses and getting stable business in this region (witness Eubank and Central growth). Doing something with the shuttered grocery store at Juan Tabo and Central (closed for many years now) is more important than medians. Removing traffic lanes in high growth regions seems ridiculous.

There is an increasing need to allow for more traffic flow, as the east mountain area grows - not less. Central is too busy to consider removing two lanes. I think this plan should be voted on only by City Councilors who have to travel on Central from Tramway to Wyoming everyday. Unfortunately, I don't think we have any. We are worried that this may move ahead based on input from a small group and city planners and not based on the desires of citizens who actually use this road.

5. I think the numbers in the plan don't make sense. They estimate that reducing Central by one lane would increase commute time from Wyoming to Tramway by I think a fraction of a minute. I live north of I-40. If a lane is lost due to weather or an accident, the reality is that it increases commute time by many minutes. If the same were to occur after intentionally taking Central down another lane, it would result in a complete quagmire. At face value, this proposal makes no sense. To make it worse, there are more, not fewer people using Central as the east mountains and Juan Tabo Hills continue to grow.
6. Maintain right turn lanes for buses/trucks - 90-degree corners cause larger vehicles to intrude on adjacent lanes. Continue 4-6 lanes east to City limit - huge growth rate in Bernalillo County adjacent to Albuquerque. Bring the County into the process. Consult business owners - We are motel managers and RV-Trailer sales managers.

## Mixed Comments on Central Avenue Transportation Planning

1. How will the proposed redesign of Central Avenue impact motorized traffic on I-40 and State Hwy 333 between Tramway Blvd and the Village of Tijeras?
2. I oppose alterations that will narrow the traffic lanes on Central. If the city is intent on these alterations, they should be tried out first with painted stripping which can be removed. Can push-to-cross lights be installed between corners to provide painted crossing lanes? The pedestrian & cyclist traffic incidents between 2004 and 2006 that are quoted seem high, amounting to about an accident every month in a half—suggest you verify the pedestrian accident data. I don't hear about that many accidents. The car accidents amount to a little less than one a day – doesn't sound right.

## Southern Boulevard: Comments Generally Supportive of Change

1. After living and riding a bicycle in Boston for several years, I am not terribly fond of roundabouts (they work well right up until someone unfamiliar with the concept gets involved), but doing something with that intersection to make it more traffic and pedestrian friendly is definitely needed. (At present it is worth your life to try to cross Southern on the west side of Juan Tabo, especially with a green crossing signal!)
2. Bring it on!
3. Lived in NJ and not a fan of traffic circles, but if it beautifies and humanizes the area, I'm for it. (Note: traffic circle is different from roundabout.)
4. I LOVE the roundabout design. I missed the August workshop and had not seen this design. I drive through this intersection every day and would welcome this change. I also think the changes along Southern will be very good and well received by the adjacent neighborhoods. I hope this can be done quickly.
5. Roundabout seems most efficient and appropriate.

The Southern median is too wide, narrow the median by increasing width of the berm at the sidewalks

Set slower, uniform - east and west bound - speed limit on Southern. Prefer 25 mph but 30 would be an improvement.

Re-stripe to 2 lanes each for both east and west bound traffic.

Exit from Costco (and to a lesser extent Home Depot) is always awkward and sometimes dangerous for those needing to travel either East or South. Make provision for U-Turn on Southern allowing residents to transit from West bound to East bound.

6. I'd like a new tee intersection (JT teeing into Southern, not Southern Teeing into Juan Tabo as is) over the roundabout. The bulk of the flow is on Southern and that should guide whatever happens here. Most importantly, get a right turn lane from Juan Tabo onto Central. Widen Juan Tabo south to the current intersection with Southern and make the new lane a right turn lane. I think the comment to narrow the median and put more space on the edge of Southern has great merit. I realize that means new curbs, etc. The city should admit its mistake and go on.
7. Excellent design for the beautification of the median on Southern from Juan Tabo to Eubank. As a homeowner in the Terracita gated community, this endeavor will only enhance our area esthetically. It also provides an element of safety, as a well-developed and cared for area does not encourage unsavory behaviors. think broken-window syndrome. We particularly admire the focus on creating a park like area in the former prairie dog town at Juan Tabo south of Southern, as well as the road to nowhere section on the north side. As visitors to the new Atomic Museum on Southern and Eubank use both Juan Tabo and Eubank to attend this exciting venue, it offers an appealing welcome.

I am concerned about the proposed circle. During off-peak hours it may work well. However, as the housing development continues across the bridge to the southern end of Juan Tabo, homebound vehicles

streaming south on Juan Tabo meet up with vehicles exiting Sandia/Kirtland base east on Southern to Juan Tabo to Central. I realize that the team has observed this situation and believes it is feasible at this point, but I have a hard time visualizing a peaceful flow.

8. Looks good.

### **Southern Boulevard: Comments Generally Against Changes to Existing Plans**

1. Absolutely not. Many commuters to the Labs, Base and various research facilities along Eubank use this intersection. This intersection is extremely crowded and backed up during rush hours. Roundabouts can work well in low traffic, residential applications. Putting a roundabout that this intersection would make it very difficult for all who use it and especially for residents who live in the neighborhoods between Juan Tabo and Eubank!
2. Too busy for roundabout during rush hours.
3. Why spend money on something that doesn't have to be done?
4. I strongly support increasing the lanes on Southern.
5. Southern - Make it 4 lanes total full length. Consider two turn lanes at ends and two through and right turn lanes. Don't block visibility at corners and intersections. No vegetation in the median. Can't walk there anyway.

Juan Tabo and Southern - Call them "new traffic circles" and eliminate them. I have seen and griped about them in Europe, DC and elsewhere. People can't handle the c-shaped turns.

### **Southern Boulevard: Other Comment**

1. I haven't been sold on the roundabout idea. Need more info

**Appendix A.vi**

**Singing Arrow Neighborhood  
Input from Questionnaires and  
February 2009 Meeting**



# Singing Arrow Neighborhood

## Input from Questionnaires and February 2009 Meeting

Planning Team analysis and suggestions in three columns on the right

**NEIGHBORHOOD GOALS:**

- Transform Singing Arrow Neighborhood into one of the city's "hidden gems".
- Landscape Central Avenue and line it with stable development including businesses.
- Attract more small businesses.
- Improve property values.

**NEIGHBORHOOD STRENGTHS:**

- Civilized, quiet area
- Convenient to I-40 and Juan Tabo, Eubank, Wyoming and Central
- Big Park
- Nice Views
- Flat Streets
- East/west bicycle route
- Bus Service on Singing Arrow Road

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
General Appearance	Views are an area asset – want them preserved	Prohibit building heights and mass that block views of the mountains	<b>X</b>		<b>X</b>
Maintenance					
Safety	Small apartment complexes need more landscaping, maintenance, and a better appearance overall	Reinitiate an owner/manager association to ensure good apartment complex management	<b>X</b>	<b>X</b>	
		Enforce weed and litter ordinance on private properties particularly townhomes and apartments between Western Skies, Singing Arrow, Dorado and Central.	<b>X</b>	<b>X</b>	
	Homeless people sleep under overgrown shrubs in the park and around the Singing Arrow Community Center	Maintain landscaping in public spaces or discontinue planting so much	<b>X</b>		<b>X</b>
		Clean up and develop the archeological site as a walking area	<b>X</b>		<b>X</b>

<b>Topic</b>	<b>Issues Identified by Neighborhood</b>	<b>Project and Program Recommendations by Neighborhood</b>	<b>Include Topic in East Gateway Plan</b>	<b>Can be Initiated by Neighborhood</b>	<b>Needs Further Discussion</b>
<b>General Appearance</b>  <b>Maintenance</b>  <b>Safety</b>	<b>Drainage problems still persist on private properties</b>	<b>Report drainage problems promptly</b>		<b>X</b>	
		<b>Drainage problems at the Dorado Place/ Dorado Street intersection are ongoing</b>		<b>X</b>	
	<b>Minimum standard development</b>	<b>Prohibit piecemeal development that does not follow a bigger plan. Require better quality development</b>	<b>X</b>		<b>X</b>
	<b>Home break-ins and car thefts</b>	<b>Pursue Crime Prevention Through Environmental Design (CPTED) funding and practices to improve neighborhood appearance and deter crime</b>	<b>X</b>	<b>X</b>	
	<b>Neighborhood does not have a positive recognizable identity</b>	<b>Identify entrances to the neighborhood with Singing Arrow Neighborhood signs.</b>		<b>X</b>	

<b>Topic</b>	<b>Issues Identified by Neighborhood</b>	<b>Project and Program Recommendations by Neighborhood</b>	<b>Include Topic in East Gateway Plan</b>	<b>Can be Initiated by Neighborhood</b>	<b>Needs Further Discussion</b>
<b>General Appearance</b>	<b>Views are an area asset – want them preserved</b>	<b>Prohibit building heights and mass that block views of the mountains</b>	<b>X</b>		<b>X</b>
<b>Maintenance</b>	<b>Small apartment complexes need more landscaping, maintenance, and a better appearance overall</b>	<b>Reinitiate an owner/manager association to ensure good apartment complex management</b>	<b>X</b>	<b>X</b>	
<b>Safety</b>		<b>Enforce weed and litter ordinance on private properties particularly townhomes and apartments between Western Skies, Singing Arrow, Dorado and Central.</b>	<b>X</b>	<b>X</b>	
	<b>Homeless people sleep under overgrown shrubs in the park and around the Singing Arrow Community Center</b>	<b>Maintain landscaping in public spaces or discontinue planting so much</b>	<b>X</b>		<b>X</b>
		<b>Clean up and develop the archeological site as a walking area</b>	<b>X</b>		<b>X</b>

<b>Topic</b>	<b>Issues Identified by Neighborhood</b>	<b>Project and Program Recommendations by Neighborhood</b>	<b>Include Topic in East Gateway Plan</b>	<b>Can be Initiated by Neighborhood</b>	<b>Needs Further Discussion</b>
<b>General Appearance</b>  <b>Maintenance</b>  <b>Safety</b>	<b>Drainage problems still persist on private properties</b>	<b>Report drainage problems promptly</b>		<b>X</b>	
		<b>Drainage problems at the Dorado Place/ Dorado Street intersection are ongoing</b>		<b>X</b>	
	<b>Minimum standard development</b>	<b>Prohibit piecemeal development that does not follow a bigger plan. Require better quality development</b>	<b>X</b>		<b>X</b>
	<b>Home break-ins and car thefts</b>	<b>Pursue Crime Prevention Through Environmental Design (CPTED) funding and practices to improve neighborhood appearance and deter crime</b>	<b>X</b>	<b>X</b>	
	<b>Neighborhood does not have a positive recognizable identity</b>	<b>Identify entrances to the neighborhood with Singing Arrow Neighborhood signs.</b>		<b>X</b>	

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Schools and Activities for Children	School kids are bussed out of the neighborhood even though Manzano Mesa School was just built	Build an Elementary School for Singing Arrow			X
	Need more indoor and outdoor activities for children	Install a fishing pond or swimming pool			X
		Condemn worst four plexes and replace with play area for kids			X
		Supplement school programs with sports, music and hobbies that kids can sustain through life.	X	X	
The Park and Archeological Site	Park is underused	Convert part of Singing Arrow Park into a dog park	X		X
	Archeological site in the park is an eyesore	Complete excavation, recordation and redevelopment of archeological site	X		X
Singing Arrow Community Center	Singing Arrow Community Center is insufficient for serving neighborhood needs	Expand this youth recreation center to serve multiple generations.  Build an indoor gym	X		X
Major Public Open Space	Open Space is needed Keep roads out of Tijeras Arroyo and preserve arroyo as public open space.	Designate Tijeras Arroyo as Major Public Open Space from Tranway to KAFB	X		X

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Trails	Bicycle and walking paths are needed	<p>Light and pave the bicycle path along the north upper edge of the arroyo from Four Hills Road to KAFB</p> <p>Expand walking trails down through the arroyo</p>	X		X
Homelessness	<p>Empty bottles and clothing left in park from Homeless population</p> <p>Homeless people living in the Open Space at the southwest end of Tomlinson Drive</p>				X
	Transient people still create problems near the Four Hills Village Shopping Center – pan handling and grocery cart migration				X

<b>Topic</b>	<b>Issues Identified by Neighborhood</b>	<b>Project and Program Recommendations by Neighborhood</b>	<b>Include Topic in East Gateway Plan</b>	<b>Can be Initiated by Neighborhood</b>	<b>Needs Further Discussion</b>
<b>Crime Prevention</b>	APD notes that domestic violence is an issue in the neighborhood	Offer Family Counseling Classes and sessions to prevent domestic violence through the Community Center		<b>X</b>	
		Make marriage counseling available to the neighborhood		<b>X</b>	
	Need to prevent and respond to crime	Locate an APD Substation nearby	<b>X</b>		<b>X</b>
		Establish a neighborhood watch program to communicate problems quickly and raise awareness		<b>X</b>	
		Reduce crime clusters such as weekly motel rentals and night clubs on Central	<b>X</b>		<b>X</b>
<b>Library</b>	No nearby and accessible library	Use the old Furr's Grocery Store building at Juan Tabo and Central as a library	<b>X</b>		<b>X</b>

Topic	Issues Identified by Neighborhood	Project and Program Recommendations by Neighborhood	Include Topic in East Gateway Plan	Can be Initiated by Neighborhood	Needs Further Discussion
Neighborhood Organization and Participation	Singing Arrow Neighborhood Association Membership is low	Welcoming committee could initiate programs  Invite all neighborhood residents  Sponsor neighborhood events  Newsletter generation and distribution		X	
Medical Services	Lack local medical services	Provide urgent care clinic, hospital, or other medical facility in the area or nearby			X
Life-long Education		Provide more community classes for mid-income population		X	
Jobs and Commercial Services	Need more well-paying employment nearby	Encourage commercial and office development and small light manufacturing uses that can serve and employ neighborhood residents	X		X
	Several 4 Hills Shopping Center stores empty		X		X
	Blighted lot SE corner of Central and Juan Tabo		X		X
	Blighted Franklin Plaza on NE corner of Central and Juan Tabo		X		

## **Appendix A.vii**

### **East Gateway African Refugee Residents**



**East Gateway African Refugee Residents  
Likes, Dislikes, and Recommendations  
Collected 4-2-09**

Refugees from a variety of African countries live in the Singing Arrow Neighborhood in East Gateway. The following information was collected on April 2009 during an African Refugee Learning Circle meeting held at Cesar Chavez Community Center. Adults and children each worked with a University of New Mexico African Refugee Program student to tell us what they liked and disliked about the area and to offer recommendations to improve their daily lives.

***LIKES***

- People talk to each other
- Teachers at school / my school (children)
- Can ride bicycle in neighborhood (child)
- The neighbors (child)
- Playground (child)
- The nearby park (Singing Arrow)
- Proximity and access to the bus, supermarket and shops
- People in the area respect each other
- Apartment Complex has a big fenced in area like a playground (child)
- Patio for looking out, grass for playing, other children playing and close to friends house (children)

***DISLIKES***

- Crime
- Homeless people coming to apartment complex and throwing things at children
- People drinking, doing drugs in public and abandoning stolen cars
- Dogs running loose
- It is not safe to play outside in the evening
- Police constantly around
- Some neighbors are not friendly
- Apartments are too small for large families
- Apartment complex is loud, is not maintained, is bug infested and feels unsafe
- Old bath fixtures and windows do not work and are not maintained
- Neighborhood and apartment complex is dirty
  
- Bus stops have no shelter and are dirty
- Bus schedule ends too early in the day
- Feel unsafe walking at night
- Apartments are too expensive compared to job pay... earns \$550 per month and rent is \$495
- Food is expensive

***RECOMMENDATIONS***

- Nearby Community Center to offer more services like Manzano Mesa)
- Public swimming pool
- Nice affordable housing
- More day care
- More frequent bus service (15 minute headways) more hours of the day for n/s travel too
- Increase security and prevent crime at complex and in neighborhood
- Better apartment complex maintenance – paint, clean, and repair broken things
- Ball fields, basketball courts and more recreation in neighborhood
- A library and WIFI
- Better jobs nearby
- Government oversight concerning living conditions and improvement
- More lighting needed



## **Appendix B**

### **Market Study by RCLCO**





# Market Analysis of Development Opportunities Albuquerque East Gateway Sector Plan Executive Summary

CITY OF ALBUQUERQUE | AUGUST 26, 2008



**RCLCO**

ROBERT CHARLES LESSER & CO. REAL ESTATE ADVISORS

## RCLCO ENGAGEMENT OBJECTIVES

- ▶ Understand key trends influencing future development in East Gateway
  - Economic
  - Demographic
  - Real estate market
- ▶ Evaluate supply and demand conditions
- ▶ Identify opportunities for development
  - Near-term and long-term opportunities
  - Types and quantity of supported development

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## CANDIDATE LAND USES

- ▶ Office
- ▶ Retail
- ▶ Light Industrial
- ▶ Residential



## METHODOLOGY

### STUDY AREA ANALYSIS

Identify area strengths and weaknesses for future development

- Study area visit/analysis
- Metro growth patterns
- Socioeconomic analysis

### SUPPLY CONDITIONS

Evaluate quantity and quality of existing development

- Market supply trends
- Market performance
- Representative projects

### DEMAND CONDITIONS

Project current unmet demand and future expected demand

- Qualitative interviews
- Regional demand
- Study area capture

### MARKET OPPORTUNITIES

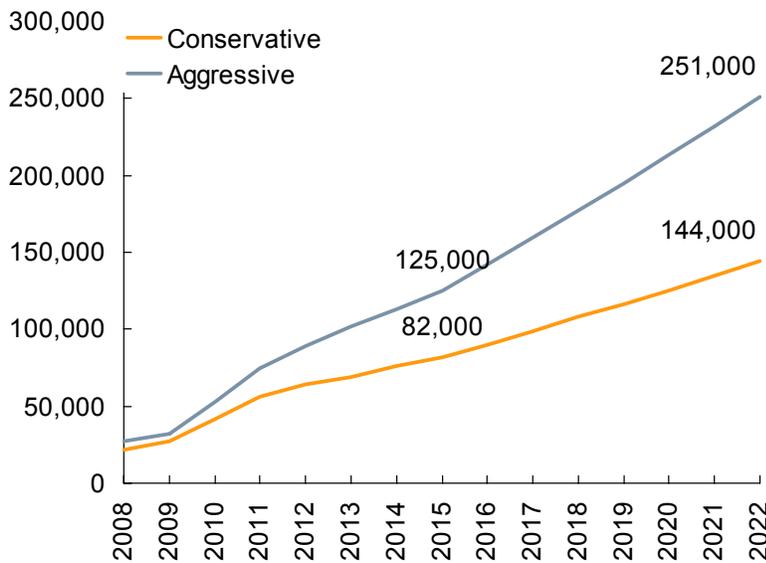
- Summarize overall market conditions
- Determine level of opportunity
- Define character of supported development

# SUMMARY OF MARKET OPPORTUNITIES

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

## MARKET OPPORTUNITIES OFFICE

**Cumulative Office Space Demand (Square Feet)**  
East Gateway Sector Development Plan Area



SOURCE: RCLCO

### Opportunities

- ▶ Most office demand will likely come from businesses related to Sandia or Kirtland for the foreseeable future
- ▶ Long-term demand could come from small local-serving and professional service businesses
- ▶ Flexible office space serving the needs of individuals unable to enter Kirtland (such as foreign nationals) could represent a strong immediate opportunity

# ADDITIONAL CONSIDERATIONS

## OFFICE

### Critical Success Factors

- ▶ Concentrate office space in nodes close to existing employment or retail clusters
  - Initially, this will likely be near the intersection of Central and Eubank or near (or in) the Sandia Tech Park
- ▶ To draw additional businesses to the study area, surrounding land uses will likely need supporting amenities (restaurants, shopping, services, etc.)

### Limiting Factors

- ▶ The study area’s relatively negative perception is a deterrent to new residents, and thus new employers, and vice versa
- ▶ Lack of enough supporting uses makes the study area less competitive with more established submarkets within Albuquerque

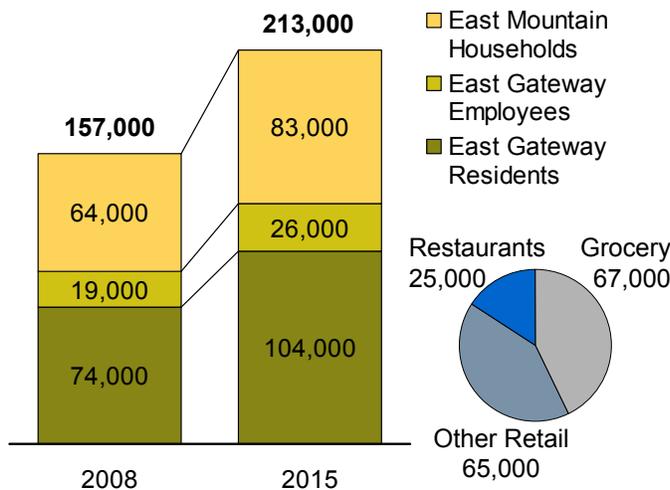
# SUMMARY OF MARKET OPPORTUNITIES

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

# MARKET OPPORTUNITIES

## RETAIL

### Unmet Neighborhood/Freestanding Retail Demand by Source (Square Feet) East Gateway Sector Development Plan Area



SOURCE: RCLCO

### Opportunities

- ▶ Local residents are currently underserved by area restaurants and grocery stores
- ▶ Study area employees (incl. Sandia, Kirtland, etc.) are a large restaurant customer base that must currently venture outside the area
- ▶ Opportunity to establish a retail node near Central and Eubank, as well as a local retail node at Central and Juan Tabo

# ADDITIONAL CONSIDERATIONS

## RETAIL

### Critical Success Factors

- ▶ Concentrate retail space in nodes, rather than in strip centers or along Central
- ▶ Retailers targeting local employees could orient themselves along Eubank to capture Sandia and Kirtland personnel exiting the Eubank gate at lunch time or after hours
- ▶ Retail space closer to I-40 would be better positioned to capture East Mountain household spending, a critical demand source
- ▶ Market preference for local-based retailers, especially restaurants

### Limiting Factors

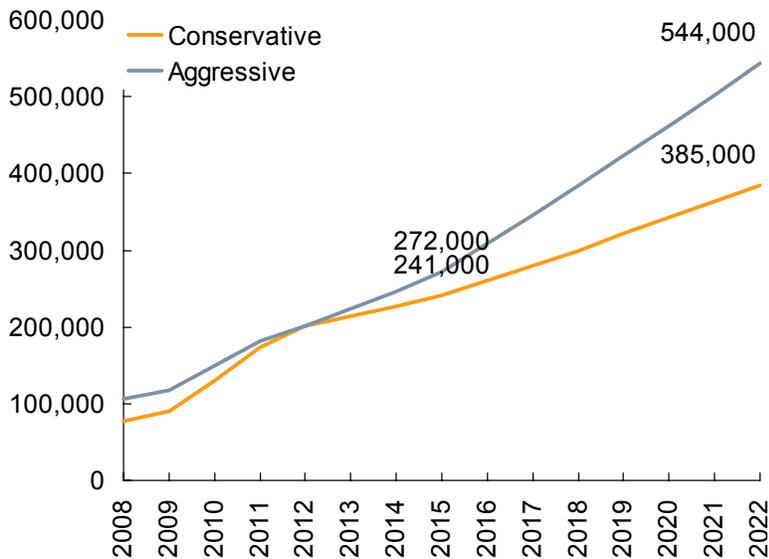
- ▶ The study area's relatively negative perception may limit evening or nighttime retail activity
- ▶ East Mountain residents may not find it very onerous to drive past the study area, given easy I-40 access
- ▶ The wide range of household incomes in the study area may make it difficult to find market support for any given class of retailer

# SUMMARY OF MARKET OPPORTUNITIES

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

## MARKET OPPORTUNITIES INDUSTRIAL

**Cumulative Industrial Space Demand (Square Feet)**  
East Gateway Sector Development Plan Area



SOURCE: RCLCO

### Opportunities

- ▶ Study area is already an established location for high-tech industrial uses
- ▶ Most industrial demand will likely come from businesses related to either Sandia Labs/Tech Park or Kirtland AFB for the foreseeable future
- ▶ Study area is unlikely to attract heavy manufacturing or industrial requiring truck access, which are not a good fit anyway

# ADDITIONAL CONSIDERATIONS

## INDUSTRIAL

### Critical Success Factors

- ▶ Continue to support industrial tenants, particularly high-tech ones that bring with them high-paying jobs and improve the area's overall perception
- ▶ Any design requirements imposed by the City must carefully balance the desire for improved aesthetics with the realities of industrial development

### Limiting Factors

- ▶ Full potential may not be realized due to limited availability of for-sale land in the Sandia Technology Park
  - Developers indicate that building on leased land is significantly less economically feasible than doing so on for-sale land

# SUMMARY OF MARKET OPPORTUNITIES

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

# MARKET OPPORTUNITIES

## RESIDENTIAL

### Annual Net New Residential Demand East Gateway Sector Development Plan Area



SOURCE: RCLCO

### Opportunities

- ▶ Small-lot detached homes adjacent to walkable retail may present the strongest ownership opportunity
- ▶ Some opportunity exists for rental apartments near major employment nodes or walkable retail
- ▶ Residential projects fronting Central are unlikely to make sense near-term
- ▶ An opportunity exists to attract younger households from outside ABQ who work in the area, desire walkable environments, and lack negative preconceptions of the area
- ▶ Military retirees are also a potential target market for apartments and single-level homes

# ADDITIONAL CONSIDERATIONS

## RESIDENTIAL

### Critical Success Factors

- ▶ Albuquerque in general, and the study area in particular, is unlikely to support overly high-density products in the near term
- ▶ Improved streetscaping and safety is needed
- ▶ Additional and better surrounding land uses (retail and services) will likely need to be in place before residential becomes a viable option for employees of Sandia Labs and Tech Park

### Limiting Factors

- ▶ Negative perception of the study area limits residential viability more than any other potential land use

# OVERALL CRITICAL SUCCESS FACTORS

## EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA

- ▶ The City needs to show commitment to the area by initiating and facilitating redevelopment
- ▶ Consider development incentives such as reduced impact fees to jump start development
- ▶ Streetscaping and design requirements need to be reasonable to attract developers
- ▶ Easing or expediting the development process may help boost interest in the study area
- ▶ Redevelopment efforts should be concentrated in specific nodes rather than spread out
- ▶ The need to create larger parcels through assemblage may be a deterrent to new development
- ▶ 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



### Appendix 1

#### MARKET OPPORTUNITY MATRIX EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA ALBUQUERQUE, NM

**OVERALL RETAIL:** While current neighborhood centers and big boxes meet much of the retail needs of study area residents, local employees and East Mountain households are overlooked sources of retail expenditures that could supply demand for the equivalent of at least one additional neighborhood/community center.

**OFFICE:** Low vacancies support new construction for local-serving office, while higher regional vacancies may inhibit capture of regional office in the near-term; however, long-term prospects are also positive as more desirable office submarkets get built out and supportive land uses get built in the study area.

**INDUSTRIAL:** Proximity to Sandia 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 near the labs over the past 10 years, which may translate into moderating industrial growth moving forward.

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

**ADDITIONAL CONSIDERATIONS:** While not within the scope of this market study, hospitality/lodging serving business visitors to Sandia National Labs and Kirtland AFB, as well as off-base meeting and conference space, were identified as land uses that should be considered as potential development opportunities.

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
<b>OFFICE</b>	<ul style="list-style-type: none"> <li>• Albuquerque is a 12.5 million square foot office market, with the largest concentrations found in the North I-25, Downtown, and Uptown submarkets.</li> <li>• Only approximately 10% of office space market-wide is Class A<sup>1</sup>. Over half of available office space is Class B<sup>1</sup>.</li> <li>• The Southeast Heights submarket, of which the study area is a subset, represents just under 5% of the total metro-area supply of office space.</li> <li>• No true office nodes exist within the study area, other than buildings within Sandia Tech Park.</li> <li>• Local-serving office buildings are typically older, with little curb appeal.</li> </ul>	<ul style="list-style-type: none"> <li>• Vacancies in the Southeast Heights submarket are approximately 5%, which is the lowest of Albuquerque's submarkets and would normally justify new construction.</li> <li>• Submarkets to the north (Rio Rancho, North I-25, Northeast Heights), however, have vacancies of around 13%, and new demand may fill vacant office space in these more desirable locations before looking to the Southeast Heights submarket.</li> <li>• Office rents in the Southeast Heights submarket are comparable to most other submarkets in Albuquerque.</li> </ul>	<p>★★ <b>Limited</b></p> <ul style="list-style-type: none"> <li>• We estimate that cumulative demand for office space in the study area could range from 80,000 to 125,000 square feet by 2015, assuming a target vacancy rate of 10%.</li> <li>• Businesses associated with Sandia Labs or Kirtland AFB will likely continue to drive office demand in the study area.</li> <li>• Metro-wide office demand will likely look for availability in other submarkets first.</li> </ul>	<p>★★★ <b>Moderate</b></p> <ul style="list-style-type: none"> <li>• Longer term, we anticipate that the study area's appeal could increase, affording it a greater capture of metro-wide office demand.</li> <li>• By 2022, we estimate an additional 60,000 to 125,000 square feet of demand potential for new office space in the study area.</li> <li>• Although Sandia Labs and Kirtland AFB will undoubtedly continue to be key drivers of office space demand, we expect that local-serving office uses could represent a growing proportion of occupied space.</li> <li>• In addition, as Albuquerque's more desirable office submarkets get built out, we anticipate that Southeast Heights and the study area in particular could gain additional office users.</li> </ul>



Appendix 1

MARKET OPPORTUNITY MATRIX  
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
ALBUQUERQUE, NM

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
<b>RETAIL</b>	<ul style="list-style-type: none"> <li>Albuquerque is a 27 million square foot retail market, with supply distributed fairly evenly between the various submarkets.</li> <li>The Southeast Heights submarket, of which the study area is a subset, represents approximately 10% of Albuquerque's supply.</li> <li>A concentration of higher-end "lifestyle" retail exists in the Uptown submarket located directly to the northwest of the study area.</li> <li>The study area is characterized by several large warehouse retailers, RV dealers, and two grocery-anchored neighborhood centers.</li> <li>New retail development at Central &amp; Eubank has proven popular with nearby employees.</li> <li>Few restaurants exist to serve the enormous employee base represented by Sandia Labs and Kirtland AFB.</li> </ul>	<ul style="list-style-type: none"> <li>Vacancies in the Southeast Heights submarket are currently approximately 3.5%, though historically closer to the metro-wide average of 8%.</li> <li>The highest vacancies exist in the West Mesa, Downtown, and Uptown submarkets, and only Cottonwood has a lower vacancy rate than Southeast Heights.</li> <li>Demand for a number of retail types exceeds supply in the study area, chief among them restaurants catering to both local residents and employees of Sandia and Kirtland.</li> <li>Substantial additional demand potential could come from communities located directly east of Albuquerque.</li> </ul>	<p>★★★★ Strong</p> <ul style="list-style-type: none"> <li>The study area is currently underserved by approximately 160,000 square feet of neighborhood/local and freestanding retail.</li> <li>Approximately half of the retail demand is expected to be generated by study area residents.</li> <li>The other half of the unmet retail demand is mostly generated by East Mountain households, but also area employees.</li> <li>Restaurants are a significant component of the unmet demand (over 25,000 square feet).</li> </ul>	<p>★★★★ Strong</p> <ul style="list-style-type: none"> <li>Demand for neighborhood/local and freestanding retail increases by 50,000 to over 210,000 square feet by 2015.</li> <li>Nearly 200,000 of power center retail may be supportable by 2015, but is largely dependent upon capturing spending from East Mountain households.</li> <li>It will be difficult, even in the long-term, to capture regional retail spending with the presence of Uptown retail nearby</li> </ul>



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EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
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LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
<b>INDUSTRIAL</b>	<ul style="list-style-type: none"> <li>Albuquerque is a 36 million square foot industrial market, with most inventory located in the North I-25 and Rio Rancho submarkets.</li> <li>Overall, roughly half of Albuquerque's supply consists of general industrial space, while 40% is warehouse/flex space and 10% is R&amp;D/flex space.</li> <li>The Southeast Heights submarket represents less than 4% of the total metro-wide supply of industrial space.</li> <li>A wide range of industrial buildings stock exists, from small light manufacturing facilities to larger high-tech buildings.</li> </ul>	<ul style="list-style-type: none"> <li>The overall vacancy rate in Albuquerque is approximately 6.5%.</li> <li>Vacancies in the Southeast Heights submarket are currently 7%, but was typically in the 3 to 4% range over the past few years.</li> <li>The only submarkets that are struggling are Downtown and North Valley, both with vacancies around 14%.</li> <li>Rents for R&amp;D/flex space in the Southeast Heights submarket are at the top of the Albuquerque market, at a 60% premium above the metro-wide average.</li> </ul>	<p>★★★★ Strong</p> <ul style="list-style-type: none"> <li>Southeast Heights' vacancy rates over the past several years indicate that the submarket is undersupplied.</li> <li>Anecdotal evidence also suggests that demand for new light industrial space exceeds supply in the study area.</li> <li>We estimate cumulative demand to range from 240,000 to 270,000 square feet of space in the study area by 2015, assuming a 10% target vacancy rate.</li> <li>Potential budget cuts at Sandia Labs and/or Kirtland AFB may limit the need for support services and related industrial occupants.</li> </ul>	<p>★★★ Moderate</p> <ul style="list-style-type: none"> <li>Long-term, we anticipate that an increase in the study area's capture of metro-wide demand (given the eventual build-out of other submarkets) could help mitigate any potential contraction of Sandia or Kirtland operations.</li> <li>By 2022, we estimate an additional 140,000 to 270,000 square feet of demand potential for new industrial space in the study area.</li> </ul>



Appendix 1

**MARKET OPPORTUNITY MATRIX  
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
ALBUQUERQUE, NM**

LAND USE	SUPPLY CONDITIONS	DEMAND CONDITIONS	NEAR-TERM OPPORTUNITY	LONG-TERM OPPORTUNITY
<b>RESIDENTIAL</b>	<ul style="list-style-type: none"> <li>The study area consists of primarily low-density for-sale residential product, although new rental projects have recently appeared near the Sandia Tech Park.</li> <li>A limited supply of new for-sale product exists at the southern end of Juan Tabo.</li> <li>Home prices range widely, with the top of the market represented by the Four Hills community in the southeast corner of the study area.</li> <li>96% of the rental apartment stock was built before 1990.</li> <li>Significant concentrations of low-income and mobile home product exist in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Ownership attached/multifamily product has limited acceptance market-wide.</li> <li>Owner-occupied attached units have declined since 2000.</li> <li>Apartment vacancies in the submarket are much higher than the metro average, though newer properties near Sandia/Kirtland are faring better.</li> <li>There were 310 resales in 2007, well below the statistical demand potential of 500 to 700 resale transactions per year.</li> </ul>	<ul style="list-style-type: none"> <li><b>★ Very Limited</b></li> <li>We estimate a net new ownership housing demand of approximately 120 units per year, although only 70 are priced above \$150,000.</li> <li>The net new rental apartment demand is approximately 40 units per year, although only half are at Class A<sup>1</sup> rents (demand-equivalent of one 200-unit project every 10 years).</li> </ul>	<ul style="list-style-type: none"> <li><b>★★ Limited</b></li> <li>The long-term annual demand is expected to remain relatively the same, although the study area may increase its regional capture as the area improves.</li> </ul>
<b>KEY</b>	<b>★ Very Limited</b>	<b>★★ Limited</b>	<b>★★★ Moderate</b>	<b>★★★★ Strong</b>

<sup>1</sup> Scale ranges from Class A through Class C, with Class A buildings representing the high end of the market in terms of prestige, quality, rents/prices, and users.



Appendix 2

**MARKET OPPORTUNITY DETAIL  
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
ALBUQUERQUE, NM**

<b>OVERALL CRITICAL FACTORS</b>	<ul style="list-style-type: none"> <li>The City needs to show commitment to the area by initiating and facilitating redevelopment.</li> <li>Consider development incentives such as reduced impact fees to jumpstart development.</li> <li>Streetscaping and design requirements need to be reasonable to attract developers.</li> <li>Easing or expediting the development process may help boost interest in the study area.</li> <li>Redevelopment efforts should be concentrated in specific nodes rather than spread out.</li> <li>The need to create larger parcels through assemblage may be a deterrent to new development.</li> </ul>
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LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
<b>OFFICE</b>	<ul style="list-style-type: none"> <li>80,000 to 125,000 SF of demand by 2015</li> <li>Additional 60,000 to 125,000 SF by 2022</li> </ul>	<ul style="list-style-type: none"> <li>Most office demand will likely come from businesses related to either Sandia Labs/ Tech Park or Kirtland AFB for the foreseeable future.</li> <li>Long-term additional demand could come from small local-serving businesses such as those providing professional services.</li> <li>Flexible office space serving the needs of foreign nationals unable to enter Kirtland AFB could represent a strong immediate opportunity.</li> <li>Better I-40 access relative to the rest of the Southeast Heights submarket means that the study area should be able to capture most of that demand.</li> </ul>	<ul style="list-style-type: none"> <li>Concentrate office space in nodes close to existing employment or retail clusters.</li> <li>Initially, this will likely be near the intersection of Central and Eubank or near the Sandia Tech Park.</li> <li>To draw additional businesses to the study area, surrounding land uses will likely need additional supportive amenities (restaurants, shopping, services, etc.).</li> </ul>	<ul style="list-style-type: none"> <li>The study area's relatively negative perception is a deterrent to new residents and thus new employers, and vice versa.</li> <li>Lack of enough supporting land uses makes the study area less competitive with more established submarkets in Albuquerque.</li> </ul>



Appendix 2

MARKET OPPORTUNITY DETAIL  
EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
ALBUQUERQUE, NM

LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
<b>RETAIL</b>	<ul style="list-style-type: none"> <li>160,000 SF of unmet demand in 2008</li> <li>Additional 50,000 SF by 2015</li> </ul>	<ul style="list-style-type: none"> <li>Local residents are underserved by restaurants and grocery stores in the area.</li> <li>Local employees at Sandia Labs, Sandia Tech Park, and Kirtland AFB represent an enormous retail customers base that currently has to venture outside the study area for meals, etc.</li> <li>An opportunity exists to establish a regional retail node at Central and Eubank, as well as a local retail node at Central and Juan Tabo.</li> <li>The study area is likely unsuitable for super-regional or "lifestyle" retail in the foreseeable future.</li> </ul>	<ul style="list-style-type: none"> <li>Concentrate retail space in nodes, rather than in strip centers or along Central.</li> <li>That said, retailers targeting local employees could orient themselves along Eubank to capture Sandia and Kirtland personnel exiting the Eubank Gate at lunchtime or after hours.</li> <li>Retail space located closer to I-40 would be better positioned to capture East Mountain household spending, a critical demand source.</li> <li>Support local retailers (particularly restaurant chains) to the extent possible.</li> </ul>	<ul style="list-style-type: none"> <li>The study area's relatively negative perception may limit evening/nighttime retail activity.</li> <li>Residents coming from communities located directly east of Albuquerque may not find it very onerous to drive past the study area given easy I-40 access.</li> <li>The wide range of household incomes found in the study area can make it more difficult to find market support for any given class of retailer.</li> </ul>

LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
<b>INDUSTRIAL</b>	<ul style="list-style-type: none"> <li>240,000 to 270,000 SF demand by 2015</li> <li>Additional 140,000 to 270,000 SF by 2022</li> </ul>	<ul style="list-style-type: none"> <li>The study area is already known for high-tech industrial land uses.</li> <li>Most industrial demand will likely come from businesses related to either Sandia Labs/Tech Park or Kirtland AFB for the foreseeable future.</li> <li>Although it is unlikely that major manufacturing or industrial tenants requiring truck access will end up in the study area, we do not think these types of uses are a good fit anyway.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to support industrial tenants, particularly high-tech ones that bring with them high-paying jobs and improve the area's overall perception.</li> <li>Any design requirements imposed by the City must carefully balance the desire for improved aesthetics with the realities of having industrial tenants.</li> </ul>	<ul style="list-style-type: none"> <li>The study area's full potential may not be realized due to limited to no availability of for-sale land in the Sandia Technology Park; developers indicate that building on leased land is significantly less economically feasible than doing so on for-sale land.</li> </ul>



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EAST GATEWAY SECTOR DEVELOPMENT PLAN AREA  
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LAND USE	SUPPORTED SCALE	DESCRIPTION OF OPPORTUNITY	CRITICAL SUCCESS FACTORS	LIMITING FACTORS
<b>RESIDENTIAL</b>	<ul style="list-style-type: none"> <li>70 net new owners per year over \$150,000 home price</li> <li>20 net new apartment renters per year paying over \$690 per month.</li> </ul>	<ul style="list-style-type: none"> <li>Given the lack of market acceptance of attached product, small-lot homes adjacent to walkable retail may present the strongest ownership opportunity; flats and townhomes are risky.</li> <li>Rental apartments in limited quantities near major employment nodes or walkable retail could work.</li> <li>Residential projects fronting Central are unlikely to make sense in the near term.</li> <li>Attracting younger households, particularly Sandia/Kirtland recruits from outside Albuquerque who desire walkable environments and lack negative pre-conceptions of the study area, could represent the best opportunity.</li> <li>Military retirees are also a potential target market for apartments and single-level homes.</li> </ul>	<ul style="list-style-type: none"> <li>Albuquerque in general, and the study area in particular is unlikely to support overly high-density products in the near term.</li> <li>Improved streetscaping and safety is needed.</li> <li>Additional and better surrounding land uses (retail, services) will likely need to be in place before residential becomes a viable option for employees of Sandia Labs and Tech Park.</li> </ul>	<ul style="list-style-type: none"> <li>The negative perception of the study area limits residential viability more than any other potential land use.</li> </ul>



## **Appendix C**

### **Central Avenue Proposals for Long-Range Consideration**

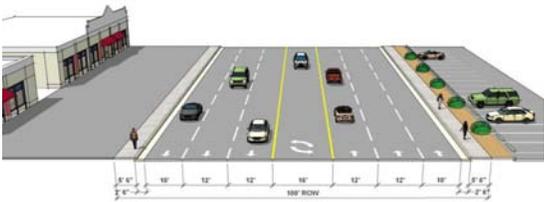
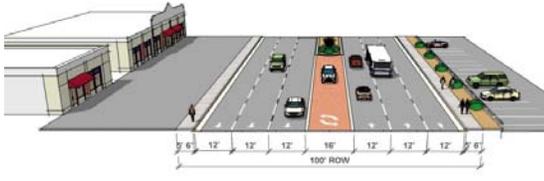


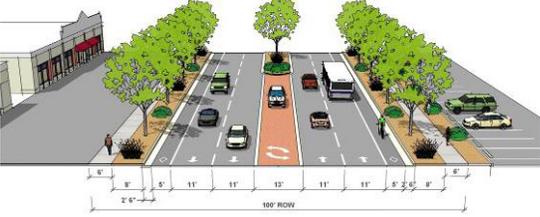
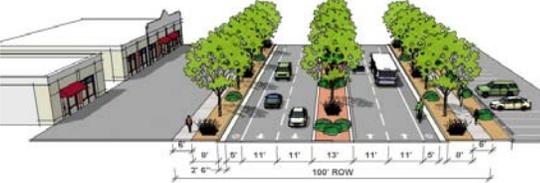
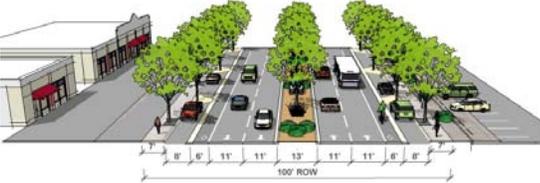
### Long-term Recommendations for Central Avenue

Long-range redesign and phased redevelopment of Central Avenue could provide space for on-street bicycle lanes, an improved walking environment and more efficient vehicle movement at major street intersections. It could establish the framework for private reinvestment in a more vibrant setting. Reducing the number of lanes on Central Avenue would be needed to accomplish the improvements presented for consideration.

### Central Avenue Street Cross Section

Central's conversion from six-lanes to four-lanes would include a median, left turning lanes at major street intersections, bicycle lanes, improved street crossing design for pedestrians, and flat sidewalks set back from the curb all within existing public rights-of-way. On-street parking could also be introduced between Tramway and Western Skies to serve businesses in the proposed Community Activity Center if desired.

CENTRAL AVENUE PROJECT PROPOSALS TO CONSIDER	WHAT THE PROPOSALS COULD DO FOR CENTRAL AVENUE		
	TRAFFIC FLOW	PEDESTRIAN, BIKE, & TRANSIT	LAND USE & COMMUNITY
 <p><b>CENTRAL AVENUE TODAY</b></p>	<ul style="list-style-type: none"> <li>- Majority of roadway is underused.</li> <li>- Uncontrolled access and high speeds are unsafe for motorists, bicyclists and pedestrians.</li> <li>- Solutions to relieve vehicular congestion at Central intersections with Juan Tabo and Eubank require acquiring more public right-of-way.</li> </ul>	<ul style="list-style-type: none"> <li>- Sidewalks and street crossings are unsafe for pedestrians.</li> <li>- Poor pedestrian environment makes transit unattractive travel mode.</li> <li>- No bicycle accommodation</li> </ul>	<ul style="list-style-type: none"> <li>- Street function and appearance does not encourage new development.</li> <li>- Corridor disinvestment negatively impacts adjacent neighborhoods.</li> </ul>
 <p><b>SPOT MEDIAN IMPROVEMENTS</b></p>	<ul style="list-style-type: none"> <li>- Spot landscaped medians and colored turning lane improves safety by managing vehicle access.</li> <li>-Traffic speed is still an issue.</li> <li>- Majority of roadway is still underused.</li> <li>- Congestion is still experienced at Juan Tabo and Eubank. Solutions still require acquiring additional public right-of-way.</li> </ul>	<ul style="list-style-type: none"> <li>- Median design enables occasional pedestrian crossing of 6-lane roadway.</li> <li>- Still no improvements for pedestrian travel along the street.</li> <li>- No bicycle accommodation.</li> <li>- Poor pedestrian environment forces transit to be mode of last resort.</li> </ul>	<ul style="list-style-type: none"> <li>- Median project is primarily a safety project. Only minor landscape improvements provided.</li> <li>- Corridor disinvestment will continue to impact adjacent neighborhoods.</li> </ul>

 <p><b>REMOVE ONE VEHICLE TRAFFIC LANE IN EACH DIRECTION TO ADD:</b></p> <p><b>TURN LANES AT CENTRAL/EUBANK AND CENTRAL/JUAN TABO, BICYCLE LANES, PLANTING STRIP BETWEEN SIDEWALK AND CURB and FLAT, HANDICAP ACCESSIBLE SIDEWALKS</b></p>	<ul style="list-style-type: none"> <li>- Removing one vehicle lane in each travel direction improves motorist safety by reducing speeds, but does not impede traffic flow.</li> <li>- Removing lanes enables adding turning lanes to relieve and manage congestion at Central/Juan Tabo and at Central/Eubank.</li> </ul>	<ul style="list-style-type: none"> <li>- Reduces vehicle speeds for pedestrian and cyclist safety</li> <li>- Allows flat sidewalks over driveways, a landscape buffer between vehicle traffic and the walkway, transit shelters and a striped bicycle lane in each direction.</li> </ul>	<ul style="list-style-type: none"> <li>- Allows a major aesthetic street upgrade.</li> <li>- Public investment sends a positive message to property owners and developers</li> <li>- particularly of mid-block properties.</li> <li>- Corridor investment strengthens adjacent neighborhoods.</li> </ul>
 <p><b>FULL MEDIAN</b></p>	<ul style="list-style-type: none"> <li>- Full median development improves safety by further managing vehicle access.</li> </ul> <p><b>Driveway cuts are reduced as new land uses are introduced. The two-way left turn lane can be replaced with a full landscaped median to increase traffic flow.</b></p>	<ul style="list-style-type: none"> <li>- Full median development enables additional pedestrian crossings.</li> <li>- Full median development reduces vehicular turning movements except at street intersections thereby improving bicycle and pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>- This major aesthetic upgrade to the public right-of-way sends a positive message to property owners and developers</li> <li>- particularly of mid-block properties.</li> </ul>
 <p><b>ON-STREET PARKING – NEAR TRAMWAY</b></p>	<ul style="list-style-type: none"> <li>- On-street parking slows traffic near the Four Hills Shopping Center.</li> <li>- The risk of additional crashes caused by on-street parking is minimized by reduced speeds.</li> </ul>	<ul style="list-style-type: none"> <li>- On-street parking makes pedestrian areas safer by placing more residents and employees on Central.</li> <li>- On-street parking creates an additional buffer between pedestrians and moving traffic.</li> <li>- On-street parking is designed to work with an adjacent bicycle lane.</li> </ul>	<ul style="list-style-type: none"> <li>- On-street parking is a major physical upgrade for adjacent land uses and places people close to businesses along the street.</li> <li>- On-street parking invites a wide variety of land uses to front and succeed on Central Avenue.</li> </ul>
 <p><b>DEVELOPMENT – FRONTING STREET</b></p>	<ul style="list-style-type: none"> <li>- The physical environment increases motorist awareness. They will expect to see turning vehicles, pedestrians and bicyclists, further improving corridor safety.</li> </ul>	<ul style="list-style-type: none"> <li>- Buildings fronting the street will complete the pedestrian environment, increasing human comfort, convenience, and security that come with businesses accessible from the sidewalk.</li> </ul>	<ul style="list-style-type: none"> <li>- Buildings fronting the street will help revitalize the street and by extension, the East Gateway community.</li> </ul>

### **Central Avenue Major Street Intersections**

Additional turn lanes at the Central/Eubank Boulevard and Juan Tabo Boulevard intersection would alleviate some of the delay anticipated for the future. With street lane reduction, these turning lanes can be accommodated without acquiring expensive additional right-of-way from adjacent properties. Additional right-of-way would make the street intersection extremely wide and more unsafe and impractical for pedestrians to cross.

- ***Central Avenue/ Eubank Boulevard Intersection***

The recommended design for this intersection would introduce dual left turn lanes on Central Avenue's eastbound and westbound approaches to add queuing space for left turns and to minimize intersection delay. To reduce the need for additional pavement width, the design would also remove the dedicated eastbound right turn lane; instead sharing both eastbound and westbound right turns with the outer through travel lane in each direction.

The intent behind this design is to improve travel time from Kirtland Air Force Base, Sandia Laboratories, the Sandia Science and Technology Park, and the developing community activity center to Interstate 40. The Eubank cross-section would keep three travel lanes per direction and add dual left turns to maximize queuing length at the intersection. North of Central on the southbound approach the right turn-only lane is converted to a north-south travel lane enabling a recommended four-lane Eubank Boulevard cross section south of Central.

- ***Central Avenue/Juan Tabo Boulevard Intersection***

The recommended design for this intersection also introduces dual left turn lanes on Central Avenue's eastbound and westbound approaches to increase capacity for turning vehicles and removes a dedicated right turn lane to allow a transition to a four lane street south of Central Avenue. Juan Tabo would remain six lanes north of Central to maximize vehicle-carrying capacity to Interstate 40. South of Central Avenue, the street primarily serves residential neighborhood access.

Because of the short distance between major street intersections and the transition distance required for left turning lanes, Central Avenue between Eubank and Juan Tabo should not have on-street parking.



## **Appendix D**

### **Resource Management Plan for Tijeras Arroyo Biological Zone and Map of Ownership Categories**



# Resource Management Plan for *Tijeras Arroyo Biological Zone*



City of Albuquerque  
Parks and Recreation Department  
Open Space Division  
September 2008





## Resource Management Plan for Tijeras Arroyo Biological Zone

*Note: To read this plan in its entirety, please visit [www.cabq.gov/openspace](http://www.cabq.gov/openspace)*

### **1.1 Goals for Tijeras Arroyo Biological Zone (TABZ) Major Public Open Space (MPOS) are:**

- Conservation of natural resources, wildlife, and environmental features;
- Conservation and protection of cultural resources;
- Provision of opportunities for outdoor education and low-impact recreation;
- Enhance vegetative biodiversity habitat within disclimax areas and the overall Bio-Zone.

### **1.2 Objectives for TABZ are:**

Preserve remaining native vegetation communities;  
Restore native vegetation in needed areas;  
Improve wildlife habitat to ensure species' protection;  
Implement restoration measures, such as bio-swales, to reduce pollutants and toxins washing in from adjacent developments and storm water conveyances;  
Design and install appropriate improvements to City owned Major Public Open Space areas– provide boundary protection, trails, signs, and other improvements that will enhance visitor experience while protecting vegetation and wildlife habitat;  
Enhance visitor access via designated trail-heads or parking areas;  
Protect sensitive cultural resources and enhance environmental quality;  
Develop strategies to minimize erosion, revegetate disturbed areas, and protect archaeological sites;  
Provide interpretive and educational opportunities to help visitors of all ages better understand natural systems, human use, and dynamic land management strategies;  
Encourage long-term stewardship of this site through Open Space Volunteer programs to assist and enhance the management and protection of the natural and cultural resources;  
Provide routine patrols by the Open Space staff to inspect site and conditions and to provide information and make contact with visitors and volunteers;  
Provide visitor safety and resource protection with the collaboration of Albuquerque Police Department (APD) Open Space officers;  
Due to area having inconsistent and separated City owned parcels throughout the designated area known as the Bio-Zone, acquiring more land into the City Major Public Open Space network is crucial for there to be fluid management of the land as a Bio-Zone.

### 1.3 Necessary/potential improvements to TABZ include:

*Access.* The Tijeras Arroyo has many “owners” and access has been determined as both a destructive force and a very important aspect of recreation. Too many areas are accessible by vehicle and problems such as off-road vehicle trespass and illegal dumping have been occurring. OSD will determine areas that are acceptable for pedestrian access while vehicular access will be prohibited. Official parking areas currently do not exist. A few options do exist for future official parking areas. Singing Arrow Park, an area near a future fire station/commercial development (shared parking) southeast of the Juan Tabo Bridge at the Tijeras Arroyo, or an area off Four Hills Road are possible future sites for official parking areas. Housing subdivisions are being developed rapidly in the area and it will be critical to designate low-impact recreational use through designated access points for nearby residents as well as parking areas for citizens who drive to the area.

*Boundary protection.* As acknowledged in the City of Albuquerque: Major Public Open Space Facility Plan, signs need to be posted to identify boundaries, access points and regulations. Per a meeting with the Juan Tabo Hills LLC owners, boundary protection will begin spring 2009 with the developer of Juan Tabo Hills by installing a gate and temporary fencing along the arroyo Open Space boundary southeast of the Juan Tabo Bridge. Once build-out completes, OSD will fence all COA OSD parcels. Areas to the west near Eubank Blvd. need access control measures installed by the appropriate owners. OSD is currently working with the U.S. Army Corps of Engineers to install a gate and other control measures underneath the Juan Tabo Bridge. This should be completed by summer 2009.

## 2. PURPOSE

The Tijeras Arroyo Biological Zone Open Space Resource Management Plan is a working document that provides guidance for management and use of this site. The primary goal of the plan is to outline measures that will aid in the conservation of the natural and cultural resources and to identify opportunities for public recreation.

Implementation shall focus on three main areas of concern.

- . The first is dealing with drainage which is increasing in importance as residential development continues to surround the arroyo. Coordination with AMAFCA, Bernalillo County and private land owners will be essential to successful management of drainage and the mitigation of pollutants and contaminants.

- Secondly, the persistent illegal motorized vehicle recreational activity in the arroyo threatens to further degrade habitat, vegetation and disturb and displace wildlife as well as destabilizing the slopes. Access control is critical to preserving the study area and to the successful restoration of the degraded land. Fencing and signing the entire boundary will be crucial and must be implemented.
- Thirdly, after the property is boundary protected and access is limited to only pedestrians, volunteer involvement to start implementing restoration strategies (as outlined in section 8.2) will be needed. Ongoing habitat restoration and other projects along with monitoring will be crucial to the success of the goals and objectives outlined in this RMP.

Cultural resource protection is also one of the goals and objectives for this RMP. No specific sites shall be disclosed to the public except on guided interpretive tours only. The protection of these sites is crucial to their survival and significance of human history in the area. Archaeological clearances must be implemented by the OSD prior to any and all restoration and trail work within the City owned Bio-Zone areas.

### **9.2 Environmental Education and Interpretation**

Educational and interpretive themes will need to be developed or existing programs used by City staff. Due to current OS staffing, guided hikes may be conducted by trained volunteers who are members of the TWV program under the Community Interpreters of the Environment (CIOTE) volunteer program. There may also be opportunities to collaborate with other interested groups or organizations that are interested to help in interpretive tours.

### **9.3 Trail Improvements**

City staff will attempt to have a minimum of two volunteer trail projects each year. Most trail work at TABZ will involve new trail construction and the rerouting or closure of social trails. Improvements may also consist of enhancing drainage within the trail system. Berm removal and drain dips are two ways of increasing the effectiveness of keeping water off the trails, thus slowing erosion of the trail. Rerouting some steep sections of existing trails will need to be considered and new trail construction shall follow the contours of the hills to avoid unsustainable trails. All in all, these improvements should mitigate erosion and provide a safe, fun, and sustainable trail system.

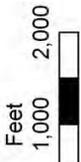
### **9.4 Parking Area**

The proposed parking lot near the Juan Tabo Bridge will be dependant on the timing of the Juan Tabo Hills subdivision build-out. This build-out, which is to include a City owned fire station, may take several years. When the parking area is constructed, the OSD will install appropriate signage near the trailhead and parking area. Other parking areas shall be considered for future development when and if the City can acquire more land within the Bio-Zone. Otherwise, coordination with private land owners and other agencies who own land within

the Bio-Zone could provide accessibility to people who want to park and recreate throughout the TABZ.

# Tijeras Arroyo Bio-Zone Ownership Categories

With Approximate Section Divisions and FID Numbers

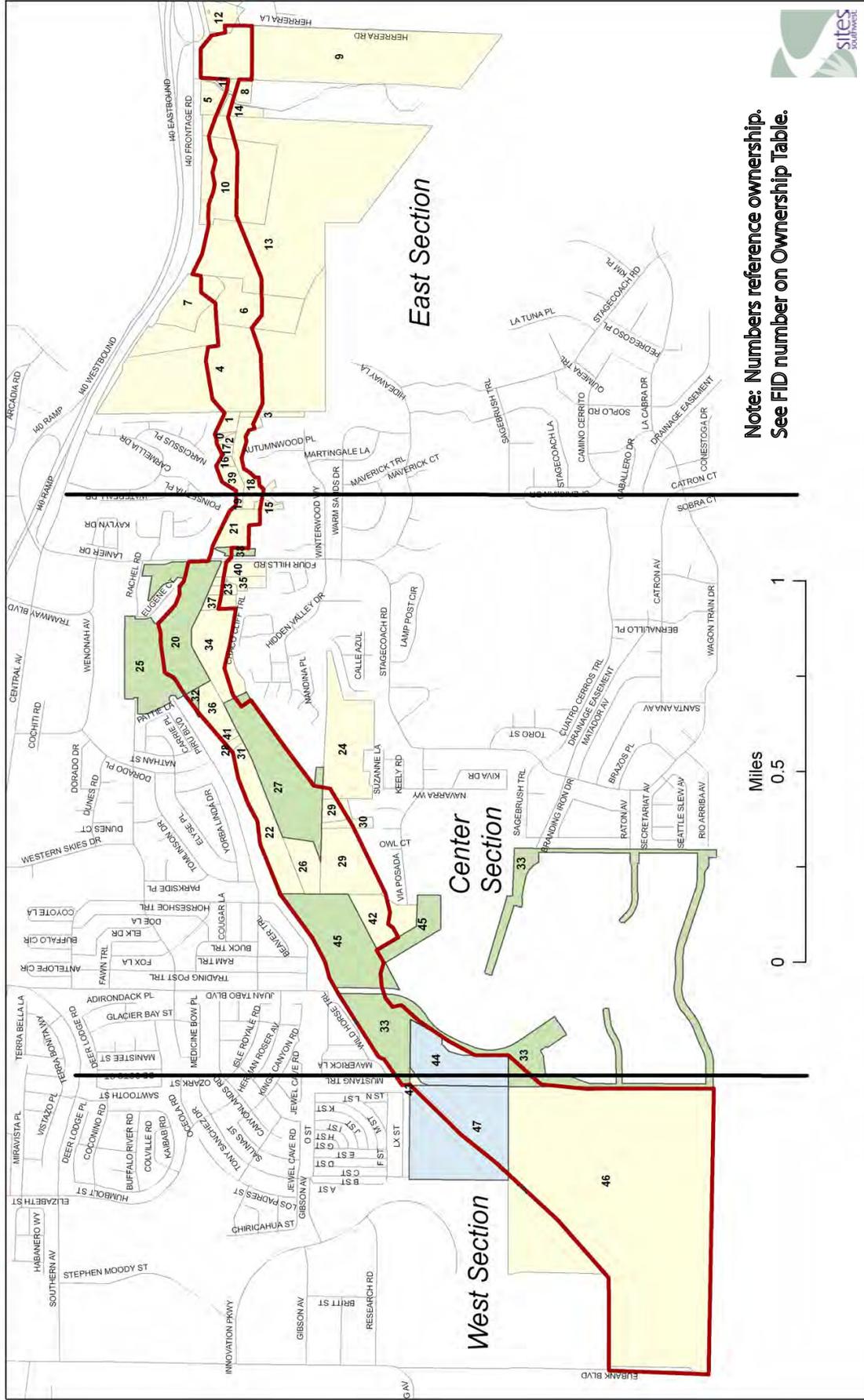


Privately Owned

City Owned

State Owned or AMAFCA

Bio-Zone Boundary



Note: Numbers reference ownership. See FID number on Ownership Table.

